

CENTRAL COAST PARKING STRATEGY

PART 2: SHORT, MEDIUM & LONG TERM LGA STRATEGY



FOR

CENTRAL COAST COUNCIL



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Appendices

Appendix A:	Raw Parking Occupancy Data
Appendix B:	Stakeholder Interviews
Appendix C:	Online Survey Results

EXECUTIVE SUMMARY

Introduction

Bitzios Consulting (Bitzios) has been commissioned by the Central Coast Council (Council) to prepare an integrated parking strategy for the Central Coast Local Government Area (Central Coast Parking Strategy).

The Central Coast Parking Strategy has been prepared in three (3) parts, including:

- **Part 1:** Short-Term Gosford Central Business District (CBD) Strategy;
- **Part 2:** Short, Medium and Long-Term Central Coast Strategy; and
- **Part 3:** Holiday Period Coastal Parking Demands.

This is the Part 2 report.

Purpose of this Report

The purpose of the Part 2 report is to:

- quantify existing (2018) parking supply and demands within nine (9) “focus areas”;
- identify existing (2018) parking ‘hotspots’ and quantify shortfalls within each identified focus area;
- quantify the potential future (2038) shortfall in parking supply within each identified focus area;
- identify broad LGA-wide parking strategies to guide Council’s decision making in the future; and
- identify a suite of short, medium, and long-term strategies for each identified focus area.

Focus Areas

The Part 2 report includes consideration of the following “focus areas”:

- **Focus Area #1:** Gosford;
- **Focus Area #2:** Lisarow;
- **Focus Area #3:** Ourimbah;
- **Focus Area #4:** Tuggerah;
- **Focus Area #5:** Wyong;
- **Focus Area #6:** Warnervale;
- **Focus Area #7:** The Entrance;
- **Focus Area #8:** Terrigal; and
- **Focus Area #9:** Woy Woy.

Community Input

The Part 2 report has been prepared in consultation with the community, via the following methods:

- **Stakeholder Interviews:** Bitzios interviewed 32 business stakeholders from Gosford, Tuggerah, Wyong, The Entrance, Terrigal, and Woy Woy, to seek feedback on the existing parking issues; and
- **Online Survey:** Council conducted an online survey which was open to the general public. The survey included a series of questions related to existing issues and potential strategies.

Existing Situation

Parking occupancy data confirmed that there are existing parking issues at key centres along the “Central Coast and Newcastle Line”, including Gosford, Tuggerah, Wyong, and Woy Woy. The data also confirmed that there are only minor parking issues (if any) in the remaining “focus areas” included in this strategy.

Gosford presents the greatest challenge and requires immediate planning and short-term investment to mitigate the existing all-day parking shortfall and imminent increase in all-day parking demands within the CBD. The existing situation, which is at capacity now, will get worse with increased commuter demands, increased development activity in the CBD, and a major redevelopment of the Gosford District Hospital.

Whilst other major centres along the rail line present their own unique challenges, the existing situation is manageable in the short-term. Importantly, this strategy provides Council with an opportunity to methodically plan for and progressively implement the recommended strategies and action plan to better manage and improve the overall parking situation and the short, medium, and long term.

Overarching Principles

The recommended parking strategies have been developed based on the following overarching principles:

- 1) optimise the use of existing parking supply;
- 2) implement a parking access and location hierarchy based on the shortest stay demands being in the most accessible locations and longest stay demands being off-street or further away locations;
- 3) manage demand through encouraging alternative transport modes or alternative parking locations;
- 4) build more parking supply where there are major shortfalls, include safe pedestrian access and movement from the car park to the CBD or station with all proposed parking; and
- 5) encourage multi-purpose parking investments.

LGA-Wide Strategies

It is recommended that Council:

- continues their investment in smart parking initiatives;
- implements a range of demand management policies; and
- implements a range of supply management policies.

In the long term, Council's parking policy should support the development of the land use and transport system towards a more sustainable future with proactive intervention in the parking demand / supply balance.

Focus Area-Specific Strategies

Council should focus its investment at key centres along the "Central Coast and Newcastle Line" (i.e. Gosford, Woy Woy, Tuggerah, and Wyong) where parking data has confirmed parking capacity issues.

In **Gosford**, there is an immediate need to find new car parking options to offset the pending redevelopment of Kibbleplex and to cater for recent major developments in and around the commercial core. This parking should be provided on the fringe and within of the core and be supported by frequent shuttle bus services as well as pedestrian and cycling infrastructure. Also, whilst there is a clear long-term need for additional permanent all-day parking in Gosford, it will be critical for Council to carefully manage the provision of the additional parking. A significant oversupply would encourage more parking within the commercial core at the expense of more sustainable strategies.

In **Woy Woy**, there is an immediate need to use existing Council owned at-grade car parks on the fringe of the commercial core to manage the existing shortfall in all-day parking supply. This could be facilitated via a new shuttle bus service or promotion of existing bus services. There is also a medium-long term need for additional permanent all-day parking in Woy Woy, which could be achieved by adding an additional level of parking on the Deepwater Plaza parking station (if feasible) and / or constructing a new station.

In **Tuggerah**, there is a medium-long term need for additional all-day parking adjacent to the train station to accommodate growth in commuter demands. A new parking station could also encourage diversion of commuters away from Wyong and as a result, free up capacity in proximity to the Wyong commercial core.

In **Wyong**, there is an immediate need to maximise the utilisation of the existing Rose Street car park, which is ideally located on the fringe of the commercial core and adjacent to the train station. This could be achieved via improved wayfinding and / or bringing forward the delivery of a planned expansion of the car park (and associated property acquisitions) which is linked with the future upgrade of the Pacific Highway. In the medium-long term, there is a need for additional all-day parking within the core to accommodate growth.

In addition to the above, it is noted that the **Lisarow** train station is an ideal location for a commuter train station to take pressure off Gosford and Woy Woy train stations. This would require the train timetable to be modified and government investment for a new parking station within 400m of the train station.

Action Plan

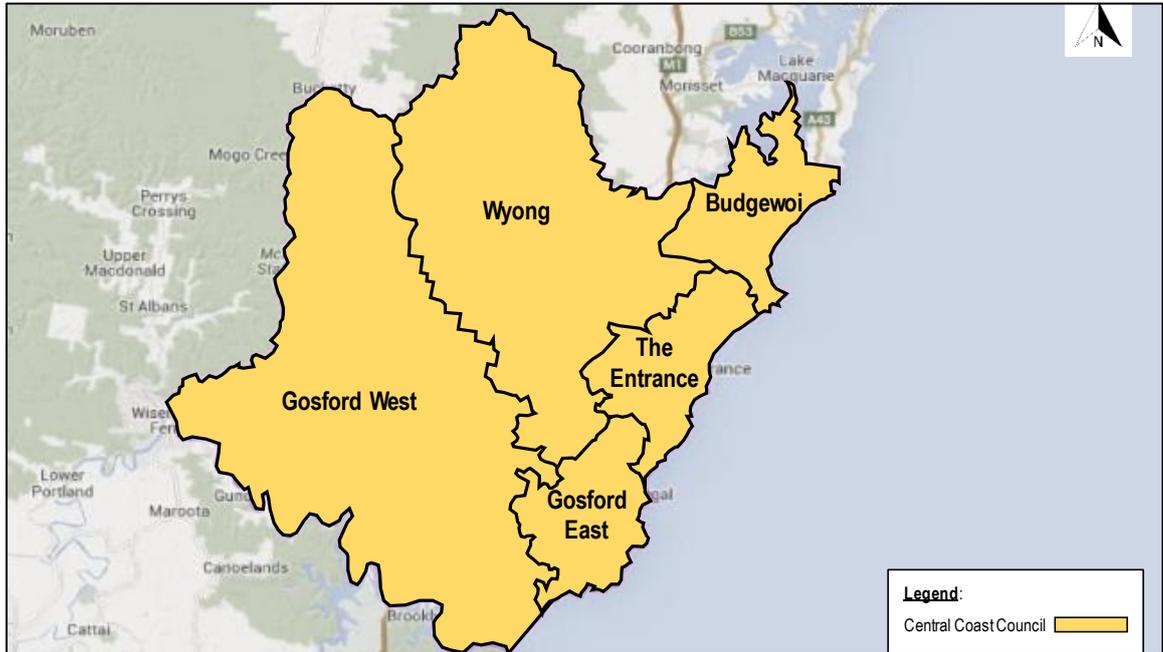
A comprehensive action plan has been prepared with:

- 18 short term (2019 to 2023) actions at an estimated cost of \$23M;
- 7 medium term (2024 to 2028) actions at an estimated cost of \$33M; and
- 9 long term (2029 to 2038) actions at an estimated cost of \$100M.

