

Planning Public Transport

In North Wyong

On the Central Coast of NSW

2012

**Proposal for a BLUE HAVEN Train and
Bus Interchange**



3rd Edition 2012

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Sustainable Transport Committee

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Planning Public Transport Structures **in North Wyong**

A Proposal for BLUE HAVEN Train and Bus Interchange

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Introduction

The area in and around Lakehaven shopping centre is increasing in population and commercial activity. A new shopping centre similar to the Tuggerah's Super Centre has been completed at Lakehaven in the last twelve months and a new shopping centre and Tavern with bottle shop has been built at North Lakes 3 kilometres to the north.

New suburbs such as Wadalba, Woongarra and Hamlyn Terrace are filling out with houses.

A new town centre has been proposed by the recently published Central Coast Regional Strategy at North Warnervale and the creation of a new station north of the current Warnervale station is also proposed. This plan has always been a proposal since the previous edition of the Central Coast Strategy Plan published in 1975, however, then as now, little thought seems to have been made on how public transport structures should be organised to accommodate the new populations.

The strategy forecasts that by 2031, 16,000 green fields housing sites will be built within Wyong Shire. Most will be built in the green field development sites in North Wyong. A further 5000 houses are forecast for Wyong as infill sites, again many of these will be built in North Wyong. In addition, the Central Coast Strategy forecasts a further 14,500 dwellings to be developed as higher density dwelling in the town centres. These centres would include Wyong and The Entrance but also those in North Wyong such as the new proposed centre at Warnervale North, Lakehaven, Wadalba and presumably a newly developed Charmhaven and Northlakes.

This will conservatively mean that some 30,000 dwellings will be constructed some time before the year 2031 in North Wyong that means at an average of 2.3 persons per dwelling nearly 69,000 new residents are expected.

Jobs growth targets in the Central Coast Regional Strategy are high and expect 6000 more jobs in Gosford with a further 9,000 in areas around Gosford. Many of these jobs will be filled with people from the North Wyong area. A further 5,500 jobs are forecast in the Wyong/Tuggerah area before 2031 again many of these jobs will be filled by workers from North Wyong. Lastly, 10,500 new jobs are forecast for North Wyong and an extra 9000 in all town centres in Wyong. This could mean that North Wyong could have as many as 17,000 new jobs which will require a new and efficient public transport systems to get them to work.

Currently, North Wyong has several new high schools and public schools recently built in the last few years to augment schools such as Kanwal Public School, Wyong Public School and Wyong High School. With a conservative estimate of 69,000 new residents this will mean that at least 20,000 new students will be finding their way to school by 2031.

How are we going to transport all these people to work and to school?

The Current Bus Service

The two current railway stations in the Lakehaven locality, Warnervale and Wyee are serviced by Busways bus service with their 78 service to Warnervale and their 97 service to Wyee station. Both services are only run a handful of times a day, Warnervale no later than 4:30pm and Wyee not any later than 7.00 pm by Busways. Other services to Warnervale Station are picked up by Coastal Liner Bus Service running services from the station till about 8.00pm.

The main bus service that connects all the out-lying towns and suburbs around Lakehaven and Northlakes to a station is the 80 service which runs Lakehaven Drive and Pacific Highway to Wyong Station, and the 79 service running through Woongarah, Hamlyn Terrace and Watanobbi then via Pacific Highway also to Wyong Station.

Wyong station is one of the terminating points for many of the Northern line trains that run through Sydney and north through the north shore. These trains service the Central Coast and provide a local service during peak periods stopping most stations.

However, trains running to Newcastle, north of Wyong station, run less frequently and stop at the two stations closest to Lakehaven and Northlakes, which are Warnervale and Wyee stations, providing much less frequent services to this growing area.

If public transport has any chance of keeping up with these changes in population, we need to do something about making the public transport system more efficient.

This proposal advocates that some of the services Wyong station currently provides be moved up to a new station situated close to Blue Haven.

Current train services

Currently Wyong station is a terminus for Sydney trains and provides access to railway services for all patrons north of Wyong station with the exception of some patronage from Warnervale, Mannering Park and Wyee Point.

In this proposal we advocate that a new train and bus interchange be built at Blue Haven, to the West of the urban area.

