

Transport
for NSW

Pacific Highway through Wyong Town Centre

Community Consultation Report
December 2024



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OFFICIAL

Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.



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1. Executive Summary

This community consultation report provides a summary of the community engagement that was carried out by Transport for NSW (Transport) to seek feedback on a refined concept design for the upgrade of the Pacific Highway through Wyong Town Centre.

The Australian Government and NSW Government are investing \$420 million to upgrade the Pacific Highway through the Wyong Town Centre.

The upgrade will improve traffic flow, travel times and safety for all road users as well as provide for future improvements to the public transport network.

Transport worked closely with the community from 2008 to 2015 to develop the concept design for the Pacific Highway Upgrade through Wyong Town Centre. The local community and businesses provided critical feedback and were involved in consultation sessions to determine the concept design, completed in 2015.

The previous concept design was prepared almost ten years ago. As the project has progressed, the communities' expectations of transport projects have changed. Individual stakeholder requirements, policies and standards have also changed. Transport has also focused on the best way to construct the project, to ensure that key risks are addressed and the project provides value for money.

Transport prepared a Community Update and Concept Design Fact Sheet to display the refined concept design and highlight the changes since the previous 2015 design.

Between 19 July and 11 August, community members were invited to share their feedback on the refined concept design via a Have Your Say online interactive portal survey, media release, social media posts and community drop-in sessions.

Transport received 120 submissions from the community during the consultation period, including a submission from Central Coast Council.

From the 120 community submissions, 253 issues were raised and the key issues addressed in the Submissions Report include:

- General comments and clarifications regarding the project (27%)
- Traffic and transport (21%)
- Public and active transport (15%)
- Parking (8%)
- Socio-economic (7%)
- Project need and justification (6%)
- Environment (6%)

Each submission has been examined individually to understand the issues being raised. The issues raised have been extracted and collated, and corresponding responses have been provided.

The issues raised in the submissions received will be considered in an Addendum Review of Environmental Factors (AREF), scheduled for publication in early 2025. Where not addressed in the previous Review of Environmental Factors and supporting specialist studies then additional safeguards to mitigate impacts will be incorporated in the AREF in response to key issues raised.

The AREF will assess the broader environmental and social impacts of the design changes, including traffic and transport, noise, urban design, heritage and business impacts.

Updated site-specific safeguards, included in the AREF would then be addressed in the detailed design phase of the proposal and during construction and operation of the proposal.

A detailed summary of the key things we heard and responses to items raised can be found in section 5 of this document.

Transport would like to thank everyone who provided feedback. The feedback presented in this report will be considered as the project progresses.

2. Purpose of this report

This report relates to consultation activities which have been carried out as part of the development of a refined concept design for the Pacific Highway Upgrade, Wyong Town Centre project (the Proposal).

The refined concept design has been developed and placed on public display between 19 July and 11 August 2024. This consultation report summarises the issues raised and provides responses to each issue that may result in new or revised environmental safeguards (refer to Section 5) for the proposal.

This report will also inform part of the new assessment in the Addendum Review of Environmental Factors (AREF) scheduled for publication in early 2025. It should be read in conjunction with the previous Review of Environmental Factors (REF) (Roads & Maritime Services, 2015) and associated Submissions Report (Roads & Maritime Services, 2016).

The REF was placed on public display between 27 October and 27 November 2015. Submissions relating to the Proposal and the REF were summarised and responses provided in the Submissions Report which was published in February 2016.

The consultation report also summarises key stakeholders who were consulted during the development of the refined concept design.

3. Project overview

3.1 The proposal

Transport for NSW (Transport) proposes to upgrade the Pacific Highway to provide two lanes in each direction from Johnson Road at Tuggerah, through Wyong Town Centre and replace the Wyong River road bridge with a new four lane bridge.

The upgrade will improve traffic flow, travel times and safety for all road users as well as provide for future improvements to the public transport network. The project will also improve connectivity to and across the Pacific Highway and Main North Railway, with improved intersections and a new wider and longer bridge over the railway at Rose Street.

Key features of the project include:

- New and upgraded signalised intersections and local road adjustments, improving accessibility to the Pacific Highway from residential and commercial areas in Wyong
- A new four lane bridge over Wyong River, including a shared path and a dedicated off-road two-way cycleway
- A new three lane bridge over the Main North railway at Rose Street, which is higher, wider and longer than the existing bridge allowing for additional traffic capacity
- Demolition of the existing Wyong River road bridge and Howarth Street bridge (current bridge over Main North Railway)
- A continuous and connected off-road cycleway, catering for cyclists accessing Wyong Town Centre, Wyong train station and bus interchange
- An expanded dedicated rail commuter car park facility east of Wyong Station at Rose Street, to offset impact caused by the removal of existing commuter parking on the eastern and western sides of Wyong Station
- Provision for disabled commuter parking, taxi, ride share and pick up / drop off near Wyong Station
- Upgraded bus stops along Pacific Highway, including a relocated bus layover facility on the eastern side of Wyong Station
- A new rail and bus interchange plaza at Church Street, including prioritisation for pedestrians at the Church Street traffic signals
- Public utility relocations including electrical, gas, telecommunications, water and sewer
- Rail corridor work including track and other rail infrastructure adjustments
- Landscape planting, heritage interpretation, and other urban amenity improvements
- Retaining walls of various heights and locations
- Property acquisitions and adjustments, including demolition of the locally heritage listed Warner Shops
- Provision for future rail upgrades including construction of retaining walls, deflection walls, bridges and other infrastructure to safeguard space allocation for additional future tracks.

3.2 Consultation objectives

The previous concept design was prepared almost ten years ago. As the project has progressed, the communities' expectations of transport projects have changed. Individual stakeholder requirements, policies and standards have also changed.

A refined concept design was prepared to address the above changes, as well as focus on the best way to construct the project to ensure that key risks are addressed, and the project provides value for money.

During development of the refined concept design between mid-2023 and mid-2024, Transport has consulted with key stakeholders including business owners, council, transport operations and special interest groups. Consultation with the broader community was carried out during July and August 2024. This purpose of the consultation was to:

- Seek comment, feedback, ideas, and suggestions for Transport to consider when refining the 2015 concept design to improve the project and better serve the community
- Build a database of interested and concerned community members with whom we can continue to engage during the proposal's development.

3.3 How did we consult?

Transport prepared a Community Update and Concept Design Fact Sheet to display the refined concept design and highlight the changes since the previous 2015 design. The refined concept design was open for feedback from Friday 19 July to Sunday 11 August 2024.

Community members were encouraged to provide their feedback, leave comments and make submissions at the interactive web portal, information sessions or via mail, email or phone contact with the project team.

The public exhibition consisted of the following:

- A **Community Update** was delivered to 5649 residents around Wyong, Tuggerah, Tacoma, Tacoma South and Watanobbi on Tuesday 23 July and sent via email blast on Friday 19 July to 230 key stakeholders including local business owners, bus operators, council, local MP's.
- An **Interactive web portal** was developed to showcase the refined concept design and capture feedback. The web portal included the latest community update, concept design fact sheet and a virtual engagement room which featured design drawings and other key information about the project.
- **Community drop-in sessions** were held at Wyong Race Club on Tuesday 30 July between 1pm and 4pm, and Thursday 1 August between 4pm and 7pm. The sessions provided a chance for the community to the project team and get answers to their questions. Approximately 50 community members visited these staffed drop-in sessions.
- **Social media posts** were published via two Facebook posts during the consultation period. The first post went live between 22 and 28 July, and the second 1 and 8 August. The posts received 166 likes, 233 comments and 58 shares.
- A **media release** announcing the public display and inviting comments from the community was issued on 19 July 2024.

The Community Update and Concept Design Fact Sheet are provided in **Appendix A**, social media posts are provided in **Appendix B**, and media release is provided in **Appendix C**.