1. INTRODUCTION

1.1 BACKGROUND

Wyong Shire Council and Gosford City Council amalgamated on 12th May 2016, to form the Central Coast Council (Council) Local Government Area (LGA). This merger brought together five (5) wards, Wyong, The Entrance, Budgewoi, Gosford West, and Gosford East. Figure 1.1 illustrates the LGA and ward boundaries.



Source: Google Maps

Figure 1.1: Central Coast Council Wards and LGA Boundary

The Central Coast is located between Sydney and Newcastle along the east coast of Australia. It has a land area of approximately 1,680km². It is currently the ninth largest urban centre in Australia in terms of population, with the existing population of 340,000 people (2016) predicated to increase by 22% to 415,000 people over the next 20 years (2036), at an average rate of approximately 1.1% per annum.

Bitzios Consulting (Bitzios) has been commissioned by Council to prepare an integrated parking strategy for the Central Coast. The Central Coast Parking Strategy has been prepared in three (3) parts, including:

- **Part 1:** Short-Term Gosford Central Business District (CBD) Strategy;
- **Part 2:** Medium and Long-Term Central Coast Strategy;
- **Part 3:** Holiday Period Coastal Parking Demands.

This is the Part 2 report.

1.2 FOCUS AREAS

The Part 2 report identifies location-specific strategies for the following “focus areas”:

- **Focus Area #1:** Gosford;
- **Focus Area #2:** Lisarow;
- **Focus Area #3:** Ourimbah;
- **Focus Area #4:** Tuggerah;
- **Focus Area #5:** Wyong;
- **Focus Area #6:** Wamervale;
- **Focus Area #7:** The Entrance;
- **Focus Area #8:** Terrigal; and
- **Focus Area #9:** Woy Woy.

The location of each focus area is illustrated on Figure 1.2.

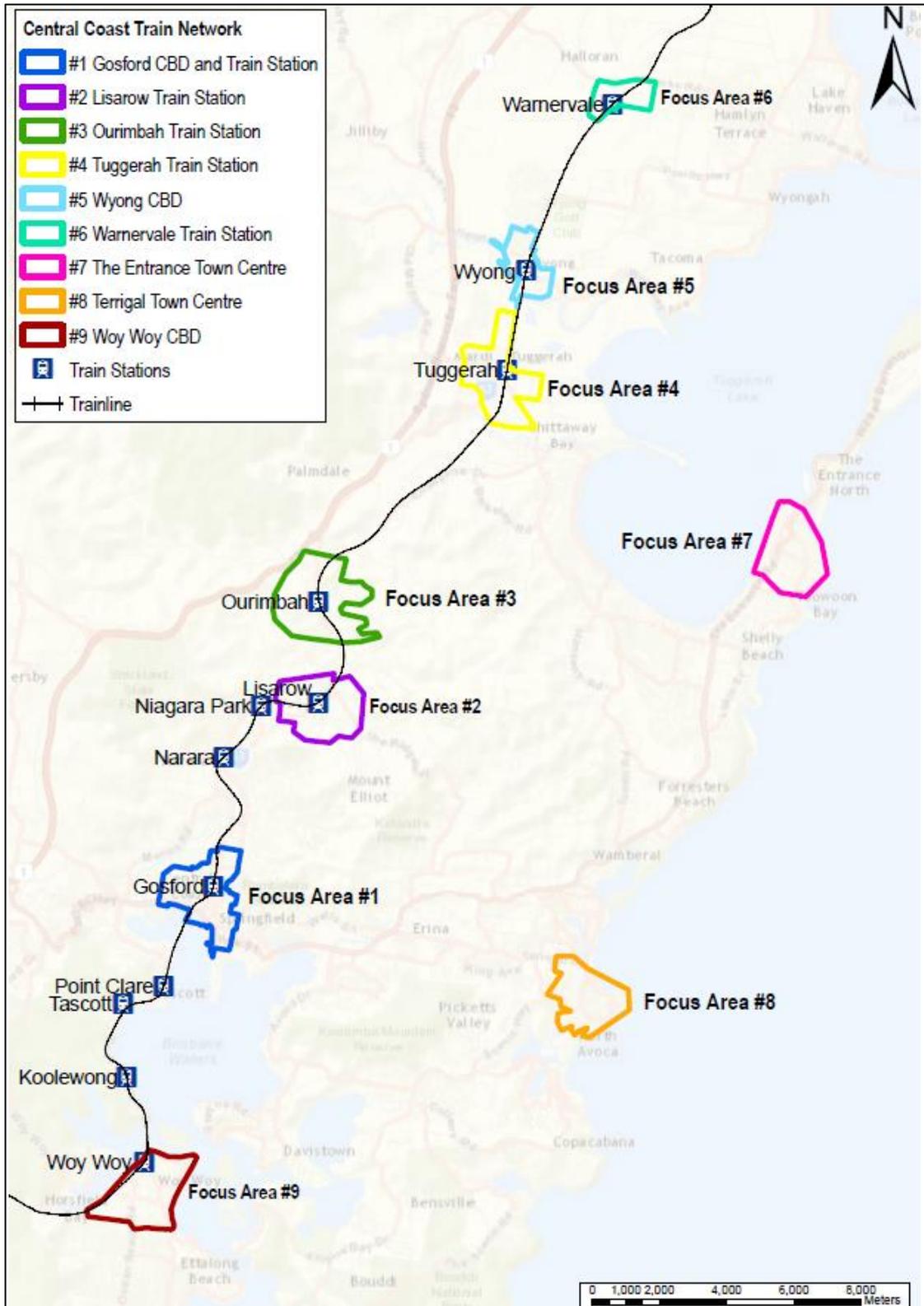


Figure 1.2: Focus Area Overview Map

The focus areas were identified in consultation with Council. Key points to note:

- most of the focus areas are located along the “Central Coast and Newcastle Line”;
- Focus Area #1 (Gosford), #4 (Tuggerah), #5 (Wyong), and #9 (Woy Woy) were identified by Council as commuter train stations with adjacent competing parking markets (i.e. CBD and town centres etc.);
- Focus Area #3 (Ourimbah) and #6 (Warnervale) were identified by Council due to their significant growth potential associated with existing master plans;
- Focus Area #2 (Lisarow) was identified by Council due to its proximity to Gosford; and
- Focus Area #7 (Terrigal) and #8 (The Entrance) were identified by Council as tourist ‘hot spots’.

1.3 KEY OBJECTIVES

The key objectives of the Part 2 report are listed below:

- quantify existing (2018) parking supply and demands within each identified focus area;
- identify existing (2018) parking 'hotspots' and quantify shortfalls within each identified focus area;
- quantify the potential future (2038) shortfall in parking supply within each identified focus area;
- identify broad LGA-wide parking strategies to guide Council's decision making in the future; and
- identify a suite of short, medium, and long-term strategies for each identified focus area.

1.4 REFERENCES

The following material has been referenced in preparing this report:

- Gosford Local Environment Plan 2014 (LEP 2014);
- Development Control Plan 2013 (DCP 2013);
- parking occupancy survey data obtained by Traffic, Data & Control (TDC);
- Pacific Highway Upgrade Lisarow (NSW Government, July 2016);
- Ourimbah Land Use Planning Strategy and Town Centre Masterplan (Council, January 2018);
- Pacific Highway Upgrade Ourimbah (NSW Government, July 2015);
- Pacific Highway and Wyong Road Interchange Upgrade Tuggerah (NSW Government, April 2014);
- Tuggerah Multi-storey Car Park Concept Plan (Council, August 2018);
- Pacific Highway Upgrade Through Wyong Town Centre (NSW Government, October 2015);
- Warnervale Town Centre Development Control Plan 2012; and
- Terrigal CBD Traffic Flow Improvement Stage 1 Final Concept Design (Council, May 2018).

1.5 PARKING DATA OVERVIEW

Table 1.1 provides an overview of the parking data utilised for this assessment and how it was sourced:

- **Traffic Data and Control (TDC) Survey:** 14 hourly observations between 6:00am and 8:00pm;
- **Bitzios Holiday Spot Survey:** one (1) observation between 10:00am and 2:00pm (1 observation);
- **TDC Spot Survey:** one (1) observation between 10:00am and 2:00pm (1 observation); and
- **Bitzios Desktop Assessment:** one (1) observation based on recent Nearmap aerial photography, with the photography timestamped between 10:00am and 2:00pm on a weekday (1 observation).