If Blue Haven became the new Sydney train terminus, then the new train service to and from Blue Haven would service not only Wyong station, but also Warnervale and the proposed new station at Warnervale North.

Currently, public transport users coming from places north and east of Lakehaven Shopping Centre must change service at Lakehaven Shopping Centre bus interchange and travel to Wyong a 20 minute run on a good day. This 80 service is often chocked with both train travellers trying to make the earliest train they can and school students wanting to get to school in the Wyong area.

Proposal for a new train and Bus Interchange

Some of this congestion can be avoided by building a station at Blue Haven and allowing rail patrons travelling from Toukley, Norah Head, Budgewoi, San Remo, Buff Point and Blue Haven to go directly to the proposed Blue Haven Station with possibly one small bus transfer at Northlakes.

Many people settling in places further north have already made plans for the use of their car to get to the station at Wyong when they purchased properties in places like, Chain Valley Bay South, Chain Valley Bay North, Summerland Point, Gwandalan and Lake Munmorah.

With a new railway station at Blue Haven these householders will start to migrate to a more efficient public transport system and the more efficient 98 bus service minutes from the proposed new Blue Haven station instead driving their car to Wyong station. Also as a consequence of this access to rail services more people without cars will settle in these areas.

Even places further afield like Nords Wharf, Cams Wharf, Catherine Hill Bay and even Swansea, Belmont and Charlestown will use a newly efficient 99 service to a

proposed Blue Haven Station (see appendix E for details) and travel by train to Tuggerah, Gosford and beyond.

Travellers on the 97 service to Wyee Point and Mannering Park will have a choice of two stations, Wyee with a lower number of services south and Blue Haven with an excellent train service south and the same train service north to Newcastle as Wyee Station.

State Government involvement

Private companies like Busways cannot improve a service unless they have an incentive to do so with the expectation of greater profits, however since many private bus companies like Busways are now under a government contract to provide a service, the State government can artificially increase the service saturation ahead of a growing demand for a service. That saturation of bus services is by providing a regular service more frequently. This encourages users to experiment with the service and leave their cars at home.

One of the difficulties in providing a service using the profit model is that late night services are not available to outlying areas. Currently services at present do not extend to places like Gwandalan and Lake Munmorah past 7.00pm. There is no service to Nords Wharf and beyond to connect to Swansea past mid afternoon. As a consequence patrons will plan other modes of transport when going out after work and will not be inclined to use public transport earlier in the day with the fear that they will not start home in time to get that last service connection to an outlying town.

As a basic rule the bus service provided by the government through companies like Busways, is for the commuter travelling to work, the child going to school, the retired, the unemployed and the pensioner. And on the weekend children and students who are not old enough or not financial enough to own or use a car. Most of the fares taken are child fares or concession fares.

To encourage universal usage of the public transport system available in the Northlakes region we need to see a rail link close to present bus routes, and bus services that are more frequent and available for longer hours. A new railway station at Blue Haven and State government support will help achieve this.

A rail terminus at Blue Haven

Currently Northern line trains run from Sydney Central railway station through Strathfield to Newcastle. However during peak periods and some other times, other commuter trains run from Parramatta or Penrith through the City Circle and on to Gosford or Wyong.

This provides a more comprehensive Central Coast service, one that accommodates a larger and growing amount of commuters and other users on the Central Coast.

Wyong is becoming more and more central to the public transport system of the Central Coast and more people are expected to move to localities to the north of Wyong.

The small town of Wyong has a main street that was built as a small town with a country railway station. Today tremendous pressure is being brought to bear on the current small town infrastructure of Wyong with increasing traffic and all bus services from the north terminating at the rail interchange at Wyong Station.

This small town station now accommodates a rail yard and terminus for Sydney trains from Penrith.

This proposal will take the pressure off Wyong and its station by moving the terminus further up the rail line to areas where the population of the Central Coast is moving rapidly. This proposal will allow these Central Coast terminating trains to service the whole of the Central Coast.

Planners in past times planned for the transport of commuters to Sydney. Now the planners need to plan for an integrated rail system that services both Sydney and commuters travelling to other parts of the Central Coast over its 60 kilometre length of railway line.

To move the rail terminus from Wyong to Blue Haven would help achieve this overall servicing of the Central Coast.

