



# THE ENTRANCE PENINSULA

## COMMUNITY PRECINCT

ENCOMPASSING: THE ENTRANCE; THE ENTRANCE NORTH; LONG JETTY TOOWOON BAY; BLUE BAY; SHELLY BEACH & MAGENTA

[www.theentranceprecinct.org](http://www.theentranceprecinct.org)

**The RTA's presentation by:  
Central Coast Manager, Glenn Weymer and  
Central Coast Network Manager, Craig Leckie  
16 November, 2010 at 7:00pm  
“Strategic Planning for The Central Coast Highway  
through Long Jetty and The Entrance”**

### BACKGROUND

On Tuesday, 27th October, 2009 Glenn Weymer made a presentation to The Entrance Peninsula Community Precinct (TEPCP). Glenn advised that because there was little being done on the Central Coast Highway through Long Jetty he did not have much to say on the subject. When general discussion and questions arose following the presentation the following important points were noted:

- Expressed support for Precinct Committee meetings as a good source of feedback from the community and Glenn went away with a better idea of the need for planning through Long Jetty.
- Admitted that there was no investigation at present and that from the time funding was available it would take two years for a completed concept design that would establish planning boundaries on the Central Coast Highway through Long Jetty
- Asked if TEPCP would put in a submission to him personally on the need for funding a concept design.
- Promise to put in a submission for funding of a concept design for the Central Coast Highway to RTA Head Office.

TEPCP duly wrote to the Glenn and as a result of our submission Glenn agreed that his office would commence investigating the Central Coast Highway through Long Jetty. Glenn and Craig returned tonight to give an update on the progress with the investigation

### FOREWORD

Glenn began by telling us that what he was presenting tonight was "Food For Thought" and "Ideas For Discussion". He explained that the options being presented at this time were indicative only and at this stage no decisions had been made by the RTA and at this stage there were no State Government decisions or commitments. The upgrade of the Central Coast Highway through Long Jetty is not a current priority of the Government as there are other significant works in the development program. The exercise undertaken was at the request of the local community to assist Council in its future planning of Long Jetty. The current status of the investigation is very preliminary and other options would be possible. Option presented was based upon aerial photography with no detailed physical survey, thus dimensions are approximate only.

Glenn explained that the RTA had investigated the Central Coast Highway from Wyong Road all the way to The Entrance Bridge. The strategy has been developed at this stage using aerial photo used for investigation. The RTA looked at the Entrance Peninsula Planning Scheme; developed an indicative typical cross section; looked at known constraints, generally considered to be newer buildings, heritage buildings, for example the Long Jetty Hotel; Schools; Community Centres and higher value land (eg increased height limits).

Following discussions with Wyong Shire Council the potential intersection controls was investigated. A strategy was developed to improve the identified intersections to a higher standard and restricting turns at other intersections. We can't have traffic lights or roundabouts at every intersection.

## TYPICAL CROSS SECTION

Craig Leckie explained that the Typical Cross Section assumed consists of:

- ❖ 3.5m wide footways on both sides.
- ❖ 1.5m wide cycle lane along kerb lines. This is a standard State Highway requirement.
- ❖ 3.3m wide travel lanes (+ widening on curves to allow for the tracking of large vehicles ) are standard for this type of road
- ❖ 1.0m wide median (widening at start of turn bays)
- ❖ 3.3m wide left and right turning lanes and where bus bays are required.

These widths are illustrated in Figures 1 and 2 below.