In addition to the formal display of the refined concept design, Transport also consulted key stakeholders throughout the development of the refined concept design, including:

- Local government
 - Central Coast Council
- Transport operators
 - Bus operators – CDC, Busways and Redbus
 - Rail operators – Sydney Trains and NSW Trainlink
 - Central Coast Community Transport
- Darkinjung Local Aboriginal Land Council
- Local businesses
 - Village Central Wyong
 - Wyong Race Club
 - Grand Hotel Wyong
- Business Wyong
- Nearby residents and businesses who requested a meeting with Transport
- Central Coast Wetlands
- Utility authorities
 - Jemena
 - Ausgrid
 - Central Coast Council
 - Telstra
 - Sydney Trains
- Other NSW and Australian Government agencies
 - NSW environmental regulators
 - High Speed Rail Authority

Transport is planning to carry out additional consultation with emergency services, local businesses, local schools and directly impacted residents as the project progresses.

4. Consultation summary

4.1 Overview

Transport received 120 submissions from the community during the consultation period, including a submission from Central Coast Council. The channels submissions were received are shown in Table 4-1.

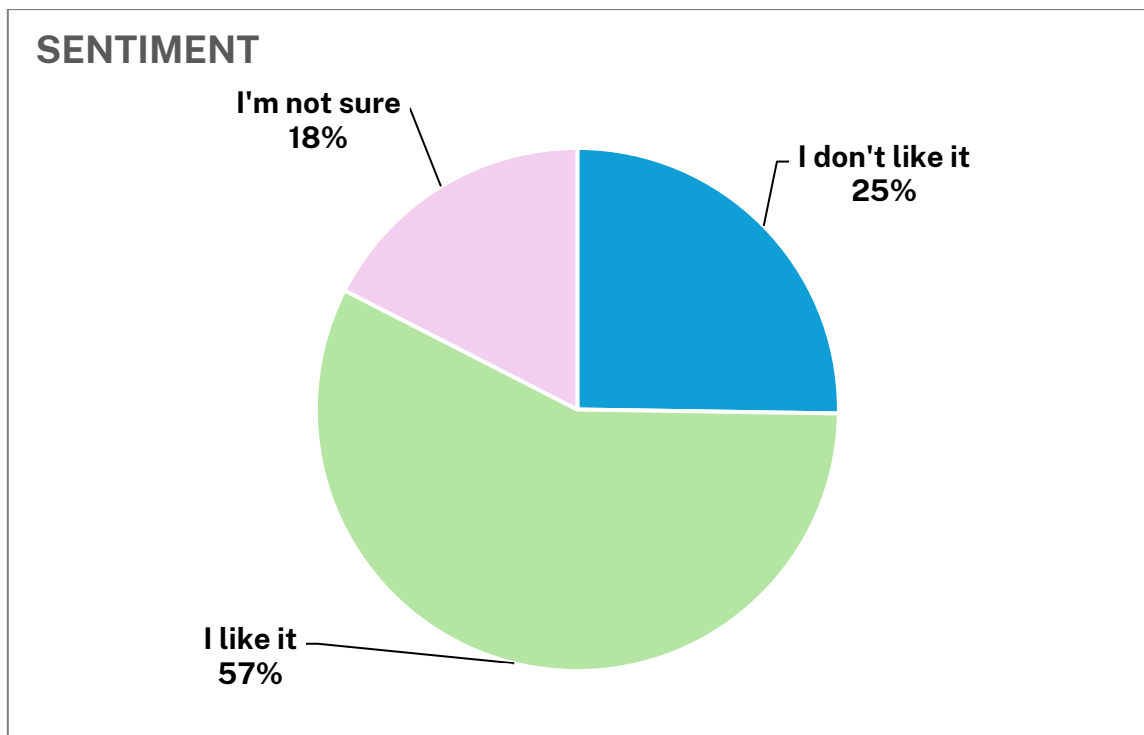
Table 4-1 Overview of community submissions received

Method	Number
Interactive Web Portal	98
Email	19
Drop-in session	3

Of the 120 community submissions received 83 per cent of respondents identified that they live in the 2259 postcode, which includes the suburb of Wyong, Tuggerah, Watanobbi and neighbouring suburbs. The remaining submissions were predominantly from respondents who lived in other suburbs in the Central Coast.

Community members were also able to provide their overall sentiment of the project through the question “What do you think of the Project?” Figure 4-1 outlines how respondents answered this question, noting that 17 submitters did not provide a response to this question.

Figure 4-1 Sentiment of respondents



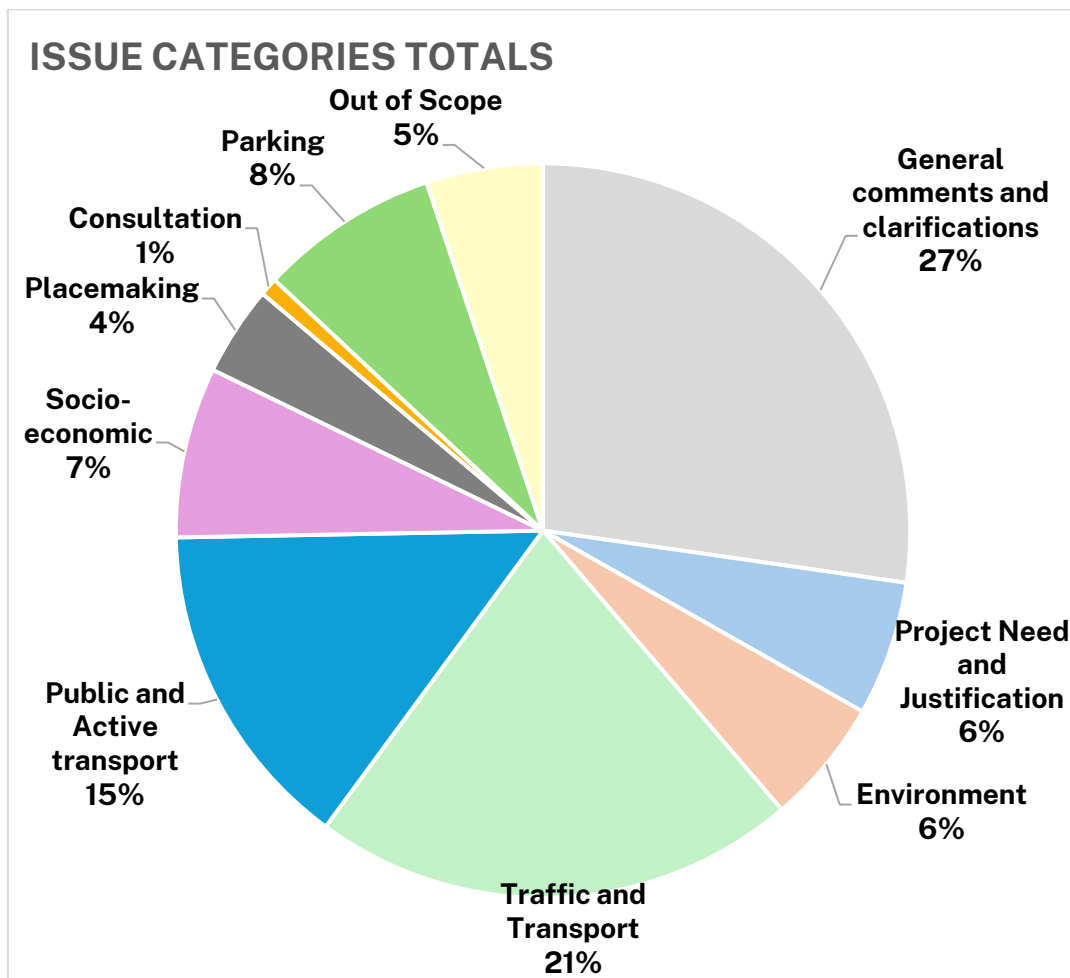
Each submission was individually analysed to understand the issues raised. The issues raised in each submission were categorised. From the 120 community submissions, 253 issues were raised and these fell into the following 10 categories:

- General comments and clarifications
- Project need and justification
- Environment
- Traffic and transport
- Public and active transport
- Socio-economic
- Placemaking
- Consultation
- Parking
- Out of scope items

Figure 4-2 shows the issues raised in submissions and proportion the issue was represented in submissions. The most recurring issues related to:

- General comments and clarifications regarding the project (27%)
- Traffic and transport (21%)
- Public and active transport (15%)

Figure 4-2 Issue categories totals



The following Section 5 outlines key themes raised within each issue category and Transport’s response.