Additional stations should also be considered on the Central Coast section of the northern railway system. One opportunity exists for another station south west of Woy Woy station before the tunnel to take the pressure of the transport infrastructure currently servicing the peninsula at the township of Woy Woy.

A Bus interchange at Blue Haven

As explained previously all rail travellers north and east of Wyong station must travel to Wyong Station to board the train. This means that car usage to stations would be high due to the lack of fast and efficient bus services to the rail.

A bus interchange at Blue haven would ease congestion at Wyong and improve travel times to the rail.

Lakehaven Shopping Centre is the main bus and taxi interchange for the North Wyong area. This interchange has over the years become more congested. The public road on the south side of the shops, within the shopping complex is providing thorough-fare for taxis, cars and pedestrians as well as buses travelling towards the bus terminal.

Inevitably the frequency and volume of bus services will increase in this crowded area unless alternative plans are made.

The bus ranks are often full of buses exchanging passengers. One of the rank, rank No. 3 provides service for three routes, the 95 service to Morisset station, 97 service to Wye Station, the 98 service the Blue Haven and the 99 service to Gwandalan and Charlestown (see Appendix E). Several times a day, two buses and sometime one bus from each of these services jostle for a place to drop and pickup passenger in a space designed for one bus.

By having these three services terminate at the proposed Blue Haven Station it frees up one rank at Lakehaven Shopping Centre to accommodate a service running express from Tuggerah Westfield via Wyong Station to the new proposed Blue Haven Station along the Pacific Hwy and Roper Road as an 80 service returning via Lady Laurel Drive Blue Haven and then the Pacific Highway via Lakehaven Shopping Centre to Tuggerah Shopping Centre.

Following are more recommendations for the bus services in the North Wyong area with the inclusion of the Blue Haven Bus and Train Interchange.

Recommendations for Proposed modifications to bus routes incorporating the proposed Blue Haven interchange

1. Bus Services to have express services.

- (a) New extension for 80 service, now proposed to go to Blue Haven bus interchange from Tuggerah Westfield
- (b) Express service from Blue Haven bus interchange to Charlestown via Lake Munmorah, Nords Wharf, Catherine Hill Bay and Swansea. (This service is to help accommodate a strategy in the Central Coast Strategy Plan to better connect the Newcastle Lake Macquarie areas to the Central Coast. Ref. CCS pp.47-48)(also see appendix E)

2. Continue to have feeder services.

- (a) 79 service through Woongarra and Hamlyn Terrence, Watanobbi
- (b) 81 service through Kanwal, Gorakan, Wyong East
- (c) 82 service through Tecoma, Wyongah, Wyong Hospital
- (d) Redirect 78 services going to Warnervale Station to include Warnervale North and possibly through Lucca Road Industrial estate.
- (e) Redesign 98 service currently starting at Lakehaven Shops to start at Blue Haven Bus interchange to operate in a one direction loop. This loop would cover on the way out, Chainvalley Bay South, Chainvalley Bay North, Summerland Point and Gwandalan.

After Chainvalley Bay South this service would offer to drop passengers at the corner of Pacific Highway and Tall Timbers Road, were a new interchange is proposed at the new Lake Munmorah Shopping complex, to pick up the express 99 service from Charlestown to go through to Blue Haven bus interchange 5 minutes later turning into tall timbers Road to access the interchange. (see appendix E for more details)

The 98 service will then proceed back to Blue Haven bus interchange via Lake Munmorah, providing an extra service from that locality supplementing the 99 service.

(f) The 90 service from Lakehaven through Toukey, Norah Head, Budgewoi, Buff Point and San Remo, and the 92 service departing Lakehaven, then through Charmhaven, San Remo, Buff Point, Budgewoi and on to Norah Head and Toukey returning to Lakehaven should divert to Blue Haven bus interchange during peak hour periods for train commuters.

However, the new extended 80 service should pick up patrons from the 90 service at the corner of Goomara Av. and the Pacific Highway and the 92 service out of Charmhaven at Allambee Crescent on the Pacific highway and transport them to Blue Haven Bus and Train interchange at other times.

Some Proposals on the location of the train and bus interchange

Four proposals for the location of the rail terminus facility and bus interchange are put forward for an analysis of the alternative locations.