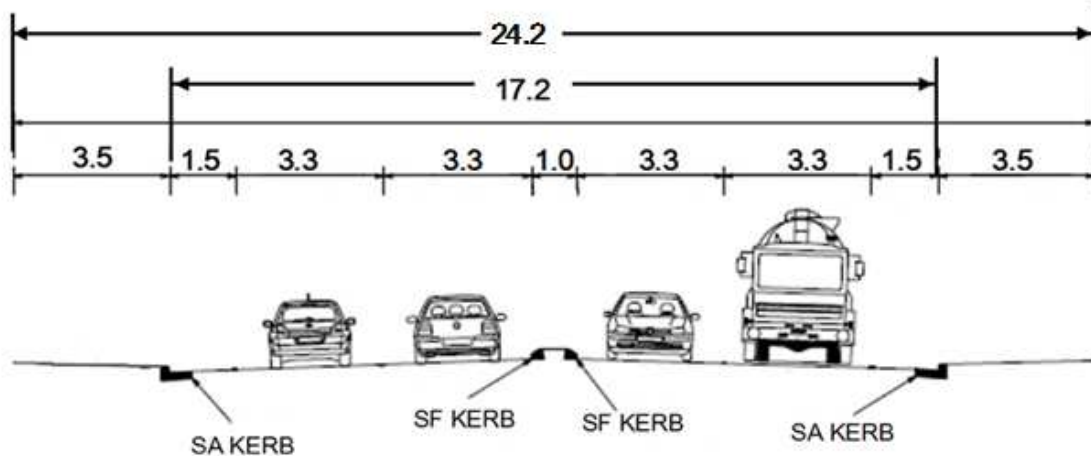


Figure 1 **TYPICAL SECTION - MINIMUM SECTION WIDTHS**

( The Entrance Road is at present an old one chain wide road, one chain equals sixty six feet, (20m) and is usually in the configuration of 12ft ( 3.6m) footways and 42 ft (12.8m) carriageway.<sup>1</sup> )

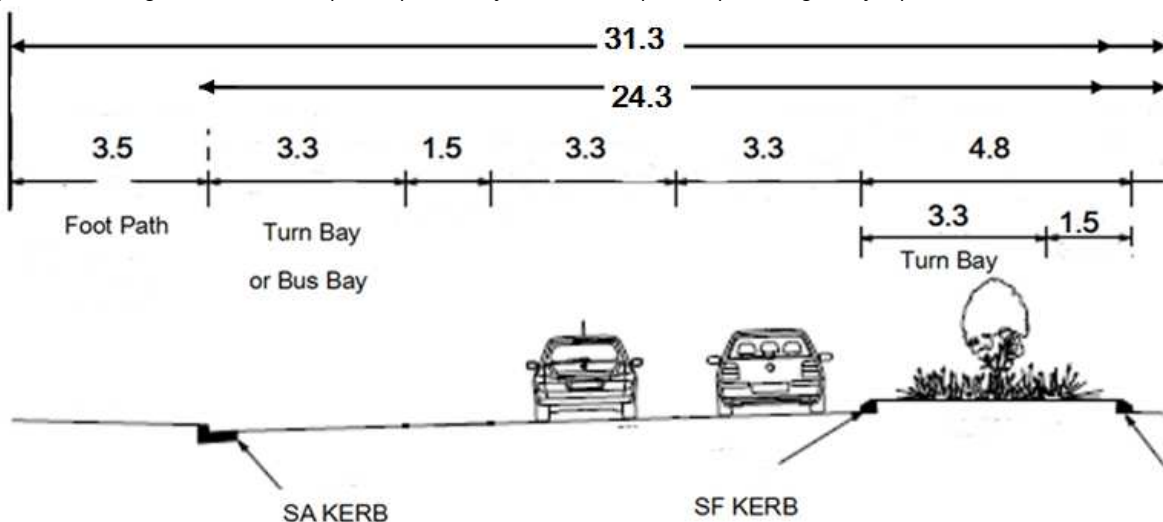


Figure 2 **TYPICAL SECTION - AT APPROACH TO TRAFFIC CONTROL SIGNALS**

The proposed cross section does not allow for on street parking.

<sup>1</sup> Information not provided but provided by note taker for clarity and understanding.

## INTERSECTION TREATMENTS

Craig then went into the specifics of the potential intersection treatments advising that because of the continuous medians most intersections would generally be left in/out only except for the controlled intersections:

Traffic Control Signals proposed to be retained:

- ❖ Tuggerah Parade
- ❖ Swadling Street

The existing Traffic Control Signals at Thompson Street are proposed to be removed.