5. Consultation Responses

5.1 General comments and clarifications

General comments relating to the project comprised the following themes:

- General sentiment to the project
- Project timing
- Request for engagement
- Request for clarification of the design
- Support for alternative options to the Project

Details of comments made in relation to each theme are summarised in Table 5-1.

Table 5-1 General comments and clarifications made in submissions

Theme	Comments Raised	Transport for NSW Response
General sentiment	A total of 31 comments of support for the Project.	The supporting comments are noted.
Project timing	A total of five comments outlining the urgency of the Project and four requests to clarify the overall timeline of the Project.	The project is expected to begin procurement for a delivery partner in 2025, which is the next key project milestone. The delivery partner will be responsible for completing the detailed design and construction of the project. More information about timing of construction will be available once a delivery partner is identified.
Request for engagement	A request for Project team attendance at a session with Wyong Discussion Group.	The project team will reach out to the Wyong Discussion Group.
Request for Clarification on Design	A total of 17 requests for clarification on the design of the proposed upgrade which include: <ol style="list-style-type: none"> 1. Clarification of the finalised intersection at River Road and the Pacific Highway. 	<ol style="list-style-type: none"> 1. The intersection will provide for left-in and left-out movements only to improve safety. Northbound traffic on the Pacific Highway will be able to use a dedicated left turn slip lane to access Panonia or River Road. The existing one-way restriction on River Road will be widened to provide two-way access.

Theme	Comments Raised	Transport for NSW Response
	2. Request for clarification of the finalised access at the Royal Hotel, Wyong.	2. Access to the Royal Hotel from the Pacific Highway will be maintained in its current location with minor alterations to ensure it connects to the upgraded highway. A median will be installed on the Pacific Highway which will remove the right-in and right-out access. Alternative routes are available for southbound traffic to enter and exit via local streets in Wyong.
	3. Request for clarification on the location of the proposed U-urn Bay at South Tacoma Road.	3. The refined concept design has included traffic signals instead of a large roundabout at the Pacific Highway and McPherson Drive intersection. A U-turn facility is provided by a dedicated bay located on South Tacoma Road near the intersection with McPherson Drive. Vehicles wishing to perform a U-turn would turn right from McPherson Drive and follow the signage into the U-turn bay.
	4. Request for clarification on whether South Tacoma Road and Pannonia Road will cross above the railway line.	4. South Tacoma Road and Pannonia Road will continue to cross beneath the new road bridge and existing rail bridge. These local roads will be upgraded to improve safety and provide pedestrian and cyclist facilities.
	5. Request for clarification of the location of disability parking throughout the Proposal.	5. Disability parking will be provided at various locations including on the eastern side of Wyong railway station near the pedestrian overbridge. Disability parking will also be provided on the Pacific Highway between Church Street and Anzac Avenue.
		6. Request for clarification of the size of the bus bays.
7. Request for clarification of the lanes of the Rose Street bridge and the intersection with the Pacific Highway.		7. The Rose Street bridge will replace the existing “Howarth Street” bridge over the railway line. The new bridge will provide one eastbound lane, two westbound lanes and a shared path which connect to a new signalised intersection with the Pacific Highway. The additional lane

Theme	Comments Raised	Transport for NSW Response
		capacity and intersection upgrades will reduce travel times and improve accessibility for traffic accessing the Pacific Highway from Howarth Street.
	8. Request for clarification of the impact to Panonia Road.	8. South Tacoma Road and Panonia Road will continue to cross beneath the new road bridge and existing rail bridge. These local roads will be upgraded to improve safety and provide pedestrian and cyclist facilities.
	9. Request for clarification of the impact to the property at 54 Pacific Highway.	9. There will be no impact to 54 Pacific Highway, Wyong.
	10. Request for clarification of the new speed limit along the Pacific Highway.	10. Speed limits are expected to be similar to existing speed limits. A speed zone review is being carried out in accordance with the NSW Speed Zoning Standards, and the community will be consulted if any changes are proposed.
	11. Request for clarification of the location where the Proposal will finish.	11. The Proposal is located between Johnson Road, Tuggerah and about 150 metres north of Cutler Drive, Wyong.
	12. Request for clarification of whether the left-hand turn from the Pacific Highway onto Panonia Road will be maintained.	12. Yes, this access will be maintained.
	13. Request for clarification of whether the bus layover will be monitored.	13. A security and safety assessment will be undertaken during detailed design to identify locations for CCTV camera's, lighting and help points.
	14. Two requests for clarification of the reasoning for the closure of Robley's Lane and the closure arrangements.	14. Access to Robleys Lane from the Pacific Highway is unable to be retained because the Pacific Highway is being raised to enable connection to the new Rose Street Bridge over the railway. Access to Robleys Lane will be maintained from Hely Street. Closure of Robleys Lane from the Pacific Highway will also improve pedestrian accessibility and safety along the Pacific Highway.

Theme	Comments Raised	Transport for NSW Response
	15. Request for clarification of the exact location of pedestrian crossings on the Pacific Highway.	15. Pedestrian crossings of the Pacific Highway are provided at new or upgraded signalised intersections at McPherson Road, Church Street, Rose Street Bridge, Anzac Avenue, North Road and Cutler Drive.
	16. Request for clarification on how pedestrians and cyclists interact outside Wyong station, where the cycleway and shared path are adjacent.	16. The off-road cycleway connects to the new Church Street Plaza, where cyclists will be required to slow down and give way to pedestrians crossing the Pacific Highway. Signage, barriers and other urban design measures will be implemented to ensure cyclists give way to pedestrians across this area.
Support for alternative options to Project	A total of 11 comments of a support for a bypass instead of the Proposal	Comments regarding alternative route options for the project were addressed in prior consultation reports and the REF submissions report (Section 2.2).

5.2 Traffic and Transport

The second most recurring issue raised was in relation to traffic and transport included the following themes:

- Access Changes
- Intersection Operation and Design
- Construction impacts
- Road safety

A summary of the comments on relation to each theme are in Table 5-2.

Table 5-2 Traffic and Transport comments made in submissions

Theme	Comments Raised	Transport for NSW Response
<p>Access Changes</p>	<p>A total of four comments raised access changes of the Proposal, including:</p> <ol style="list-style-type: none"> Two comments that the access changes to Rose Street will cause bottlenecks due to its location at key community facilities (netball courts, preschool etc.). 	<ol style="list-style-type: none"> Traffic assessment is currently being completed and will be published as part of the AREF (Amended Review of Environmental Factors) for the project. It is anticipated the AREF will be published in early 2025 on the project web page. The expanded Rose Street commuter car park provides an additional entry and exit directly onto Howarth Street which is expected to reduce reliance on Ithome Street to access parking facilities for the Baker Park precinct.
	<ol style="list-style-type: none"> A suggestion that River Road should be converted to a two-way road throughout. 	<ol style="list-style-type: none"> River Road is currently a two-way road except for a small narrow section requiring southbound traffic to give way to northbound traffic near its intersection with the Pacific Highway. The project will upgrade River Road and Panonia Road, removing this restriction.
	<ol style="list-style-type: none"> A comment that the absence of a taxi rank will cause further traffic on Anzac Avenue. 	<ol style="list-style-type: none"> The current taxi stand located at on the eastern side of Wyong Railway Station cannot be retained and will be relocated to the western side of the station near the new bus layover. This will provide a similar facility to the existing arrangement, with access via the pedestrian overbridge at Wyong railway station. Any other redirection of taxis on the western side would be a small number of vehicles and would therefore not cause significant traffic flow impact on Anzac Ave.
<p>Intersection Operation and Design</p>	<p>A total of 48 comments regarding the impact of the Proposal on intersection operation and Design, including:</p> <ol style="list-style-type: none"> 11 comments that there are too many intersections and traffic lights in a short distance. 	<ol style="list-style-type: none"> The Proposal aims to ease traffic congestion by providing additional traffic lanes to meet through-traffic and access needs. The proposed upgrades would address capacity issues at intersections and improve local community accessibility. Safety would also be improved for all road users, including pedestrians and cyclists. Traffic assessment is currently being completed and will be published as part of the AREF (Amended Review of Environmental Factors) for the project. It is anticipated the AREF will be published in early 2025 on the project web page.