Table 1.1: Parking Data Overview

Focus Area	TDC Detailed Survey	Bitzios Holiday Spot Survey	TDC Spot Survey	Bitzios Desktop Assessment
#1 – Gosford	Yes (02.05.18)	-	-	-
#2 – Lisarow	-	-	-	Yes (28.02.18)
#3 – Ourimbah	-	-	-	Yes (16.02.18)
#4 – Tuggerah	-	-	Yes (26.06.18)	-
#5 – Wyong	-	-	Yes (26.06.18)	-
#6 – Warnervale	-	-	Yes (26.06.18)	-
#7 – The Entrance	-	Yes (24.04.18)	Yes (26.06.18)	-
#8 – Terrigal	-	Yes (28.04.18)	Yes (26.06.18)	-
#9 – Woy Woy	-	-	Yes (26.06.18)	-

A copy of the raw parking occupancy data is included at **Appendix A**.

1.6 SCOPE OF WORKS

Table 1.2 provides a summary of the scope of works for Part 2 of the study.

Table 1.2: Scope of Works

ID	Task	Scope of Works
Task 2.01	Information Review and Mapping	<ul style="list-style-type: none"> undertake a review of all relevant information provided by Council; and create GIS maps for each focus areas for land use, road hierarchy, public transport, active transport, as well as parking supply.
Task 2.02	Technologies Research	<ul style="list-style-type: none"> investigate the effectiveness and applicability to the Central Coast of various parking technologies now and in the future.
Task 2.03	Occupancy Surveys	<ul style="list-style-type: none"> undertake a 'snap shot parking survey' at each focus area on a typical weekday between 10:00am to 2:00pm (1 observation)
Task 2.04	Supply vs Demand Modelling (2018, 2038)	<ul style="list-style-type: none"> undertake detailed supply vs demand modelling in GIS; identify existing 'hot spots' and shortfall in supply; develop relationships between existing parking demand and existing catchment population levels and centre employment levels; estimate the potential increase in parking demands at each location based on predicted population and employment growth and increase in economic activity; and quantify the potential future shortfall in parking supply at each location.
Task 2.05	Workshop #2.1 Data Summary & "Hot Spots" Definition	<ul style="list-style-type: none"> facilitate a workshop with the PCG to present key findings from the parking occupancy surveys as well as the supply vs demand analysis; and discuss potential policy responses to the issues identified to assist with policy development and then with location-specific strategies.
Task 2.06	Parking Policy Development	<ul style="list-style-type: none"> identify and investigate (at a high level) relevant car parking demand and supply management strategies; identify draft policy statements and objectives to guide the decisions made on parking provisions through the strategy development; and issue draft parking policies to the PCG for review and endorsement.
Task 2.07	Train Stations Needs Analysis	<ul style="list-style-type: none"> undertake a detailed train stations parking 'needs analysis' at the seven (7) train stations identified as key focus areas; confirm if additional parking is required to accommodate future demands; and identify suitable sites for the future construction of parking stations.
Task 2.08	Other "Hot Spots" Needs Analysis	<ul style="list-style-type: none"> undertake a detailed 'needs analysis' at the remaining focus areas; confirm if additional parking is required to accommodate future demands; assist with identifying suitable sites for the future construction of parking stations; recommend other measures to meet the increased demands.
Task 2.09	Draft Demand Management Strategies	<ul style="list-style-type: none"> identify targeted demand management strategies including improvements to the public and active transport networks, as well as the introduction of new bus routes and shuttle bus services.
Task 2.10	Draft Supply Strategies	<ul style="list-style-type: none"> identify targeted supply management strategies including opportunities to better manage on and off-street car parking to ensure efficient use through time limits and pricing mechanisms.
Task 2.11	Workshop #2.2 Policies and Draft Strategies	<ul style="list-style-type: none"> facilitate a workshop with the PCG to present draft parking supply and demand management options and discuss the implications of each strategy.
Task 2.12	Station Car Park Evaluation	<ul style="list-style-type: none"> undertake a 'car parks evaluation' to a level suitable to inform / support future business case investigations to be completed by Council at a later stage.
Task 2.13	Integrated Strategy Development	<ul style="list-style-type: none"> prepare an integrated parking strategy for the Central Coast LGA. This will include key policy statements and general approaches to managing increasing demands with growth, as well as targeted strategies for the identified focus areas.
Task 2.14	Action Plan	<ul style="list-style-type: none"> prepare a consolidated Action Plan to outline the orderly and sustainable rollout of the recommended short, medium, and long-term parking strategies.
Task 2.15	Draft 1 Strategy Report	<ul style="list-style-type: none"> prepare a draft strategy report to document the study process and key findings; and outline all background research, technologies research, parking occupancy survey data, supply vs. demand analysis, needs analysis, the parking supply and demand management strategies, as well as the action plan.
Task 2.16	Presentation and Consultation	<ul style="list-style-type: none"> present key findings from the Draft 1 Strategy Report to the PCG; and seek 'in principle' support from all levels of Council on the recommended short, medium, and long-term parking strategies.
Task 2.17	Draft 2 Strategy Report	<ul style="list-style-type: none"> update Draft 1 Strategy Report incorporating feedback from Council consultation.
Task 2.18	Final Strategy Report	<ul style="list-style-type: none"> undertake a review of relevant submissions / feedback from the public; liaise with the PCG to confirm if any amendments to the draft are required; update and issue Final Strategy Report.

2. EXISTING SITUATION

2.1 FOCUS AREA #1: GOSFORD

2.1.1 Land Use

Figure 2.1 illustrates the focus area boundary, existing land use zoning, and key trip attractors.