New Traffic Control Signals could be provided at:

- ❖ Pacific Street
- ❖ Toowoon Bay Road
- ❖ Anzac Road
- ❖ Battley Ave
- ❖ Lynwood Ave
- ❖ Fairview Ave.( needed for the school )

Existing Roundabouts could be retained at:

- ❖ Wyong Road and The Entrance Road
- ❖ Oakland Avenue and The Entrance Road
- ❖ Coral Street and Torrens Avenue

New Roundabouts are could be provided at:

- ❖ Oakland Avenue and Coral Street
- ❖ Archbold Road
- ❖ Ashton Avenue

Craig explained that to try to keep traffic flowing and maintain reasonable access to the areas it was necessary to remove the Traffic Control Signals at Thompson St because it is not feasible to phase three sets of lights so closely spaced and get them to work efficiently.

If Traffic signals were to be installed at Toowoon Bay Road it would be necessary to close the western side and make a " T " junction because the western side of Toowoon Bay Road is too steep. The hill does not provide stopping sight distances. To provide sight distance it would be necessary to raise Toowoon Bay Road halfway to the lake. This would limit access to the properties there and the cost would be prohibitive.

## DESCRIPTION OF WIDENING FOOTPRINT SHOWN ON AERIAL PHOTOGRAPHY THROUGH LONG JETTY

Craig then showed the footprint of a first cut of the RTA's a possible option. From Tuggerah Parade the possible widening is on the western side impacting Mooers and Civic Video sites and there will be a lot of widening required. The widening varies between ten and fifteen meters. The Eagles Plumbing buildings are newer and considered a constraint in this option. It continues through McLachlan Real Estate; the Service Station and the Little Souls Early Learning Centre.

The footprint shown on the aerial then moved across a little so as to minimise the impact on the Woolworths Service station at Stella Street. Moving past Elsiemer Street the layout impacted the Telstra Tower. Craig explained that it is an old one and these days moving it back is considered reasonably simple. He explained that there is a local Heritage Order on the Long Jetty Hotel and so it has been avoided.

At Pacific Street the highway could be widened for turn bays with the widening continuing on the eastern side, through the service station at Toowoon Bay Road. Towards Gordon Road the widening moves to the west side again continuing the widening along the Diggers Club. Anzac Avenue would be realigned as a four way intersection.

Red lines in on the layout showed where existing bus stops were located and these may be possible sites for future bus bays. Significant trees were also noted on the aerial layout with the view to avoiding as many as possible.

## **QUESTIONS ASKED DURING THE LONG JETTY FOOTPRINT PRESENTATION**

**Q.** The removal of the Thompson Street lights will have a big impact on the Long Jetty Shops. Access to the Thompson Street Medical Centre will become more difficult.

**A.** The RTA is working with Council on their planning for Long Jetty and this will be considered.

**Q.** Why has the Government left it so long to do any road improvements? .It is a 40 min drive to Wyong Hospital .which is a cause of concern.

**A.** Chairperson Vivienne Scott advised this was beyond the scope under discussion but TEPCP would raise the issue separately.

**Q.** Chairperson Vivienne Scott asked for an explanation of the Road responsibility of the three levels of Government.

**A.** F3 State responsibility with some Federal funding. Major Roads such as the Central Coast Highway are a State Government responsibility under agreement with local councils. Every other road is Council responsibility

**Q.** My shop is impacted. What can I do with this hanging over my head? Will I be compensated?

**A.** There is nothing hanging over peoples head because this layout has not been adopted. This planning option has no legal standing. If you wrote to the RTA we would advise there is no effect on your property.

**Q.** Will Bay Road etc become one way?

**A.** What happens to Bay Road is a matter for Council. All the RTA could say was that the Central Coast Highway would remain two way.

**Q.** Was the flooding of Tuggerah Parade a consideration? Are are you proposing to use other roads as feeder roads and channelling traffic? So with the widening of the Highway are you planning directing traffic down to the lakes which is a flooding issue?