Theme	Comments Raised	Transport for NSW Response
		<p>Preliminary traffic assessment results indicate that the travel time saving along the Pacific Highway between Britannia Drive and Anzac Road (Tuggerah) with the proposed design, will provide up to 11 minutes of travel time saving when the project opens compared to current peak travel conditions without the project.</p>
	<p>2. Nine comments that the Panonia Road and Pacific Highway intersection will need to be signalised, have a roundabout or be right turn restricted.</p>	<p>2. The location of the rail corridor, available road width, road levels and flooding constraints mean an intersection providing all direction access to the Pacific Highway at River and Panonia Roads is not feasible. The design provides left in and left out access to the highway and the new intersection arrangement beside the highway would improve access to River Road and Panonia Road for buses. There would be no impact to motorists travelling northbound from Panonia Road or River Road. Motorists travelling southbound would be diverted to Howarth Street and Rose Street to join the highway.</p>
	<p>3. Five comments that the left turn only out of Panonia Road will cause more congestion.</p>	<p>3. Traffic assessment is currently being completed and will be published as part of the AREF (Amended Review of Environmental Factors) for the project. It is anticipated the AREF will be published in early 2025 on the project web page.</p> <p>Notwithstanding, the closure of the right turn movements at Panonia Road and Alison Road are not expected to result in congestion on local roads through Wyong with only relatively small volumes (around 100 vehicles in the peak hour) redistributing to other intersections.</p>
	<p>4. Four comments that there is no need for traffic lights at North Road, Cutler Drive and the Rose Street Bridge, east of the railway line.</p>	<p>4. Refer to response No. 1 above in Table 5-2 – Intersection Operation and Design.</p>
	<p>5. Two suggestions that traffic lights be placed at North Road and the Alison Road Bridge at Wyong Station.</p>	<p>5. Signalised intersection would be provided at North Road and the new Rose Street bridge over the railway line.</p>

Theme	Comments Raised	Transport for NSW Response
	6. Two suggestions that the turning lane into and out of the car park from the Pacific Highway should be replaced with traffic lights or a stop sign.	6. A signalised intersection would be provided on Howarth Street and Rose Street bridge, facilitating access for vehicles to the expanded Rose Street car park.
	7. Two comments that the design will increase congestion at the Church Street intersection.	7. Traffic assessment is currently being completed and will be published as part of the AREF (Amended Review of Environmental Factors) for the project. It is anticipated the AREF will be published in early 2025 on the project web page. Preliminary traffic assessment results indicate the Pacific Highway / Church Street intersection would experience an increase of 60 to 90 vehicles during peak hours. However, the impact of the additional vehicles would be mitigated by additional lanes approaching the intersection, and additional lanes on the highway, provided in the design and improved local community accessibility.
	8. Comment that traffic lights need faster cycle times for pedestrians.	8. The Proposal aims to improve pedestrian safety and connectivity by providing additional signalised intersections along the Pacific Highway. Traffic signal phasings would be monitored and refined to ensure that the needs of all road users are balanced.
	9. Suggestion that Anzac Avenue should be a one-way road.	9. Anzac Avenue is an important local road which connects the Pacific Highway to Wyong CBD and further west to Alison Road and the M1 Pacific Motorway and must remain a two-way road.
	10. Suggestion that the intersection between Cutler Drive and Pacific Highway requires traffic lights.	10. A signalised intersection with traffic lights will be provided at the intersection between Cutler Drive and the Pacific Highway.
	11. Comment asking if traffic lights would be provided with intersections at local roads.	11. Signalised intersections would be provided at McPherson Road, Church Street, Rose Street, Howarth Street, Anzac Avenue, North Road and Cutler Drive.
	12. Comment in support of the removal of traffic lights at Alison Road.	12. The supporting comment is noted.

Theme	Comments Raised	Transport for NSW Response
	<p>13. Comment that the signalised intersection at Alison Road should be retained.</p>	<p>13. Alison Road is a one-way road heading west away from highway. Left turn in from the highway is provided but turning right in would not be possible due to the length of the turn bay required for the Rose Street signalised intersection. Alternative access to Alison Road is provided via the new signals at Anzac Avenue on to Hely Street and also via the upgraded intersection at Church Street.</p>
	<p>14. Comment of support for the no right turn from Panonia Road to the Pacific Highway.</p>	<p>14. The supporting comment is noted.</p>
	<p>15. Question about what consideration has been given to traffic west of the Pacific Highway to travel south along the Pacific Highway.</p>	<p>15. Access to travel south from the western side of the Pacific Highway would be improved by upgrades and signalisation to intersections at Church Street, Anzac Avenue, North Road and Cutler Drive, which will provide improved safety and accessibility to turn right.</p>
	<p>16. Suggestion that the intersections on the Pacific Highway are replaced with roundabouts.</p>	<p>16. Roundabouts are unsuitable through Wyong Town Centre because they require more space and are less safe for pedestrians and cyclists.</p>
	<p>17. Suggestion that only the Church Street and Cutler Drive intersections should be signalised.</p>	<p>17. The signalised intersections would improve local access and safety for motorists, pedestrians and cyclists through out the project area. Traffic assessment is currently being completed and will be published as part of the AREF (Amended Review of Environmental Factors) for the project. It is anticipated the AREF will be published in early 2025 on the project web page.</p> <p>Preliminary traffic assessment results indicate that the travel time saving along the Pacific Highway between Britannia Drive and Anzac Road (Tuggerah) with the proposed design, will provide up to 11 minutes of travel time saving when the project opens compared to current peak travel conditions without the project.</p> <p>Additional intersections will also provide additional crossing opportunities on the highway and access for local roads and neighborhoods.</p>

Theme	Comments Raised	Transport for NSW Response
	18. A suggestion that the upgrade will cause further traffic along Pollock Avenue.	18. The project will reduce congestion and improve travel times along the Pacific Highway corridor, which would reduce any incentive for “rat-running” through Pollock Avenue.
	19. Comment that the Proposal will take too long to deliver and there are existing road safety and traffic issues on Margaret Street.	19. Margaret Street is a Council owned and managed road. The scope of the project does not extend to any changes along Margaret Street. It is not anticipated the project would have major impacts to the current or future condition of Margaret Street. Preliminary traffic assessment results indicate that the travel time saving along the Pacific Highway between Britannia Drive and Anzac Road (Tuggerah) with the proposed design, will provide up to 11 minutes of travel time saving when the project opens compared to current peak travel conditions without the project. This accordingly will minimise any future ‘rat running’ on Margaret Street and limit the future impacts to motorists with a destination within the town centre.
Construction impacts	A comment that bicycle thoroughfare during construction must be retained.	A construction traffic management plan would be prepared prior to construction and would identify traffic management requirements during construction, including provision for cyclists and pedestrians.
Road Safety	A comment that Panonia Road is current very narrow and unsafe.	The Proposal would improve safety along Panonia Road underneath the existing rail and road bridges by providing improved alignment, wider lanes, kerbs and barriers, improved intersections and an off-road shared path for pedestrian and cyclist access.

5.3 Public and Active Transport

The third most recurring category of issues was public and active transport with the following themes being raised:

- Cycle features
- Bus Interchange and Bus stops

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- Pedestrian impacts
- Active/Public safety

As summary of the comments made for each theme are summarised in Table 5-3.