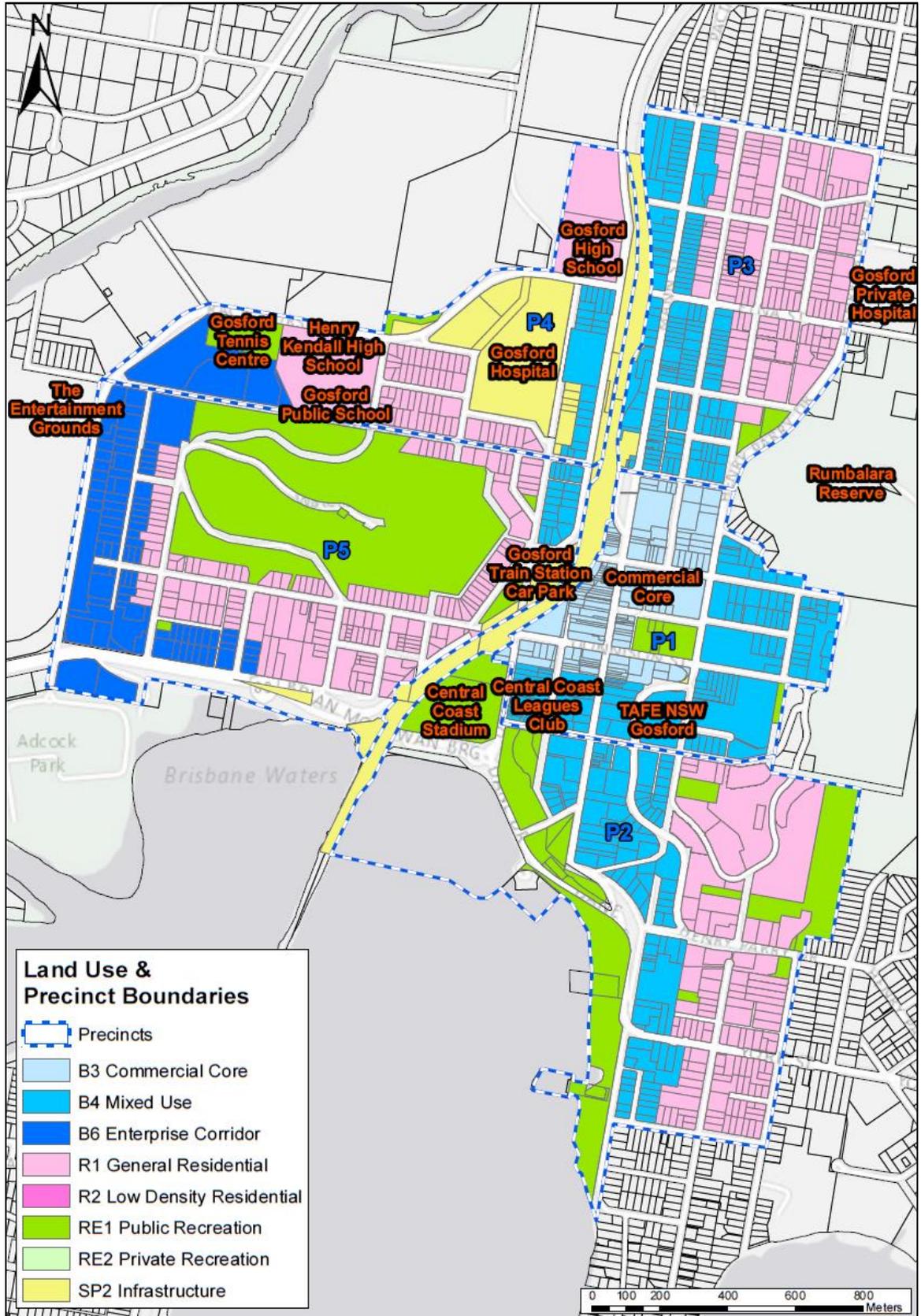


Figure 2.1: Focus Area #1 – Gosford: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 9km and an area of approximately 270ha;
- the study area boundary aligns with the Gosford City Centre boundary as per Figure 1.1 of Part 4.1 of the Gosford Development Control Plan 2013;
- the study area is bound by residential land uses to the north, Rumbalara Reserve (bushland reserve) to the east, Brisbane Water (waterfront) to the south, and the Entertainment Grounds (racecourse) and Gosford Golf Club to the west; and
- the five (5) “parking precincts” have been adopted based on existing land use and physical barriers (e.g. rail line etc.) and are summarised below:
 - **Precinct 1 (P1):** CBD Central (Commercial Core and Mixed Use);
 - **Precinct 2 (P2):** CBD South (Mixed Use and Residential);
 - **Precinct 3 (P3):** CBD North (Mixed Use and Residential);
 - **Precinct 4 (P4):** Health and Education (Hospital and Schools); and
 - **Precinct 5 (P5):** Station and Surrounds (Train Station, Mixed Use and Residential).

Figure 2.1 also illustrates the existing land uses within the study area. Key points to note:

- the CBD is located on the eastern side of the rail line and extends northwards parallel to the rail line;
- there are several key trip attractors on the eastern side of the rail line including several car parking stations, Gosford Private Hospital (immediately adjacent to the study area), TAFE NSW Gosford, Central Coast Leagues Club, and the Central Coast Stadium; and
- there are several key trip attractors on the western side of the rail line including the Gosford Station commuter car park, CCLHD, Gosford Public School, Gosford High School, Henry Kendall High School, the Entertainment Grounds (immediately adjacent to the study area), and the Gosford Tennis Centre.

2.1.2 Road Network

Figure 2.2 illustrates key elements of the road network in proximity to the study area, with key characteristics summarised in Table 2.1 below.

Table 2.1: Focus Area #1 – Gosford: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Central Coast Highway	RMS	Highway	6 lanes, two-way	70 km/h
Pacific Highway	RMS	Highway	2 lanes, two-way	70 km/h
Riou Street	Council	Arterial	2 lanes, two-way	50 km/h
Donnison Street	Council	Arterial	2 lanes, two-way	50 km/h
Mann Street	Council	Arterial	2 lanes, two-way	40 km/h
Racecourse Road	RMS	Arterial	2 lanes, two-way	60 km/h
Showground Road	Council	Arterial	2 lanes, two-way	50 km/h
Henry Parry Drive	RMS	Arterial	2 lanes, two-way	40 / 50 km/h

RMS = NSW Department of Roads and Maritime Services

Key points to note are:

- there are four (4) key routes into and out of the study area including the Pacific Highway and Showground Road to the north, and the Central Coast Highway to the east and west;
- there are three (3) vehicular crossings of the rail line, including the Central Coast Highway to the south, Donnison Street in proximity to the Gosford Train Station and Racecourse Road to the north; and
- there are three (3) key north-south routes through the study area including Showground Road on the western side of the rail lines, Mann Street and Henry Parry Drive on the eastern side of rail line.

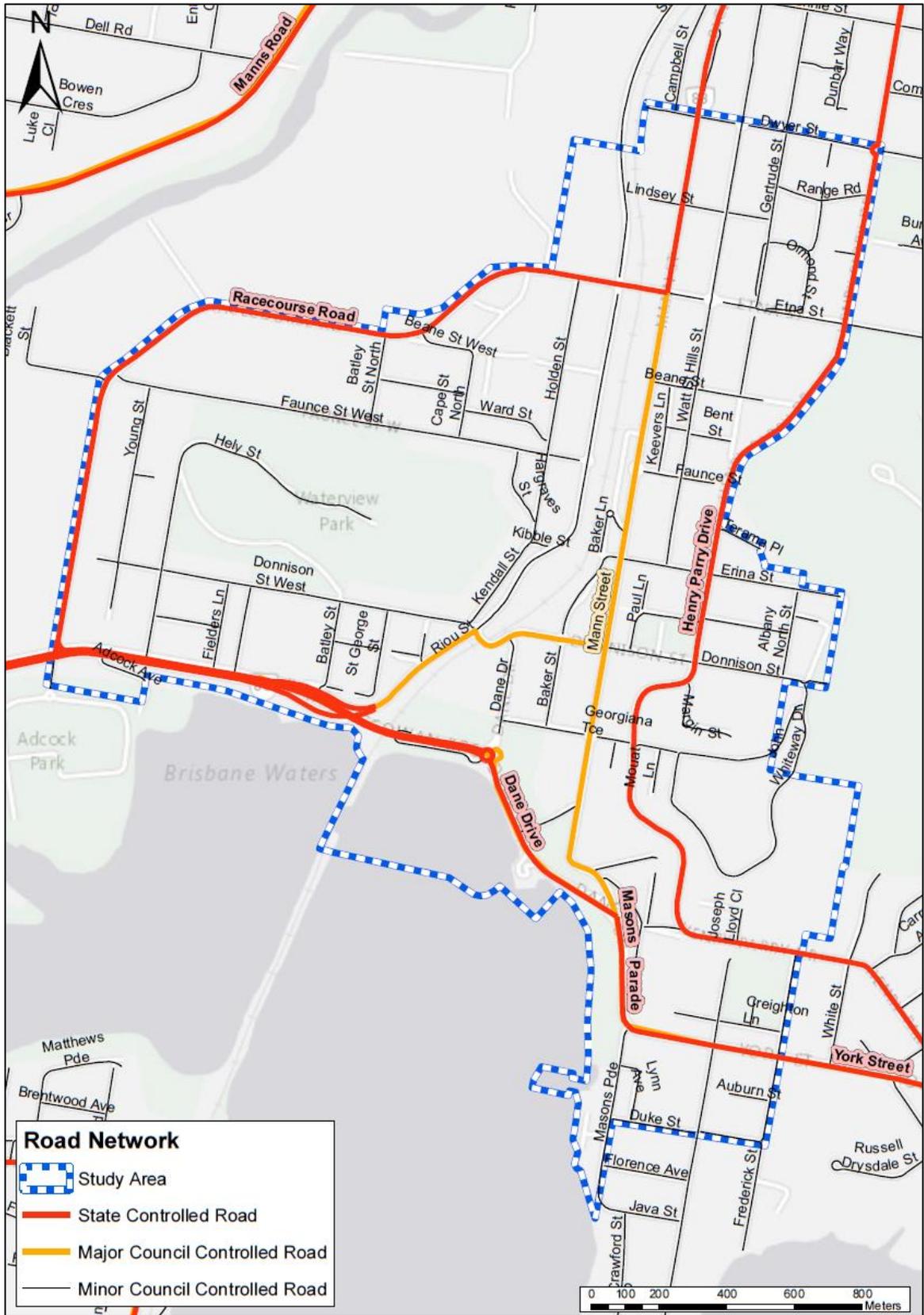


Figure 2.2: Focus Area #1 – Gosford: Road Network

2.1.3 Public Transport

Figure 2.3 illustrates bus routes and bus stops within the study area.