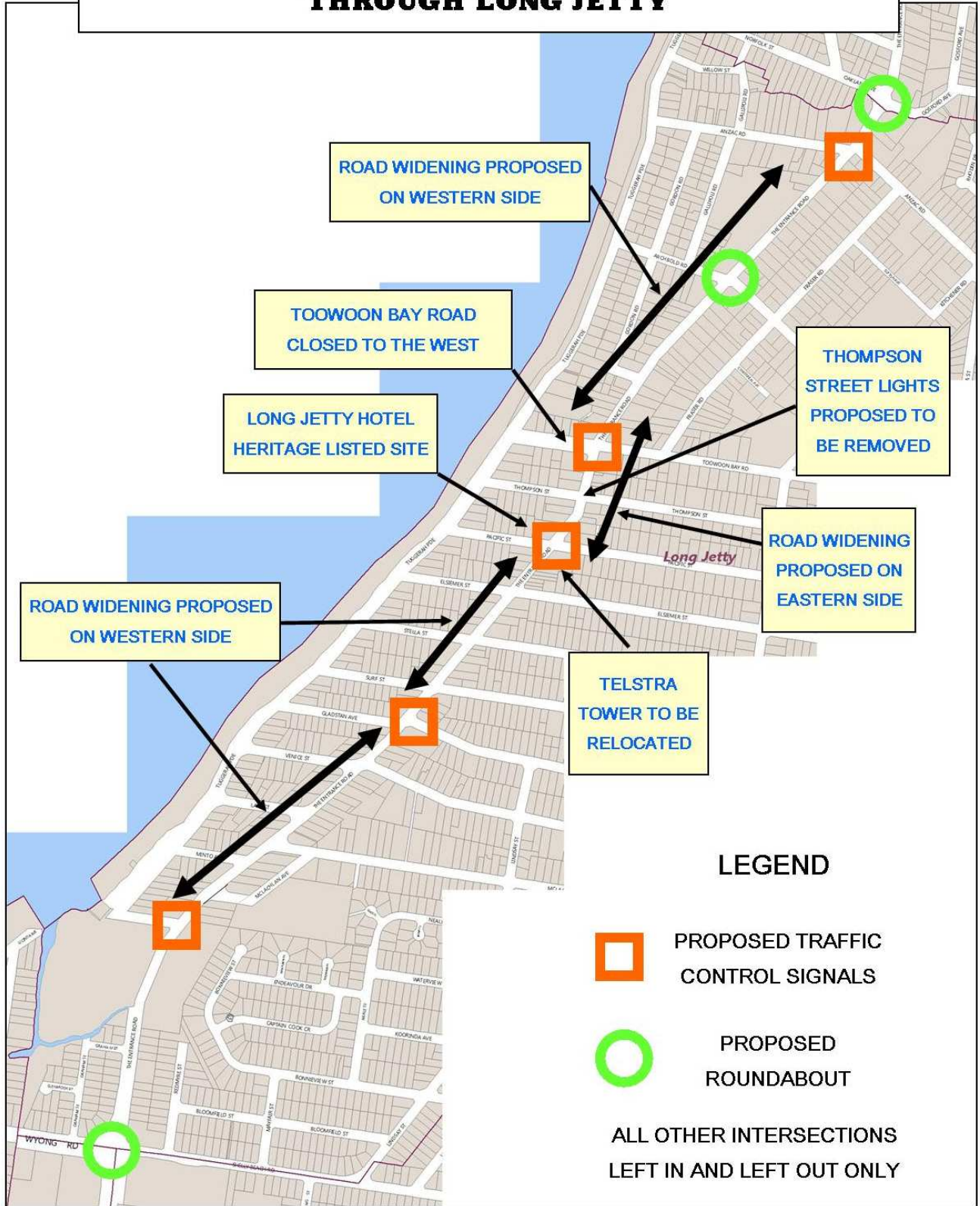
**A.** . RTA is relying on the Central Coast Highway being the main road with no need for other Council Roads.