Table 5-3 Public and Active Transport comments made in submissions

Theme	Comments Raised	Transport for NSW Response
Cycle Features	<p>A total of nine comments were made regarding the impact of the Proposal on cycle features, including:</p> <ol style="list-style-type: none"> 1. Comments raised regarding the need for bicycle storage near the train station and safe access points to enter the cycleway. 	<ol style="list-style-type: none"> 1. Secure bicycle storage would be provided at Wyong railway station. The new cycleway would connect to the existing cycleway along Tuggerah Straight, south of Johnson Road. Access to the cycleway at Wyong would be provided by a connected shared path network on local streets (South Tacoma Road, Panonia Road, Howarth Street) and new and upgraded signalised intersection on the Pacific Highway.
	<ol style="list-style-type: none"> 2. Comment of support for the shared pathway extending to the Central Coast Wetlands reserve entry. 	<ol style="list-style-type: none"> 2. The supporting comment is noted.
	<ol style="list-style-type: none"> 3. Comment that the eastern side off-road cycleway at the Pacific Highway conflicts with pedestrian groups wanting to cross the highway to Alison Road. 	<ol style="list-style-type: none"> 3. Refer to response No. 16 in Table 5-1 – Request for clarification on design.
	<ol style="list-style-type: none"> 4. Suggestion that the cycleway should have: <ul style="list-style-type: none"> • ballet bars and pedestrian signage • a cycleway tunnel underneath Rose Street Bridge facilities to allow for cyclists to seamlessly transition to riding on the road and on dedicated off-road paths. 	<ol style="list-style-type: none"> 4. The off-road two-way cycleway will provide appropriate signage, barriers and safety devices which would be finalised during detailed design. Improved cycle access across the rail corridor is provided via new off-road shared paths on Panonia Road and Rose Street bridge. Cyclists would be encouraged to use the off-road dedicated cycleway, and convenient access to and from the cycleway would be provided at key intersections.
Bus interchange and bus stops	<p>A total of 10 comments were made about the impact of the Proposal on bus interactions and bus stops:</p> <ol style="list-style-type: none"> 1. Four comments requesting further information about the bus layover including how buses will enter and exit the station, 	<ol style="list-style-type: none"> 1. The bus layover has been moved to the eastern side of the station and would accommodate routes which are not restricted to the Pacific Highway or eastern side of the railway line. The bus layover is

Theme	Comments Raised	Transport for NSW Response
	<p>fit into the eastern side of the station and the stopping patterns of buses.</p>	<p>also expected to serve as the location for train replacement buses and for parked buses awaiting their next service.</p> <p>Buses would enter via Howarth Street at the newly proposed Warner Avenue roundabout and travel through the bus layover area adjacent to the station.</p> <p>Improved bus stops are provided on the Pacific Highway just south of Church Street, which would serve as the primary bus stops connecting passengers transferring between bus and rail services.</p>
	<p>2. Three comments raised concern about the distance between the train station and bus stop</p>	<p>2. The new bus stops near Church Street would result in increased walking distance of about 110 metres compared to existing locations. The project design incorporates additional measures to mitigate the impact of slightly longer walking distances, including:</p> <ul style="list-style-type: none"> • A new plaza opposite Church Street with seating and shade to improve amenity for bus and rail passengers • The new bus stops at Church Street have been identified as “premium bus stops” and will include larger shelters, additional seating, lighting and information on bus and rail services. • The traffic signals at Church Street will be upgraded and pedestrian wait-times will be monitored to ensure pedestrian access across the Pacific Highway is appropriately prioritised. Additional measures such as pedestrian count-down timers and a raised platform intersection will be investigated during detailed design.
	<p>3. Two comments stating that the bus stop outside the Royal Hotel Wyong is unsafe</p>	<p>3. A safety and security assessment would be carried out during detailed design to identify if additional safety measures are necessary at the Church Street bus stops, such as CCTV cameras or emergency help points.</p>

Theme	Comments Raised	Transport for NSW Response
	<p>4. Comment that there is limited bus stops located on the extremities of the Proposal area.</p>	<p>4. The Proposal includes new and upgraded bus stops between Johnson Road and Cutler Drive, including at the northern and southern end of the project area.</p>
<p>Pedestrian impacts</p>	<p>A total of 15 comments regarding the impact of the Proposal on pedestrians.</p> <p>1. Three comments that the new pedestrian routes to the town centre, bus stops and taxi ranks from Wyong station are too long particularly for those with mobility issues.</p>	<p>1. The widening of the Pacific Highway results in some changes to pedestrian routes. Changes to access to bus stops are outlined above in response No. 2 in this table.</p> <p>The current taxi stand located at on the eastern side of Wyong Railway Station cannot be retained and will be relocated to the western side of the station near the new bus layover. This will provide a similar facility to the existing arrangement, with access via the pedestrian overbridge at Wyong railway station.</p> <p>The project will introduce a change in how pedestrians cross the Pacific Highway and connect with Wyong railway station from the Town Centre, which may result in slightly longer walking distances compared to existing.</p> <p>Pedestrians would utilise the existing covered footpath on the western side of the Pacific Highway and cross at the upgraded Church Street signalised intersection to access the station. This change results in a slightly longer distance of about 65 metres for pedestrians walking to or from Alison Road. However, this would result in improved access for people with mobility impairments or disabilities by providing a route which is flatter and without stairs.</p>
	<p>2. Two comments requesting for more pedestrian crossings across the Pacific Highway and to bus stops.</p>	<p>2. The Proposal would significantly improve pedestrian access across the Pacific Highway, by providing seven locations where pedestrians can cross safely at signalised intersections (Johnson Road, McPherson Road, Church Street, Rose Street Bridge, Anzac Avenue, North Road, Cutler Drive) compared to only three locations currently (Johnson Road, Church Street, Alison Road).</p>

Theme	Comments Raised	Transport for NSW Response
	3. Comment that pedestrian access to Robleys Lane must be maintained.	3. Pedestrian access to Robleys Lane would be retained.
	4. Concern regarding the pedestrian access to the station from Watanobbi.	4. Pedestrian and cyclist access along the Pacific Highway between Watanobbi and Wyong railway station would be significantly improved by the provision of upgraded off-road facilities.
	5. Comment that pedestrian crossings are needed at the intersections of Alison Road and Pacific Highway.	5. As outlined in Response No. 13 in Section 5.2 – Intersection operation and design, the existing signalised intersection at Alison Road cannot be retained which also results in the removal of this pedestrian crossing. A new pedestrian crossing would be provided at the proposed signalised intersection at Rose Street Bridge, located only 65 metres north of the existing Alison Road crossing. Pedestrians accessing bus stops or Wyong railway station would cross at the upgraded Church Street intersection.
	6. Comment that a pedestrian crossing is needed to link South Tacoma Road with McPhersons Road.	6. A pedestrian refuge would be provided on South Tacoma Road, near the intersection with McPherson Road at the preferred pedestrian crossing location.
	7. Comment that urban design elements on the shared path will reduce pedestrian flow.	7. Further urban design will be carried out at the detailed design stage and will consider impacts on cyclist and pedestrian safety.
	8. Comment that the walkways to the train station are not protected against weather and a request for bright and suitable lighting along pedestrian paths.	8. Opportunities for the inclusion of weather relief structures between Rose Street car park and Wyong railway station would be considered at detailed design as part of the urban design. Lighting would be upgraded to improve amenity and safety.
Active/Public safety	A total of three comments regarding the impact of the Proposal on active and public safety, including: <ul style="list-style-type: none"> Two comments that Church Street, Bakers Lane and Peters Lane are not safe for pedestrians. 	A security and safety assessment will be undertaken during detailed design to identify locations for CCTV camera's, lighting and help points.

5.4 Project need and justification

Comments raised in relation to project need and justification and included the following themes:

- Strategic context
- Project extent

The comments relating to each theme are shown in Table 5-4.

Table 5-4 Project need and justification comments made in submissions

Theme	Comments Raised	Transport for NSW Response
Strategic Context	<p>A total of four comments related to the context of the Project, including:</p> <ul style="list-style-type: none"> • Comment against the feasibility studies Transport for NSW completed • Comment that the project is no longer necessary due to more people working from home • Comment that the Proposal does not consider future development in the area • Comment that the Proposal will increase traffic as the population grows. 	<p>Traffic volumes and congestion in Wyong are expected to continue to grow, despite changes in working patterns. Wyong is situated in the Northern Growth Corridor of the Central Coast. Within the corridor, Wyong has been identified as an important area of focus for increasing densification to accommodate this growth in the Central Coast, primed to expand on its civic, administrative, residential, commercial and cultural roles – capitalising on its prominent hilltop position, heritage character and riverfront location. The project has been designed to cater for this expected growth and past and updated traffic modelling has included growth rates calculated from different development scenarios. Without the Proposal, traffic congestion, delays and safety will continue to deteriorate. Traffic assessment is currently being completed and will be published as part of the AREF (Amended Review of Environmental Factors) for the project. It is anticipated the AREF will be published in early 2025 on the project web page.</p>
Project Extent	<p>A total of 11 comments referred to the extent of the Proposal and proposed that the Project should continue further north of where the Project is currently ending. Responses suggested that under the current Proposal, traffic will shift to where the Proposal ends.</p>	<p>Widening of the Pacific Highway north of Cutler Drive is outside the scope of this project and would be a separate project subject to funding. Traffic studies confirm that traffic volumes are lower north of Wyong and Watanobbi, at 25,000 vehicles per day, compared to 36,000 vehicles per day further south towards the town and river crossing, resulting in the higher priority section of the Pacific Highway being through Wyong Town Centre.</p>

5.5 Environment

Comments raised in regard to the environment were mainly in relation to:

- Landscape and visual
- Non-Aboriginal heritage

A summary of the comments made are in Table 5-5.