- 1. On the south side of the Link Road, west of Roper Road Blue Haven.**
- 2. On the North side of the Link Road, at the end of Spring Creek Road.**
- 3. At Wyee Station**
- 4. At the site of the newly proposed station at Warnervale North south of Hakone Road**

The criteria by which each site should be considered are as follows:

1. Bus linkages to rail system.
2. Access to land that will accommodate a bus interchange, car parking and a rail terminus facility along the northern line.
3. Bus linkages to and from major shopping locations.
4. Ability for the site to accommodate unrestricted and unimpeded access by bus services.
5. Ability of the site to accommodate separate access for buses separate from general car traffic and parked cars.
6. Easy access to major roads and the freeway.
7. Proposed site to be on existing or proposed bus routes that efficiently transport commuters to the new station.
8. The site should have the rail yards out of site and far enough away from town centre locations and residential proximities as to not produce a noise issues.
9. Access to land for future expansion of car parking facilities.

10. Access to land appropriate to accommodate rail yards.

11. Access to land close to the rail line that will accommodate railway workshops.

12. Most appropriate site for best environmental outcomes.

Analysis of above questions and issues

Proposed Site location	1	2	3	4	5	6	7	8	9	10	11	12	Total Yes(Y)
1. On the south side of the Link Road	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	12
2. On the North side of the Link Road	Y	N	Y	N	N	Y	Y	Y	N	N	Y	N	6
3. At Wye Station	Y	N	N	N	N	N	Y	N	N	N	N	Y	3
4. Proposed station at Warnervale North	N	Y	Y	Y	Y	N	Y	N	Y	N	N	Y	7

Recommendations for the preferred site lay-out

Blue Haven Station Preferred Site proposal south of the Link Road

1. The Station location would be just south of the Link Road bridge. The present cutting is to be widened and the station will have car parking infrastructure to the west and road public transport facilities to the east including buses, taxis and bicycle traffic.
2. Roper Road will be extended beside the existing dwellings and parallel to the Link Road. This extension will extend over Spring Creek via a bridge and end in a bus turning circle and bus interchange beside the station. This Roper Road extension will be dedicated to public transport, which will primarily include buses, but will also provide access to a taxi rank by the station for taxis and delivery trucks. It should also include a shared pedestrian and cycle path.
3. Car parking for the station will be provided on the western side of the station only, thus preserving large areas on the eastern side for landscaping and wildlife reserve. The car park will have access via the Tooheys Road off ramp from the Link road and a road that will double back towards the station to a large car parking area. The car park when fully developed would be in the order of 100,000m².
4. A road will extend west from the Tooheys Road off ramp parallel with the Link Road across Wallarah Creek and then turn in a southerly direction to link up with the proposed township of North Warnervale.
5. Rail sidings including railway workshops will radiate to the south west of the station providing adequate storage areas for peak hour trains to 'layover' during the night hours. The workshops will assist in the maintenance of these trains and provide some local jobs.

6. An important feature of these recommendations is to provide adequate reserve areas in sensitive areas of the surrounding environments. This would include adequate buffer reserves along the Wallarah Creek to the south and west of the site and Spring Creek to the east of the station. These reserves will not only protect sensitive riparian vegetation, but it is proposed to develop a large reserve to the North of the sidings and south of the Road to Warnervale North. This will not only preserve a segment of the existing woodland on the site but provide a valuable barrier between the public road and the rail yards, thereby reducing the likelihood of vandalism to railway property, but also providing a pleasant vista for road travellers.

7. Commercial activity should be limited around the station precinct, however, a sense of community and welcome should prevail at the transport interchange. To help provide this sense of place, several small retail shops should be available to travellers. Coffee shops, a newsagency, gift shops, sandwich shops and a small general store should be suggested among a select group of shops located on the bus interchange side of the station.

General recommendations to improve North Wyong Bus services

1. Roadways should be designed for buses where service buses travel.
eg. Load capacity, smooth road surface, road islands appropriate for buses.
2. Continue to cater for more bus lanes and for more ease of movement particularly at times of high traffic. These bus lanes allow buses to start off first at an intersection clearing the bus away from the traffic and any congestion.
3. All services should run later into the night to all locations, particularly the 99 service to Charlestown (see appendix E), the 98 service for Chain Valley Bay, the 97 service from Wyee Station and the 95 service from Gwandalan and Lake Munmorah to the proposed **Blue Haven Bus and Train Interchange** via Mannering Park and Wyee Point.