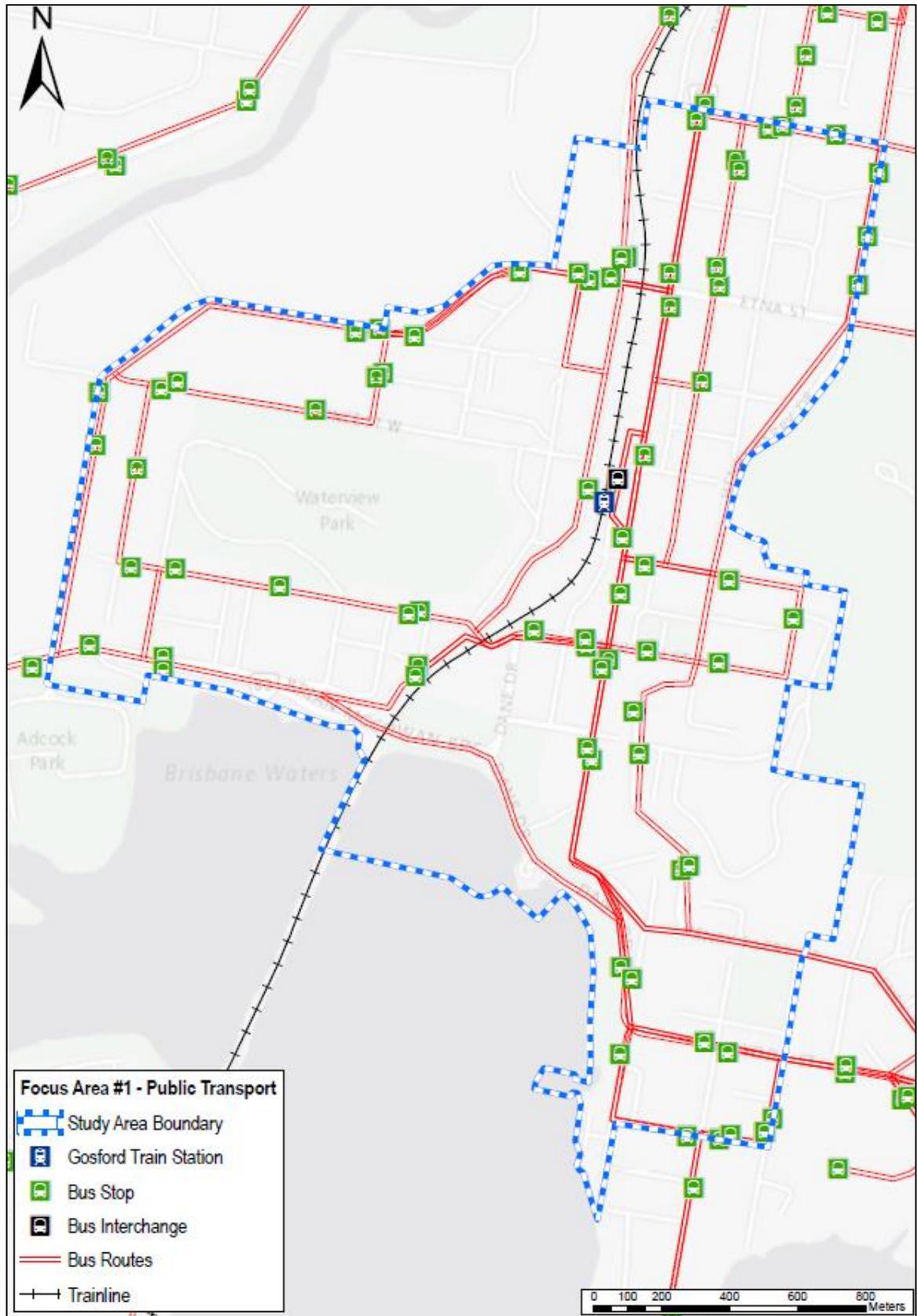


Figure 2.3: Focus Area #1 – Gosford: Public Transport

Table 2.2 provides a summary of relevant bus routes and their frequencies.

Table 2.2: Focus Area #1 – Gosford: Bus Routes and Frequencies

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
17	Red Bus Services	Gosford to The Entrance	7	0
18	Red Bus Services	Gosford to The Entrance	6	0
19	Red Bus Services	Gosford to Wyong	13	28
20	Red Bus Services	Gosford to Matcham Loop	8	0
21	Red Bus Services	Gosford to The Entrance	20	32
22	Red Bus Services	Gosford to The Entrance	15	28
23	Red Bus Services	Gosford to The Entrance	16	22
28	Red Bus Services	Gosford to The Entrance	3	5
32	Busways	Gosford, Somersby, Mangrove Mountain, Spencer	7	0
33	Busways	Gosford West, Gosford, Somersby	9	0
34	Busways	Gosford, Kariong	27	29
36	Busways	Gosford, Narara, Niagara Park, Ourimbah, Tuggerah	21	29
37	Busways	Gosford, Lisarow, Settlers Park, Ourimbah, Tuggerah	22	30
38	Busways	Gosford, Wyoming	38	42
40	Red Bus Services	Gosford – North Gosford Loop (Red Bus Services)	20	12
41	Red Bus Services	Gosford – West Gosford Loop (Red Bus Services)	7	3
42	Red Bus Services	Gosford – Point Frederick Loop (Red Bus Services)	9	3
43	Red Bus Services	Gosford to Springfield	9	1
44	Red Bus Services	Gosford to Erina Fair	20	24
55	Busways	Gosford, Woy Woy, Umina Beach, Ettalong Beach	33	40
63	Busways	Gosford, Davistown, Saratoga via Green Point	22	22
64	Busways	Gosford, Kincumber, Woy Woy via Empire Bay & Booker Bay	23	27
65	Busways	Gosford, Wagstaffe via Kincumber & MacMasters Beach	6	2
66A	Busways	Gosford, Avoca & Copacabana (anti clockwise route)	13	10
66C	Busways	Gosford, Avoca & Copacabana (clockwise route)	10	10
67	Busways	Gosford, Erina Fair, Terrigal, North Avoca	15	23
68	Busways	Gosford, Erina Fair, Wamberal, Terrigal	20	32
70	Busways	Gosford, Woy Woy, Ettalong Beach via Priestley Parade	11	10

Key points to note are:

- the “Central Coast and Newcastle Line” runs north-south through the middle of the study area, with the Gosford Station Interchange (rail and bus) located adjacent to the CBD; and
- there are 28 bus services operated by “Busways” and “Red Bus Services” which service the interchange, including three (3) loop services within the study area (i.e. 40 north, 41 west and 42 south).

2.1.4 Active Transport

Figure 2.4 indicatively illustrates the existing active transport (walking and cycling) network in the study area.