Table 5-5 Environment comments made in submissions

Theme	Comments Raised	Transport for NSW Response
Landscape and Visual	<p>A total of three comments raise issues relating to the visual impact and the impact on the landscape, including:</p> <ul style="list-style-type: none"> • Two comments that the Proposal would not make the town more attractive • Comment that landscaping should occur along the Rose Street car park to ease its look. 	<p>A Landscape and Visual Impact Assessment is currently being completed and will be published as part of the AREF (Amended Review of Environmental Factors) for the project. It is anticipated the AREF will be published in early 2025 on the project web page.</p> <p>Final urban design and landscape treatments would be confirmed during detailed design, in consultation with key stakeholders and Central Coast Council. Landscape planting would be included along Rose Street adjacent to the expanded car park and plantings and urban design features are proposed at the approaches to town and within the Town Centre for shade, screening and amenity around footpaths and parking.</p>
Non-Aboriginal Heritage	<p>A total of seven comments raise issues relating to the impact of the Proposal to Non-Aboriginal heritage, including:</p> <ul style="list-style-type: none"> • Three objections to the Project's overall impact on heritage buildings • Concern regarding the Project's impact to the heritage building at 54 Pacific Highway and comment that it should not be replaced • Concern regarding the Project's impact to the heritage conservation area surrounding Alison Road • Comment that heritage buildings in Wyong should be retained. 	<p>Impacts to Non-Aboriginal Heritage were assessed and considered as part of the Review of Environmental Factors (Roads & Maritime Services, 2015). Refer to Section 2.8 of the Submissions Report for further details.</p> <p>This includes assessment of impacts on the Warner Shops at Railway Square and mitigation measures such as a heritage interpretation strategy for the Proposal which is currently under development and will be finalised in detailed design.</p> <p>There would be no impact from the Proposal to the building at 54 Pacific Highway Wyong or the heritage area on the western side surrounding Alison Road.</p>

Theme	Comments Raised	Transport for NSW Response
	<ul style="list-style-type: none"> Disappointment from a community member regarding the need to remove heritage buildings in Railway Square. 	
Noise and Vibration	<p>Comment that the upgrade will increase traffic and noise levels in Wyong once the Project is completed.</p>	<p>A noise and vibration assessment has been carried out which identifies expected changes to noise levels as part of the project (refer to Appendix L of the published 2015 REF). During the detailed design stage of the Proposal, further investigations of all feasibility and reasonable noise mitigation options would be undertaken in the following order of priority:</p> <ul style="list-style-type: none"> Road design and traffic management Quieter pavement surfaces At-property treatments
Flooding	<p>A total of three comments raise issues relating to the impact of the Proposal on local flooding, including:</p> <ol style="list-style-type: none"> Comment that flooding has occurred in the past at Apex Park and that extra drainage is required. Suggestion that a concrete barrier is installed between South Tacoma Road and Wyong River to reduce the risk of water leakages during flooding. Suggestion that River Road be upgraded as it will receive heavier use and is impacted by flooding. 	<ol style="list-style-type: none"> Significant drainage adjustments are proposed at Apex Park, including upgraded culverts across the Pacific Highway to reduce flooding impacts on the Pacific Highway. Central Coast Council have also completed significant drainage upgrades in the Apex Park area. The flooding and accessibility issues on South Tacoma Road have been noted in the published 2015 Review of Environmental Factors (REF). The project would improve pedestrian and cyclist access under the new Wyong River Bridge, however any additional flood-protection infrastructure on local roads would be the responsibility of Central Coast Council. The Proposal connects to River Road and would remove the one-way constrained section. However, upgrades to River Road north of Panonia Road would be the responsibility of Central Coast Council.

5.6 Socio-economic

Comments regarding socio-economic impacts included the following themes:

- Operation socio-economic impacts
- Impacts to local businesses

Comments raised in submissions relating to these themes are summarised in Table 5-6.

Table 5-6 Socio-economic comments made in submissions

<u>Theme</u>	<u>Comments Raised</u>	<u>Transport for NSW Response</u>
Operation Impacts	A comment that infrastructure may deteriorate and would need to be maintained by Central Coast Council.	Transport will continue to consult with Central Coast Council throughout detailed design, including on infrastructure, which will be handed over to council for ongoing maintenance.
Impacts to local businesses	<p>4. A total of 18 comments raised the impact of the Proposal on local businesses, including:</p> <p>5. Six comments that locating the Plaza at Church Street will impact businesses along Alison Road.</p>	<p>6. The purpose of the new plaza area at Church Street is to facilitate connections between rail and bus services and no new businesses are proposed by Transport at the plaza.</p> <p>7. Pedestrian access to Alison Road would be retained via the Church Street signalised intersection and improved pedestrian amenity along the western side of the Pacific Highway.</p>
	<p>8. Three comments that the removal of the right-hand turn to Alison Road from the Pacific Highway will affect local businesses.</p>	<p>9. The removal of the traffic signals and right turn into Alison Road is consistent with the previously proposed design and the published 2015 Review of Environmental Factors (REF).</p> <p>10. Alternative southbound highway access to Alison Road would be available via Anzac Avenue, Hely Street and Church Street. Vehicle access to parking behind businesses on Alison Road would still be available from Peters Lane and the remainder of Bakers Lane.</p> <p>11. The partial closure to vehicles in Bakers Lane and Robley Lane, and the widening of the roadside environment along the Pacific Highway could present new commercial and development opportunities by encouraging pedestrians into parts of the wider precinct encouraging further growth.</p>

Theme	Comments Raised	Transport for NSW Response
	<p>1. Two comments, general in nature, that the Proposal will negatively impact businesses in Wyong.</p>	<p>1. The Proposal may benefit businesses in the area through public domain, landscaping and active transport improvements that could enhance the amenity of the Town Centre.</p> <p>A Business Impact Assessment was completed as part of the 2015 REF (refer to Appendix F) which identified that most of the trade (92 per cent) in the Wyong Centre is not 'highway' convenience.</p> <p>Therefore, the majority of businesses in the Town Centre are not likely to be substantially impacted by the operation of the Proposal, including altered parking arrangements.</p> <p>A business impact strategy will be developed during detailed design to engage directly with businesses in Wyong and identify appropriate measures to minimise impacts during construction.</p>
	<p>2. Two comments that the removal of the Wyong Squash Centre will mean that squash players have nowhere to play.</p>	<p>2. Transport has acquired the Wyong Squash Centre property several years ago to enable expansion of the Rose Street commuter car park. The current tenants and customers will be notified in advance of the property being required for use by the project, in order to provide the tenants and customers with adequate time for alternative premises to be identified.</p>
	<p>3. A comment on the importance of retaining the shops along the Pacific highway and associated on-street Parking.</p>	<p>3. The importance of the shops along the Pacific Highway and associated parking is noted. The project provides parking along both northbound and southbound carriageways.</p>
	<p>4. A comment that the cul-de-sac at Rose Street will negatively impact businesses.</p>	<p>4. Connection between Howarth Street and Rose Street is unable to be retained due to the level difference required to provide the new Rose Street Bridge over the rail corridor. Community and stakeholders have also expressed concern about rat-running behavior along Rose Street, which this change would eliminate making it safer of pedestrians and vehicles. Access to Rose Street would be retained via Warner Avenue, and pedestrian access between the Rose Street</p>