**Q.** Have you ever considered running an elevated road along the route.

**A.** No, It would be too expensive.



# OPTIONS BEING CONSIDERED BY RTA FOR CENTRAL COAST HIGHWAY THROUGH LONG JETTY



## LEGEND

PROPOSED TRAFFIC CONTROL SIGNALS

PROPOSED ROUNDABOUT

ALL OTHER INTERSECTIONS LEFT IN AND LEFT OUT ONLY

## DESCRIPTION OF OPTIONS SHOWN ON AERIAL PHOTOGRAPHY THROUGH THE ENTRANCE

Craig advised that from between Oakland Avenue there was a number of options that can be considered. Two footprints were shown on the aerial photography.

The first utilised the alignment of the existing Highway along Oaklands Avenue and Coral Street. This was the logical location because this is where the State Road is. The Entrance Community Centre was advised to be a constraint as was The Entrance Public School.

The widening proposed was mainly on the western side down Oakland Avenue. Craig explained that there was a number of options at the intersection of Oaklands Avenue and Coral Street, depending how severe you wanted to make the turn.

The second option Craig showed straightened the alignment of the highway. From Oakland Avenue it continued north along The Entrance Road with widening on the eastern side until past The Entrance Public School where it deviates on an alignment that takes the Highway straight into Torrens Avenue, impacting on The Catholic Church Property. Craig advised that The Entrance Resort Development had been set back far enough to allow future widening to a duplicated The Entrance Bridge should that become necessary in the future.

Glenn Weymer than advised that the RTA would continue working with Council. Council is waiting for the RTA to give Council a lead in their planning of The Entrance. These options are not the only ones that could be considered. The planning of the Highway is very iterative process between Council and the RTA. Following this there will be a long process of community consultation.

The RTA does prioritise its major works and the need for this work is not as high as others.

## QUESTIONS ASKED DURING THE ENTRANCE FOOTPRINT PRESENTATION

**Q.** Why would you need a wider bridge?

**A.** In the future we may need more capacity on The Entrance Bridge and it is far better to set an expensive development back now. On the current Bridge present volumes are about 15000 vehicle per day, to warrant a new bridge it would require double that amount and that is a significant increase.

**Q.** Has the RTA made any allowances for street beautification in this section?

**A.** This cross section doesn't. The RTA has spoken to Council about whether or not they want to have a hard concrete entry way through the Long Jetty area. I certainly hope not. We are expecting Council to adopt building set backs to give a feel of openness.

**Q.** They are not talking about the character of the road?

**A.** I'm sure they are.

**Q.** What is the process now? What happens next?

**A.** The RTA will take your comments on board and report to our clients, which now includes Transport NSW that look at the broader transport needs including trains and buses.

**Q.** It is all very good taking a long way in the future, but what can be done now to make improvements? Can we introduce clearways?

**A.** The existing road is pretty well rounded and we can't run trucks and busses in the kerb side lane because they would take out power poles and awnings.