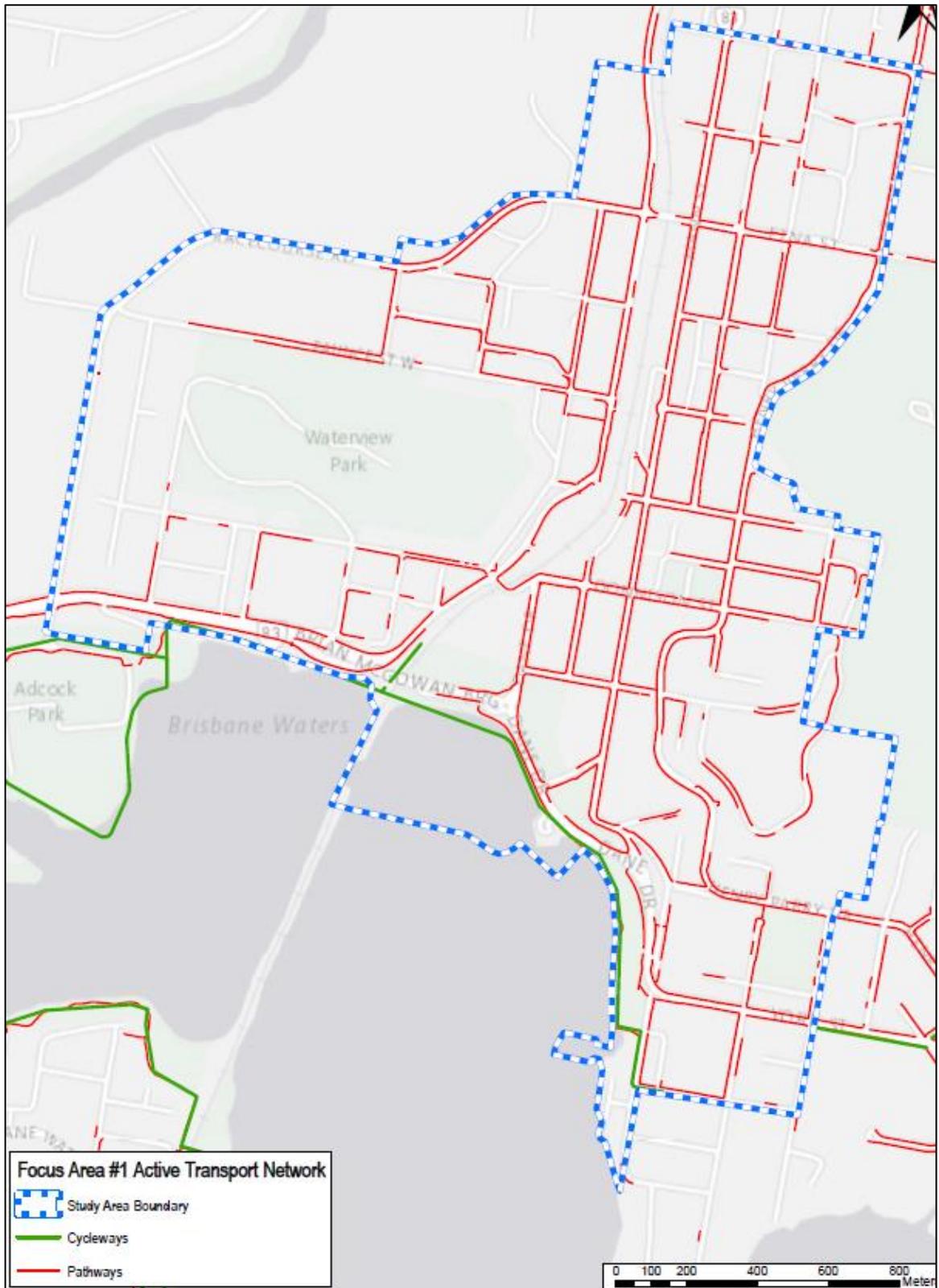


Figure 2.4: Focus Area #1 – Gosford: Active Transport Network

Whilst the walking network is well-established, there are gaps. There is also limited cycle infrastructure. Furthermore, the rail corridor creates a barrier for east-west movements. That said, all roads within 800m walking distance (i.e. 10 minutes) of the Gosford Train Station have pathways on both sides of the road.

2.1.5 Parking

Supply

Figure 2.5 illustrates the existing kerbside parking allocation by precinct, as well as the location of key parking stations and off-street car parks within the study area for the Part 1 study.



Figure 2.5: Focus Area #1 – Gosford: Kerbside Parking and Off-Street Parking Locations

Table 2.3 and Figure 2.6 provides a summary of the kerbside allocation by parking type and precinct.

In presenting this data, the following definitions have been adopted:

- **Long-Stay Parking:** “Accessible”, “4P”, and “Unrestricted” (i.e. low turnover spaces); and
- **Short-Stay Parking:** “10min”, “1/4P”, “1/2P”, “1P”, and “2P” (i.e. high turnover spaces).

Table 2.3: Focus Area #1 – Gosford: Kerbside Parking Supply by Precinct

Precinct	Long-Stay Parking			Short-Stay Parking					Total
	Unrestricted	4P	Accessible	2P	1P	1/2P	1/4P	10min P	
1	153	51	8	132	213	14	15	16	602
2	504	67	1	18	59	-	2	-	651
3	516	-	-	75	89	-	-	5	685
4	775	39	6	-	-	-	-	36	856
5	784	-	-	-	-	-	-	24	808
TOTAL	2,732	157	15	225	361	14	17	81	3,602
	2,904 (81%)			698 (19%)					
Walking Catchment	1,280	157	12	207	333	14	15	76	2,094

Note: Accessible = Parking for Persons with Disabilities

Note: The “Walking Catchment” includes all surveyed parking spaces within ~400m walking distance from the train station.

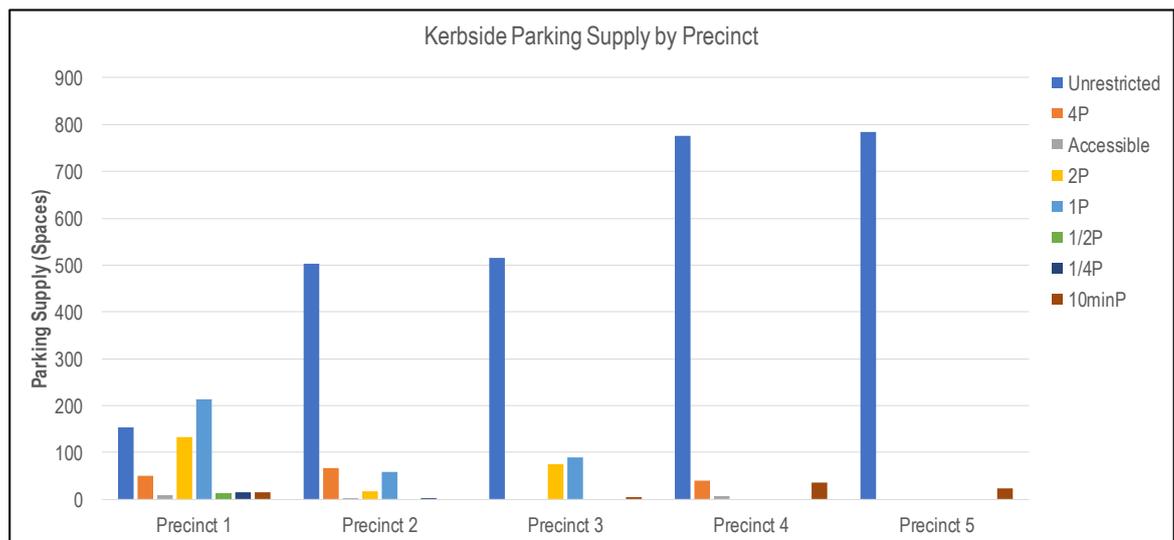


Figure 2.6: Focus Area #1 – Gosford: Kerbside Parking Supply by Precinct

Key points to note are:

- Precinct 1 (P1): has predominately short-stay kerbside parking (i.e. 390 spaces or 65% of supply);
- Precinct 2 (P2): has predominately long-stay kerbside parking (i.e. 572 spaces or 88% of supply);
- Precinct 3 (P3): has predominately long-stay kerbside parking (i.e. 516 spaces or 75% of supply);
- Precinct 4 (P4): has predominately long-stay kerbside parking (i.e. 820 spaces or 96% of supply);
- Precinct 5 (P5): has predominately long-stay kerbside parking (i.e. 784 spaces or 97% of supply);
- “Walking Catchment”: has predominately long-stay kerbside parking (i.e. 1449 spaces or 70% of supply); and
- overall, 20% (698 spaces) of all kerbside parking within the study area is short-stay (i.e. 2P or less).

The above findings are logical in that the commercial core (Precinct 1) provides short-stay time limited parking whilst the surrounding residential areas provide predominately unrestricted, long-stay parking.

Table 2.4 and Table 2.5 provides a summary of the parking capacity at each location.

Table 2.4: Focus Area #1 – Gosford: Off-Street Parking Supply by Location

ID	Name	Precinct	Long-Stay		Short-Stay		TOTAL (Spaces)	Publicly Available (Spaces)
			Unrestricted	3P	2P	1P		
1	Gosford Station Car Park	5	1,119	-	-	-	1,119	1,119
2	Baker Street Car Park	1	671	35	-	-	706	605
3	Imperial Shopping Centre	1	399	-	-	-	399	-
4	Woolworths Shopping Centre	1	107	-	-	-	107	-
5	Central Coast Leagues Club	1	355	-	-	-	355	-
6	Park Plaza Shopping Mall	1	-	-	51	-	51	-
7	Gateway Centre Gosford	1	49	-	-	-	49	-
8	Kibbleplex Shopping Centre	1	535	-	-	-	535	535
9	AquaSplash Car Park	2	-	-	26	-	26	-
10	Yacht Sailing Club Car Park	2	75	-	-	-	75	-
TOTAL	-	-	3,310 (97%)	112 (3%)	112 (3%)	112 (3%)	3,422	2,259 (66%)
Walking Catchment	C1, C2, C3, C4, C5, C6, C7, & C8	1 & 5	3,235 (97%)	86 (3%)	86 (3%)	86 (3%)	3,321	2,259 (68%)

Note: The "Walking Catchment" includes all surveyed parking spaces within ~400m walking distance from the train station.

Table 2.5 provides a summary of the total parking supply by precinct.