Theme	Comments Raised	Transport for NSW Response
		bridge and Wyong railway station would be improved by removing an additional road crossing.
	5. A comment that the removal of the right-turn onto the Pacific Highway at Panonia Road will negatively impact businesses.	5. The intersection will provide for left-in and left-out movements only to improve safety. Alternative access is available from Church Street or from Rose Street bridge via Howarth Street.
	6. Suggestion that more signage to the Grand Hotel accommodation is needed with the closure of Robley's Lane.	6. A wayfinding and signage strategy will be developed during detailed design, including identifying appropriate signage to advise motorists of changed access to Wyong Town Centre.
	7. A comment from a local business owner which raised the following: <ul style="list-style-type: none"> • Changes to the road level of the Pacific Highway will affect the visual amenity of their business along the Pacific Highway, and as a result, will impact the property prices and rental yield of their business • Vehicle access to the rear of their building must be maintained to ensure their staff continue to have convenient parking • Comment that their business will be negatively impacted due to changes to on-street parking arrangements • Comment that acquisition should be made available, given that the above impacts would affect their business. 	7. Where adjustments to driveways or properties are required by the project, individual property owners will be contacted directly. Any property acquisitions would be carried out in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> . Properties impacted during construction (by changes to access or temporary road closures) would be notified prior to the commencement of construction and consulted regarding temporary access arrangements to their properties.

5.7 Placemaking

Comments relating to placemaking were in relation to the Church Street Plaza. These comments are summarised in Table 5-7.

Table 5-7 Placemaking comments made in submissions

Theme	Comments Raised	Transport for NSW Response
Church Street Plaza	<p>A total of 10 comments regarding the Church Street Plaza, including:</p> <ul style="list-style-type: none"> • Five suggestions that the Plaza should occur at Alison Road not Church Street • Five suggestions that an underground tunnel or above ground walkway should occur under/over the Pacific Highway instead of the Church Street Plaza. 	<p>The purpose of the proposed plaza at Church Street is to facilitate connections between bus and rail services and improve amenity for passengers. Buses and Wyong railway station are located at Church Street, not Alison Road.</p> <p>A new plaza at Alison Road is not feasible due to the limited width and the significant level difference between Alison Road and the rail corridor which necessitates a new retaining wall along the eastern side of the Pacific Highway, separating the road corridor and the widened rail corridor.</p> <p>New or upgraded signalised intersections are provided to enable pedestrians to cross the Pacific Highway with minimal changes to the distance for patrons to access the station (See Section 5.3 above).</p> <p>An overhead pedestrian bridge would create additional heritage building and visual amenity impacts and would require pedestrians to use stairs or wait for lifts which would likely result in similar wait-times as the upgraded intersections.</p> <p>Pedestrian tunnels under the Pacific Highway would be expensive, result in additional impacts to utilities, and may pose safety issues for pedestrians.</p>

5.8 Parking

Comments regarding parking included the following themes:

- On-street Pacific Highway
- Commuter Car Park
- Kiss and ride parking
- On-street parking

Comments relating to these themes are summarised in Table 5-8.

Table 5-8 Parking comments made in submissions

Theme	Comments Raised	Transport for NSW Response
On-street Pacific Highway	<p>A total of two comments regarding the impact to on-street parking along the Pacific Highway, including</p> <ul style="list-style-type: none"> • Comment that there is still room for at least one row of parking on the Western side of Wyong Station in the short-term, noting there is space reserved for a future rail corridor • Comment that the widening of the Pacific Highway will remove parking space for shoppers using the main shops. 	<p>The Proposal includes parallel parking on both the northbound and southbound carriageways at similar locations to the existing parking along the Pacific Highway fronting both the shops and the station. There would be a small reduction in the total number of parking spaces available on the Pacific Highway, however the parking will be marked more clearly and would improve safety for people getting in and out of vehicles by providing a wider parking bays and roadside shoulders.</p>
Commuter Car Park	<p>A total of 12 comments regarding the impact of the commuter car park, including:</p> <ul style="list-style-type: none"> • Five comments that a multilevel car park at Rose Street should be considered • Three comments that the commuter car park is too far from Wyong station and that patrons will have a long, wet journey • Comment that safety, security and accessibility will need to be considered in the design of the car park • Clarification on whether there will be lighting and security at the car park • Concern on the reduction of parking at the train station • Comment that there is no safe pedestrian access into and out of the Rose Street Commuter carpark. 	<p>The Proposal would result in changes to commuter car parking arrangements around Wyong railway station. This includes closure of the existing eastern and western car parks at Wyong railway station and the extension of the Rose Street commuter car park to accommodate approximately 380 spaces.</p> <p>The parking allocation proposed for the upgrade meets current demand for off-street parking provisions around Wyong railway station and has been designed so it can be upgraded as a multi-storey facility in future if demand increases (subject to additional funding).</p> <p>Commuters would be required to walk between about 180 and 380 metres depending on the parking space chosen within the Rose Street carpark. Pedestrian facilities, including footpaths and lighting, would be upgraded to facilitate pedestrian access and improve connectivity to the Rose Street commuter car park. Pedestrian crossings would be provided on Howarth Street and the bus layover to give pedestrians a safe and convenient way to cross over to Wyong Station.</p> <p>Disability spaces are provided near the bus layover on the eastern side of Wyong railway station, with convenient access to lifts and the pedestrian overbridge. Taxi and short-term pick-up and drop-off spaces would also be provided near Wyong railway station.</p>

Theme	Comments Raised	Transport for NSW Response
		<p>A security and safety assessment will be undertaken during detailed design to identify locations for CCTV camera's, lighting and help points. Opportunities for the inclusion of shelter structures between Rose Street car park and Wyong railway station would also be considered at detailed design as part of the urban design. Lighting would be upgraded to improve amenity and safety.</p>
<p>Kiss and ride parking</p>	<p>A total of three comments regarding the impact of the kiss and ride parking, including:</p> <ul style="list-style-type: none"> • Comment that the amount of kiss and ride spots is inadequate to replace current usage • Comment that the drop-off zone is very far from the station and some commuters may be dropped off on the highway which is unsafe • Comment that some on street parking along the eastside of the Pacific Highway should be replaced with kiss and ride zones. 	<p>Kiss and ride parking spaces are provided on Howarth Street, close to a new ramp and pedestrian crossing connecting to the existing pedestrian overbridge at Wyong railway station. The kiss and ride spaces are located about 40 metres from the pedestrian overbridge.</p> <p>A review of on-street parking will be carried out during detailed design, in consultation with Central Coast Council, including consideration to a separate Kiss and Rise location on the Pacific Highway southbound.</p>
<p>On-street parking</p>	<p>A total of two comments regarding the impact of on-street parking, including:</p> <ul style="list-style-type: none"> • Suggestion that Rose Street should be 2-hour parking to prevent commuters using the existing all day on-street parking • Comment that on-street parking on Howarth Street will cause congestion. 	<p>The expanded Rose Street car park is intended to be used as commuter parking, replacing the existing rail car parks located on the eastern and western side of Wyong railway station. As such, the parking will be untimed to cater for commuters. Short-term on street parking will be provided at other locations in Wyong, including along the Pacific Highway. Where the project impacts or provides opportunities for new or upgraded street parking a review will be carried out during detailed design, in consultation with Central Coast Council. Any changes to timing restrictions for on street parking is under the responsibility of council.</p> <p>The existing parking arrangements on Howarth Street will be retained, noting that much of the parking along Howarth Street is untimed which reduces the number of vehicles pulling in and out and impacting traffic flow.</p>

5.9 Consultation

Comments in relation to consultation were about the consultation process and are summarised in Table 5-9.

Table 5-9 Consultation comments made in submissions

Theme	Comments Raised	Transport for NSW Response
Consultation Process	<p>A total of two comments regarding the consultation process, including:</p> <ul style="list-style-type: none"> • Comment thanking the Project team for allowing for comments • Comment from a stakeholder who was offended that the consultation provides only allowed respondents to tick a box. 	<p>The supporting comment is noted.</p> <p>The 'have your say' portal set up by Transport allowed for an opportunity for residents to add text regarding the Project. Community members were also able to call a Project telephone line or email the Project email.</p> <p>The purpose of this consultation was to ensure that the community has the opportunity to comment, raise concerns or propose improvements in relation to the design changes which have been proposed as part of the Refined Concept Design. Refer to Section 5.11 below for next steps and how this consultation has been used to improve the project.</p>

5.10 Out of Scope

A number of comments raised issues outside the scope of the project. These are summarised in Table 5-10.