**Q.** So we need the power underground?

**A.** We did look at the clearway option but it requires a lot of road works.

## THE CHAIRPERSON THEN WENT AROUND THE ROOM FOR COMMENTS:

- C.** It is good that we have a long term plan, but we have to decide on what is happening to the values and the people getting to the commercial buildings. If you are going to have through traffic with no parking then you have to start funding this with the fines from our district to go to acquiring land behind The Highway for parking. Without this commercial buildings will go down the tube because no one will be able to get to the shops. There is no reason why more of the side streets can not be closed onto the Highway and traffic enter at Thompson Street lights.
- C.** I would like to see a set of lights at the intersection of Wyong Road and The Entrance Road for pedestrians. There is no access across Wyong Road for disabled people. The volume of traffic that comes around there is unbelievable.  
The Secretary pointed out that the RTA could adopt a similar set up to the pedestrian signals for Mingara at the Tumby Roundabout.
- C.** There will be an extra hundred thousand people coming to live north of Wyong. There is two ways to get there either through Wyong or by Sparks Road. Is the RTA going to do anything about access to this area?
- C.** The Entrance Road is unmanageable in the mornings now. What can we do in the short term to make improvements? I use Toowoomba Bay Road to access The Entrance Road. The left turn is tight because of the turn bay in the Highway - the road is quashed - things have been squeezed in. People will not allow merging.
- C.** Have you investigated fibre optic cable?  
**A.** No not in detail.
- C.** Long Jetty is very ugly. It is very important for the quality of life in terms of residential and tourism so it is important that whatever is proposed uplifts the area and we do not get just more of the same.  
**A.** The RTA uses urban design principles such as those contained in it's publication " Beyond the Pavement"
- Q.** The section of The Entrance Road north of Oaklands is a Council Road. How can the RTA now make it the Highway/  
**A.** The planning process allows the RTA to develop new routes as the road corridor.
- C.** You obviously know what you are doing but to me the obvious route is along the lake front even though it is subject to flooding.  
**A.** it comes down to what do you want the place to look like. Do you see the Long Jetty foreshore as an asset?
- C.** On Wyong Road the traffic is at a standstill.  
**A.** There are noted congestion points on Wyong Road during peak periods.
- C.** Long Jetty needs a face lift. As a business owner we need certainty. We are not going to develop our properties until we know what is going on. If things were sped up a little maybe Long Jetty would look better than it does. So until we know what is going on we are not going to sink money into developments that may be resumed.

**C.** You showed a typical cross section of the highway. You have landscaping there. I have looked at all the development you have done so far from east Gosford to Erina Heights. I have not seen any section where you have done anything like that. You have put a fence down the middle in places, but nowhere have you put landscaping down the middle.

This section down the middle is RTA responsibility is that correct? ( Ans Yes ) Not the sections on the side that we have to talk to Council about. So there at Wamberal the very little space you left and the very wide footpaths that you have put in there, of cement, are these council's design or are they RTA design?

**A.** There was a lot of constraints through Wamberal and a very narrow corridor available. Going through Erina Heights it is wider and more landscaping is proposed. In medians we have to be very mindful of occupational health and safety regulations for people maintaining the medians. ( Response " So that is not typical!" ). At Wamberal we could have resumed the properties on one side and had a wider reserve. I am not going to tell you that Erina Heights will look like Wyong Road, it won't.

**C. cont** So where you have the opportunity to put landscaping down the median you will do that? ( Ans. Yes. ) The second part of my question involves timing. The people here would like the work in Long Jetty brought forward so they have some sense of certainty. When will the Erina Heights to Wamberal contracts be complete?

**A.** It starts early next year and ends late 2013.

**C. cont** So then it will continue?

**A.** There are other priorities at present

#### Other Matters Raised:

**C.** The left hand turn into Tuggerah Parade is used as a slip lane with people forcing a merge past the intersection.<sup>2</sup> It is happening also at Carton Parade.

There is no plan for Woy Woy Road or an alternate road down into Umina. Because families have two or three cars now and need to commute to Sydney. You are not able to get onto the highway. The RTA's design for West Gosford is inadequate, it needs a flyover. The Road up Kariong has to be widened again. If we don't do this in the very near future employers in Sydney will not employ people living on the Central Coast. We will have a bigger unemployment problem because we do not have a good road system. At present it takes an hour to get from Gosford to Kariong.

We must implement a system where the fines are used to purchase land for parking.