This will encourage car users in these areas to use bus services, enabling later return times for night workers and workers arriving home later after work. It will also cater for those going out for night shopping, to the movies and other travelling.

4. Bus shelters should be provided for patrons at most locations along the service routes. They should be designed for comfort with a design that is vandal proof, eliminates both wind and rain and be oriented to provide adequate shade. These shelters must also be aesthetic and not dominate street landscapes.

Up until now it has been the responsibility of the bus companies and/or council to provide such shelters, but since the bus companies in the North Wyong areas are under government contract it would now be possible to approach the State government through council for a grant to build them.

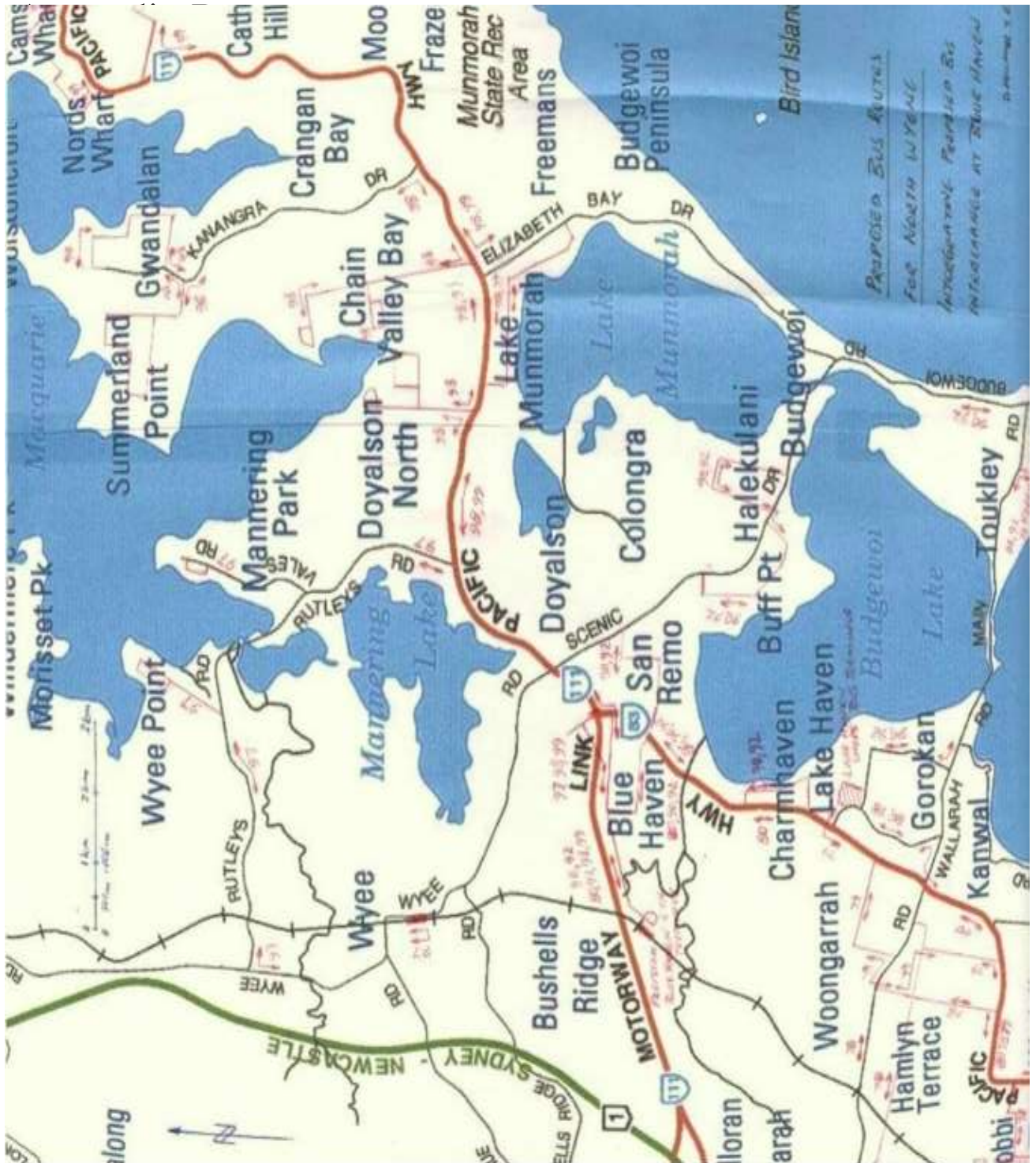
Private industry could also take up the opportunity to build them by using the surfaces on the bus stop shelter for saleable advertising space.