Table 5-10 Out of scope comments made in submissions

	Comments Raised	Transport for NSW Response
Out of Scope	<p>A total of 14 comments raised out-of-scope items which included:</p> <ul style="list-style-type: none"> • Two comments of support for the Warnervale Link Road Project • Comment of support for the widening of Wilfred Barrett Drive • Comment that the netball courts should be moved • Comment of support for a larger parking area in Wyee or Warnervale and a lengthened station could allow for all trains to stop there 	<p>The comments received related to other projects or proposals are noted, however are outside the scope of the Pacific Highway Upgrade, Wyong Town Centre project.</p>

	<u>Comments Raised</u>	<u>Transport for NSW Response</u>
	<ul style="list-style-type: none"> • Comment of support for a ramp onto the freeway from the Wyong Milk Factory • Comment of support for boat trips along Wyong River and steam trains to Yarramalong Valley • Comment of support for the Pacific Highway to Sparks Road bypass • Comment of concerns for the safety of drivers who are taking the back roads to the M1 • Comment that Wyong has a large amount of crime • Suggestion that the 'Chamber of Commerce' has taken the lead for this Project, resulting in a conflict of interest • Comment that the Proposal should provide pathways and upgraded park amenities along the Wyong River connecting to Wyong Milk Factory. 	

5.11 Next steps

This consultation report will inform the Addendum Review of Environmental Factors (AREF), incorporating additional safeguards in response to key issues raised. The AREF assesses the broader environmental and social impacts of the design changes, including traffic and transport, noise, urban design, heritage and business impacts. The AREF is scheduled for publication in early 2025.

Updated site-specific safeguards will also be included in the AREF.

These safeguards will then be incorporated into the detailed design phase of the Proposal and during construction and operation of the Proposal.

In 2025 we plan to start preparation works such as demolition and clearing and public utility adjustments. We will also start procuring a delivery partner for completion of detailed design and the main construction works.

We will keep the community informed as the project progresses.

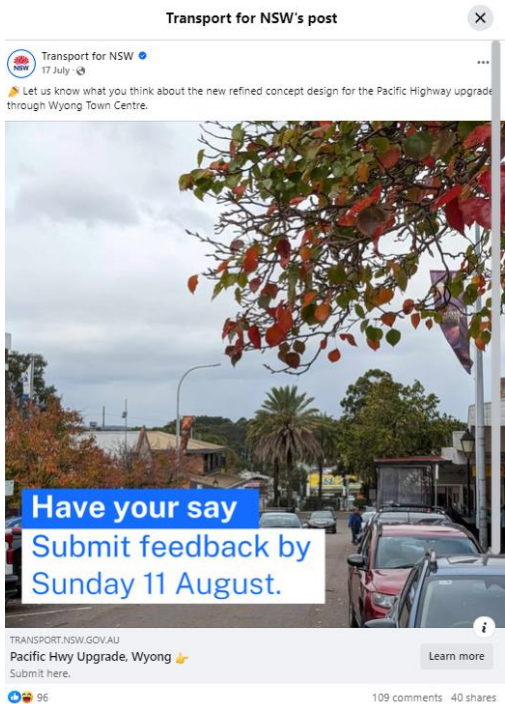
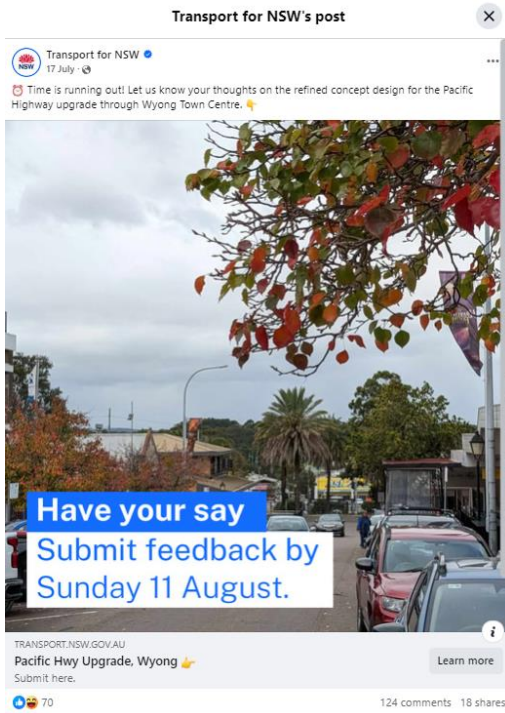
6. Appendix

A – Community update and concept design fact sheet

[Project update | Have your say – Wyong Town Centre – July 2024](#)

[Refined concept design fact sheet – Wyong Town Centre – July 2024](#)

B – social media posts



C – media release



Australian Government

Emma McBride
Member for Dobeil



David Harris
Minister for Central Coast
Member for Wyong

Jenny Aitchison
Minister for Regional Transport and Roads

JOINT MEDIA RELEASE

Friday, 19 July 2024

**PACIFIC HIGHWAY UPGRADE THROUGH WYONG TOWN CENTRE TAKES IMPORTANT
NEXT STEP**

The Central Coast community is being invited to have its say on the proposed final design of a major \$420 million upgrade of the Pacific Highway through Wyong Town Centre.

The Australian Government and NSW Government are investing in this once in a generation upgrade which involves duplicating the highway from Johnson Road at Tuggerah through the town centre.

As part of the upgrade the road bridge over the Wyong River is set to be replaced with a new four-lane bridge.

Following completion of extensive geotechnical investigations, including in the Wyong River and the rail corridor, Transport for NSW is now taking the next steps to deliver the upgrade.

Community members are invited to have their say on the proposed final design of the project which builds on earlier design work and includes new features such as:

- A new plaza for more better connections between buses, trains and the Wyong town centre
- More cycleways
- Additional shared pathways for people walking and cycling in the area
- Wider footpaths

To comment on the proposed design changes, visit the interactive portal <https://www.transport.nsw.gov.au/projects/current-projects/pacific-highway-upgrade-through-wyong-town-centre>. Submissions can also be made via mail to wtcproject@aecom.com before 11 August 2024.

The community is also invited to attend two drop-in sessions to be held at Wyong Race Club & Function Centre Magic Millions room, 71-73 Howarth St, Wyong on Tuesday 30 July 1-4pm and Thursday 1 August 4-7pm.

An analysis of the feedback received will be included in an Addendum Review of Environmental Factors, which is expected to be published later this year.

A tender for final detailed design and construction of the project is expected to be awarded in 2025.

Quotes attributable to NSW Minister for Central Coast and Member for Wyong David Harris:

"Wyong is growing and the Albanese and Minns Labor Governments are moving forward with this major upgrade to help improve journeys for all road users.

"This project will make a massive difference to how people move around this wonderful part of the Central Coast and we want to make sure we get it right."

Quotes attributable to NSW Minister for Regional Transport and Roads Jenny Aitchison:

"This project has been on the books for well over a decade and I'm pleased to be part of a Labor government which is delivering for the Central Coast.

"Up to 36,500 vehicles pass through the Wyong town centre each day and we're determined to make those journeys as safe and stress-free as possible by investing in this major upgrade."

Quotes attributable to Federal Member for Dobell Emma McBride:

"This project will improve safety and reduce travel times for the thousands of people who travel through Wyong each day.

"We know how important this project is to the people and businesses of Wyong and your views matter.

"The Albanese and Minns Labor Governments are working together to progress this project, which has been advocated for by our community for so long."

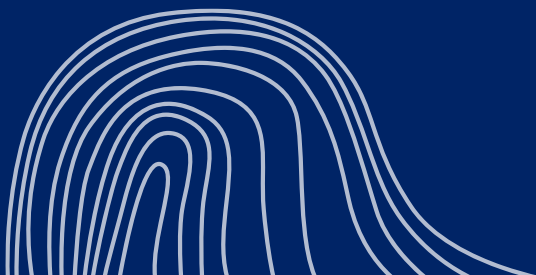
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