#### 8:20PM CLOSE

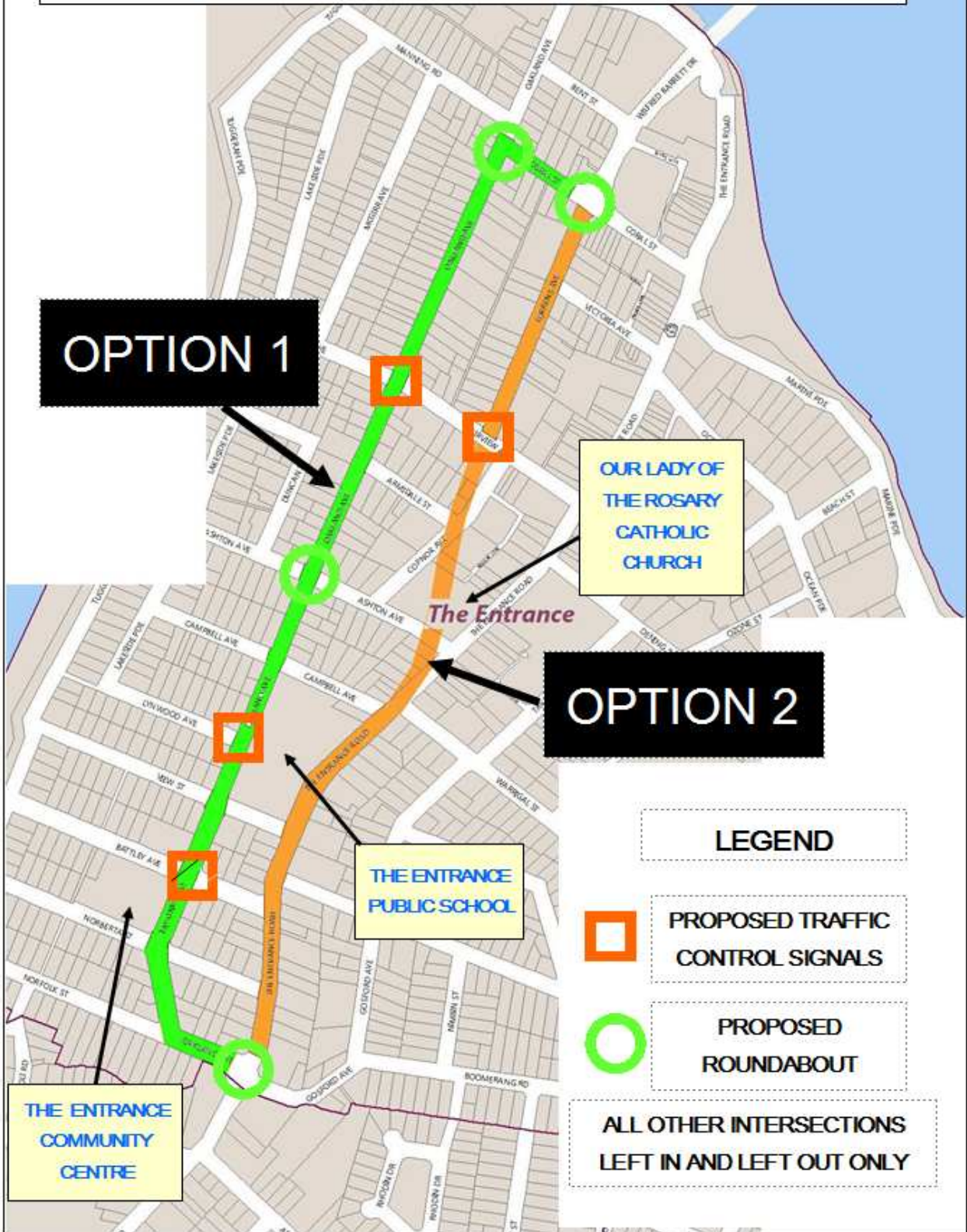
At 8:20 pm Anne Rowland thanked Glenn and Craig on behalf of the Precinct. She mentioned the difficult job they had trying to meet differing demands and made note of the timely manner in which they had responded to our requests last year, particularly due to the political and budgetary constraints under which the RTA operates.

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<sup>2</sup> Notetakers comment is that this is caused by the "Busses Excepted " in the left turn lane needing to merge. Policing is the only short term solution.



**OPTIONS BEING CONSIDERED BY RTA FOR  
CENTRAL COAST HIGHWAY  
THROUGH THE ENTRANCE**



**OPTION 1**

**OPTION 2**

**LEGEND**

 PROPOSED TRAFFIC CONTROL SIGNALS

 PROPOSED ROUNDABOUT

ALL OTHER INTERSECTIONS LEFT IN AND LEFT OUT ONLY