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Appendix A

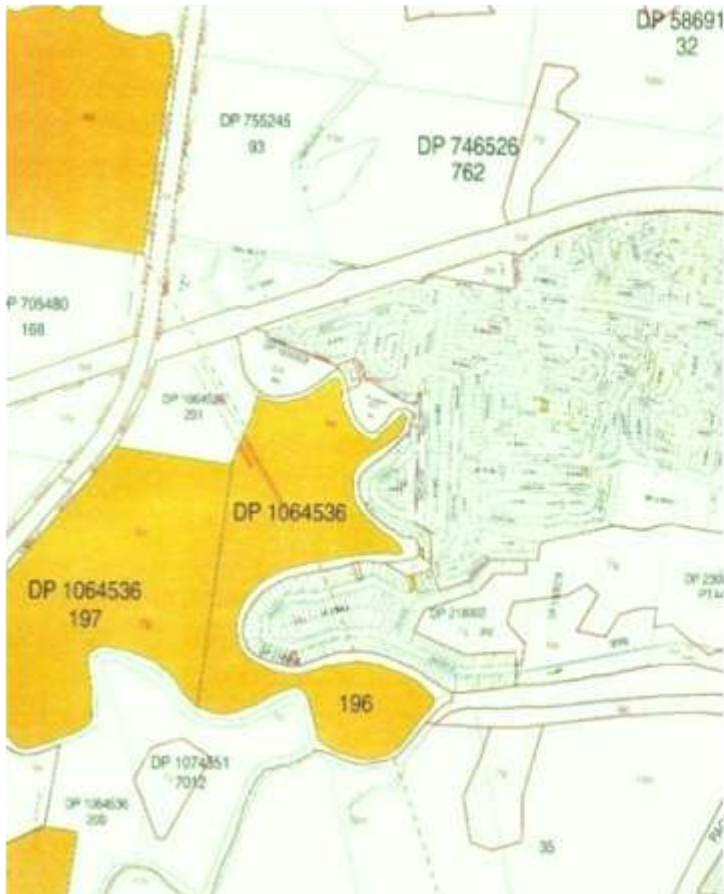
Map showing bus routes converging on the proposed Bluehaven Interchange.

Services from, Charlestown, Swansea, Chain Valley Bay, Lake Munmorah, Catherine Hill Bay, Nords Wharf, Gwandalan, Summerland Point, Manning Park, Wye Point, Doyalson, Norah Head, Budewoi, Buff Point, San Remo, Charmhaven and Lakehaven



Appendix C

Map showing some of the land tenure relating to the land and surrounding land.



Aboriginal Owned Land in
Yellow

Land required for Station
Development zoned 10a
Investigation precinct
zone

Appendix E-Scenario using Direct services from Blue Haven interchange to Charlestown

The Central Coast North Needs a Public transport Corridor from Lakehaven to Charlestown

The northern region of Wyong Shire is set to explode with development in the next 20 years. The Central Coast Strategy has pointed to large populations residing in this region by 2031. We can expect up to 70,000 new people.

In addition we also know that we on the Central Coast will have to produce many more jobs to support this growth. In the North Wyong region extending to places like Lake Munmorah and the settlements on the shores of Lake Macquarie like Gwandalan it is pivotal that good regional and interregional public transport becomes available to support this growth in the area.

These northern regions of the Central Coast need to have a focus not only towards the south to the Wyong's and Gosford's of the Central Coast, but as they are extremely close, as is the suburbs about Lakehaven deceptively close, to the Newcastle greater metropolitan area, fast and efficient public transport links must be put in place for these area.

One of the most pivotal reasons for this is to reduce the planned reliance on motor vehicles as a means of getting anywhere. With good public transport, fewer households will need to own two, three or even four cars in this area thus reducing congestion on our roads, cutting household expenditures and reducing carbon pollution.