Table 2.5: Focus Area #1 – Gosford: Total Parking Supply by Precinct

Precinct	Kerbside Parking			Off-Street Parking			Total Parking			Distribution
	Long-Stay	Short-Stay	Total	Long-Stay	Short-Stay	Total	Long-Stay	Short-Stay	Total	
1	212	390	602	2,116	86	2,202	2,328	476	2,804	40%
2	572	79	651	75	26	101	647	105	752	11%
3	516	169	685	-	-	-	516	169	685	10%
4	820	36	856	-	-	-	820	36	856	12%
5	784	24	808	1,119	-	1,119	1,903	24	1,927	27%
TOTAL	2,904	698	3,602	3,310	112	3,422	6,214	810	7,024	100%
	81%	19%	100%	97%	3%	100%	88%	12%	100%	
Walking Catchment	1,449	645	2,094	3,235	86	3,321	4,684	731	5,415	-

Note: The "Walking Catchment" includes all surveyed parking spaces within ~400m walking distance from the train station.

In summary, there are in the order of 7,000 parking spaces within the study area, with approximately:

- 77% located within the "walking catchment";
- 51% kerbside parking spaces and 49% off-street parking spaces; and
- 88% long—stay (i.e. 4P, unrestricted, Accessible etc.) and 12% short—stay (i.e. 3P, 2P, 1P etc.).

Based on the above, and relative to other city centres of a similar scale, there appears to be an imbalance in short-stay to long-stay parking within the study area.

It is important to note that this supply does not include all private off-street parking within the study area.

Demand

Figure 2.7 illustrates the surveyed daily parking demand profile within the study area based on data captured on Wednesday 2nd May 2018 between 6:00am and 7:00pm.

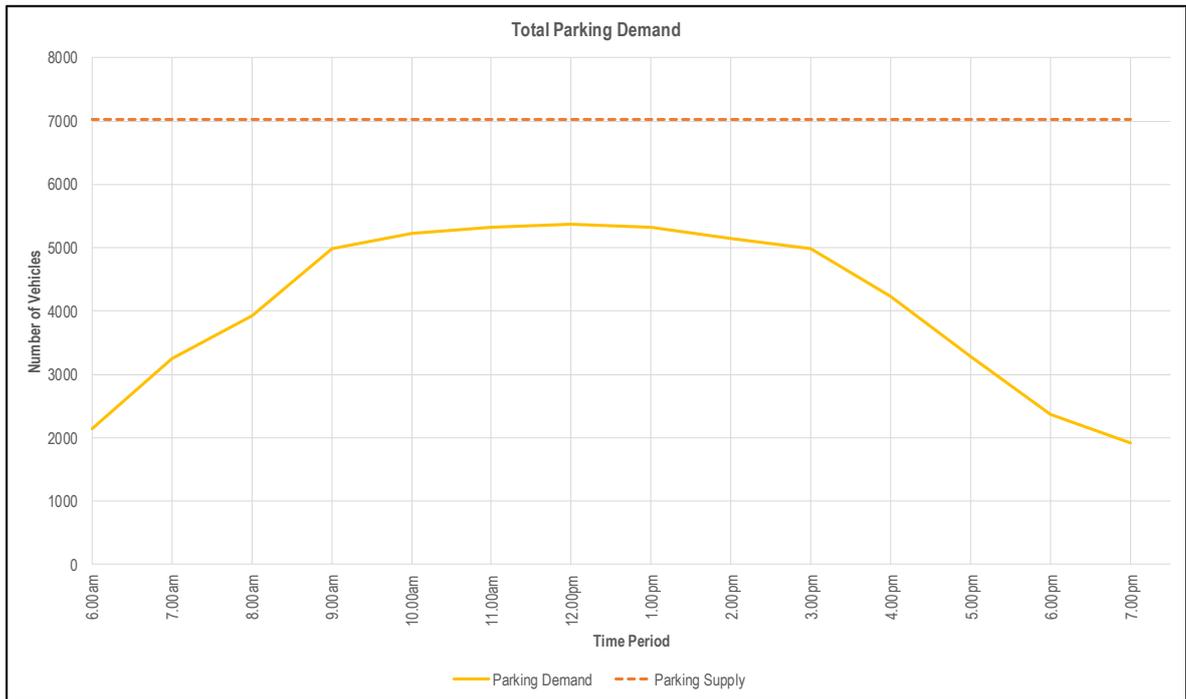


Figure 2.7: Focus Area #1 – Gosford: Daily Parking Demand Profile for Study Area

Key observations are noted below:

- **Total Supply:** there are approximately 7,000 parking spaces within the study area;
- **Peak Period:** there were over 5,000 parked vehicles each hour between 9:00am and 3:00pm; and
- **Absolute Peak:** occurred at 12:00pm with 5,368 parked vehicles or 77% occupancy.

Figure 2.8 illustrates the surveyed parking occupancy rates within the study area at 12:00pm, based on the following occupancy categories:

- 0% to 20% (Dark Green): negligible parking demands;
- 21% to 40% (Light Green): limited parking demands;
- 41% to 60% (Yellow): moderate parking demands;
- 61% to 84% (Orange): high parking demands, reaching practical capacity; and
- 85% to 100% (Red): significant parking demands, exceeding practical capacity.

It is noted that in large parking areas, ‘practical occupancy’ is usually realised at about 85% occupancy, accounting for the inefficiencies in circulating to find a vacant space in the direction of travel.

In presenting this data, the following definitions have been adopted:

- **Long-Stay Parking:** “Accessible”, “4P”, and “Unrestricted” (i.e. low turnover spaces); and
- **Short-Stay Parking:** “10min”, “1/4P”, “1/2P”, “1P”, and “2P” (i.e. high turnover spaces).

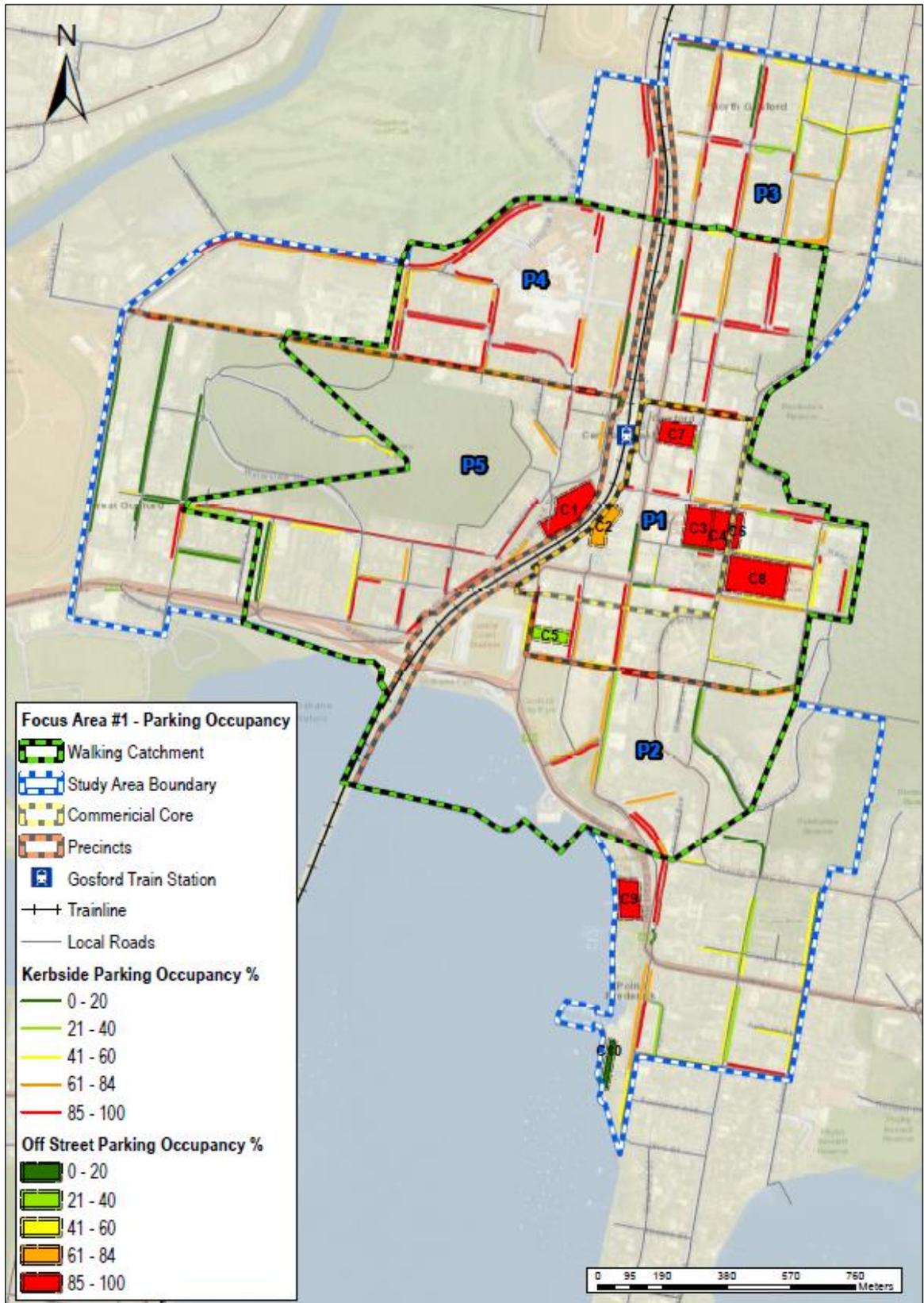


Figure 2.8: Focus Area #1 – Gosford: Peak Parking Occupancy

Table 2.6 provides a summary of the peak kerbside occupancy at 12.00pm on 2nd May 2018.