As outlined in the government's response to the Unsworth report, priority interregional bus corridors should be incorporated into existing bus networks.

As a priority, and as our submission advocates to the Central Coast Bus review, a service to Charlestown from Lakehaven Shopping Centre should be increased from two services a day to at least four services a day, and at time where job seekers and shoppers can use the many Newcastle bus connection at Charlestown Square and Belmont via Blue Haven Station to arrive on time to start work or commence shopping.

In addition to these weekday services, we would advocate as our submission expresses that weekend services of a similar number be introduced to support weekend worker and weekend shopping.

For people living closer to railway stations in the southern parts of the Central Coast it is difficult to understand the difficulty this region has with respect to access to rail public transport and its proximity to the southern regions of the Newcastle metropolitan area.

Support this initiative to get a fast and efficient bus service for the region to Charlestown is needed urgently.

Follow the link to the copy of the submission to the [NSW Transport and Infrastructure's Outer Metropolitan Bus review, region 6 & 7](#) outlining this proposal.

Timetable Example of a weekend Bus Service to Lower Hunter Shoppers and travellers

This is one service of a proposed 4 services each day week day and weekends from Lakehaven to Charlestown with 4 service return services each day.

By connections to the Newcastle government bus service the following transfers can be achieved quickly and easily.

The Lakehaven bus puts up at the lower end of the Newcastle bus service rank. With a short walk, travellers can transfer to services to a multitude of destinations

Lakehaven to Charlestown Saturday Bus Service

Morning Service Saturday

Departing Lakehaven - 7:20 am

Arriving Charlestown - 8:38 am

Route No.	Departure	From	Destinations available – Arrival time
100	9.04 am	Chlstn	John Hunter Hosp. 9:18am; Univ. Newcastle 9:32am
111	8:57 am	Chlstn	Kotara Shopping 9.07am
111	9.14 am	Chlstn	Lake Macquarie Fair 9:29am
213	8:49 am	Belmt	Warners Bay 9:13am
310	8:38 am	Belmt	Belmont Hosp. 8:41am
310	8:42 am	Chlstn	Lake Macquarie Fair 8:53am
320	8:47 am	Chlstn	Kotara Shopping 8:55am; Newcastle 9:17am
320	9:16 am	Chlstn	Lake Macquarie Fair 9:27am
350	8:50 am	Chlstn	Broadmeadow 9:05am; Newcastle 9:19 am
339	8.44 am	Chlstn	Glendale Shopping Ctr. 9:08am

Charlestown to Lakehaven Saturday Bus Service

Mid Afternoon Returning Service Saturday

Departing Charlestown – 3:10 pm

Arriving Lakehaven – 4:35 pm

Route No.	Arrival	To	From Destinations available – Departure time
100	2:33 pm	Chlstn	Univ. Newcastle 2:04pm; John Hunter Hosp. 2:18pm
100	3:03 pm	Chlstn	Univ. Newcastle 2:34pm; John Hunter Hosp. 2:48pm (Check Newcastle Bus Service running on time on day)
111	2:57pm	Chlstn	Gates Head (Harvey Norman)2:50pm; Macquarie Fair 2:42pm
310	2:42 pm	Chlstn	Newcastle 2:16pm
313	2:53pm	Belmt	Belmont Hosp. 2:43pm; Warners Bay 2:26pm
320	2:47 pm	Chlstn	Warners Bay 2:26pm
320	2:16pm	Chlstn	Kotara Shopping 2:08pm
349	2:37pm	Chlstn	Newcastle 2:15pm; City West (Honey Suckle Developments) 2:23 pm
339	2:20 pm	Chlstn	Glendale Shopping Ctr. 1:55pm

Note: This timetable is based on the two week day services currently existing, that primarily pick up students from Higher Sports High School and therefore the arrival and departure times are to coincide with the schools needs.

Although these times are useful for the school travellers some adjustment to times could make the services more useful particularly on weekends. Another mid morning service and an evening service is envisaged to complete a useful service to the Hunter.

A more complete service to link the Hunter to the Central Coast will require promotion and some incentives for travellers, like reduced Saturday fares for families similar to the Sunday fun day ticketing already available for \$2.50 per person all day.

This service could become a new source of revenue for retail business in the Newcastle Shopping centers and provide an exciting day out for Central Coast Shoppers.

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