Table 2.6: Focus Area #1 – Gosford: Summary of Peak Parking Demands: Kerbside Parking

Precinct	Long-Stay Parking			Short-Stay Parking					Total
	Unrestricted	4P	PWD	2P	1P	1/2P	1/4P	10min P	
Supply (Spaces)									
1	153	51	8	132	213	14	15	16	602
2	504	67	1	18	59	-	2	-	651
3	516	-	-	75	89	-	-	5	685
4	775	39	6	-	-	-	-	36	856
5	784	-	-	-	-	-	-	24	808
WC	1,280	157	12	207	333	14	15	76	2,094
TOTAL	2,732	157	15	225	361	14	17	81	3,602
	2,904			698					
Demand (Vehicles)									
1	107	30	7	98	136	3	12	7	400
2	306	50	1	14	46	-	2	-	419
3	345	-	-	55	72	-	-	5	477
4	676	33	2	-	-	-	-	28	739
5	412	-	-	-	-	-	-	8	420
WC	968	113	9	150	230	3	12	43	1,528
TOTAL	1,846	113	10	167	254	3	14	48	2,455
	1,969			486					
Occupancy (%)									
1	70%	59%	88%	74%	64%	21%	80%	44%	66%
2	61%	75%	100%	78%	78%	-	100%	-	64%
3	67%	-	-	73%	81%	-	-	100%	70%
4	87%	85%	33%	-	-	-	-	78%	86%
5	53%	-	-	-	-	-	-	33%	52%
WC	76%	68%	71%	74%	71%	21%	79%	54%	73%
TOTAL	68%	72%	67%	74%	70%	21%	82%	59%	68%
	68%			70%					

WC = The Walking Catchment. These demands have not been added to total demands, as they have been captured in the individual precincts

Key points to note:

- Precinct 1 (P1): was 66% occupied which is below the practical capacity of kerbside parking;
- Precinct 2 (P2): was 64% occupied which is below the practical capacity of kerbside parking;
- Precinct 3 (P3): was 70% occupied which is below the practical capacity of kerbside parking;
- Precinct 4 (P4): was 86% occupied which is over the practical capacity of kerbside parking;
- Precinct 5 (P5): was 52% occupied which is below the practical capacity of kerbside parking; and
- Walking Catchment was 73% occupied which is below the practical capacity of kerbside parking.

The results indicate the existing kerbside parking in all precincts is underutilised, except Precinct 4. However, most of the spare kerbside parking capacity is on the fringe of the study area within residential areas and away from key parking generators.

Table 2.7 provides a summary of the peak off-street parking occupancy at 12.00pm on 2nd May 2018.

Table 2.7: Focus Area #1 – Gosford: Summary of Peak Parking Demands: Off-Street Parking

ID	Name	Precinct	Parking Supply (Spaces)	Peak Demand (Vehicles)	Peak % Occupied	Spare Capacity (Spaces)	Spare Publicly Available Capacity (Spaces)
1	Gosford Station Car Park	5	1,119	1,058	95%	61	61
2	Baker Street Car Park	1	706	568	80%	138	112
3	Imperial Shopping Centre	1	399	384	96%	15	-
4	Woolworths Shopping Centre	1	107	107	100%	0	-
5	Central Coast Leagues Club	1	355	137	39%	218	-
6	Park Plaza Shopping Mall	1	51	51	100%	0	-
7	Gateway Centre Gosford	1	49	49	100%	0	-
8	Kibbleplex Shopping Centre	1	535	534	100%	1	1
9	AquaSplash Car Park	2	26	23	88%	3	-
10	Yacht Sailing Club Car Park	2	75	2	3%	73	-
TOTAL			3,422	2,913	85%	509	173
Walking Catchment			3,321	2,888	87%	433	173

Key points to note:

- six (6) parking stations were observed to be at or close to 100% occupied including 1, 3, 4, 6, 7 and 8:
- Station 2 (Baker Street) was 80% occupied with 138 spare spaces of which 108 are publicly available long stay spaces. Given this is a public station, the spare capacity here could be better utilised;
- Station 5 (Leagues Club) was 39% occupied with 218 spare parking spaces (at 12pm). Whilst ultimately a matter for the operator to consider, there appears to be an opportunity to utilise the top two (2) levels of the car park for paid all-day parking; and
- Station 9 (Aquasplash) and 10 (Yacht Club) are small remote car parks for private use only and as such, any spare capacity here could not be utilised.

Table 2.8 provides a summary of the peak parking network occupancy at 12.00pm on 2nd May 2018.

Table 2.8: Focus Area #1 – Gosford: Summary of Peak Parking Demands: Total Area

Precinct	Parking Supply (Spaces)	Parking Demand (Vehicles)	% Occupied	Underutilised Capacity (Spaces)
1	2,804	2,230	80%	574
2	752	444	59%	308
3	685	477	70%	208
4	856	739	86%	117
5	1,927	1,478	77%	449
WC	5,415	4,416	82%	999
TOTAL	7,024	5,368	76%	1,656

WC = The Walking Catchment. These demands have not been added to total demands, as they have been captured in the individual precincts

There are in the order of 7,000 parking spaces within the study area, with approximately 5,500 spaces within walking distances of the CBD. During the peak of the occupancy survey, the kerbside parking supply was observed to be at 68% capacity (which is below the practical capacity of 85%), whilst the off-street parking supply was observed to be at 85% (which is close to fully occupied). Overall, all five (5) precincts had spare parking capacity with a total occupancy for the study area of 76% (i.e. 1,656 available parking spaces), however this is typically on the fringes of the study area and away from key parking generators.

2.1.6 Planning Considerations

Overview

The following developments have the potential to significantly impact parking within the Gosford CBD:

- Australian Taxation Office Building, which has recently been constructed;
- NSW Government Finance Building, which is currently under construction;
- Gosford District Hospital Redevelopment, which is currently under construction; and
- Kibbleplex Shopping Centre Redevelopment, which was approved in 2016.

Furthermore, the Gosford DCP 2013 outlines population and employment targets for the Gosford CBD.

Australian Taxation Office Building

On 4th August 2016, Council issued development consent for a proposed mixed-use commercial and retail premises (ATO building) located at 99 Georgiana Terrace, Gosford CBD. The development will provide approximately 600 new jobs with only 92 car parking spaces including two (2) accessible spaces.

The ATO building was approved with the following parking provision rates:

- **GFA:** 1 space / 85m² GFA, approximately 10% less than the LEP2014 minimum requirements; and
- **Employee:** 1 space / 6.5 employees.

Based on the ABS Journey to Work data, the parking supply is highly likely to be insufficient to cater for employee parking demands, with the excess demand likely to consume all CBD long-stay parking capacity.

NSW Government Finance Building

On 24th February 2017, Council issued development consent for a proposed mixed-use commercial development located at 32 Mann Street, Gosford CBD. The development will provide approximately 600 new jobs with only 104 car parking spaces including two (2) accessible spaces.

The NSW Government Finance Building was approved with the following parking provision rates:

- **GFA:** 1 space / 74m² GFA, which is compliant with the LEP2014; and
- **Employee:** 1 space / 5.8 employees.

Based on the ABS Journey to Work data, the parking supply is highly likely to be insufficient to cater for employee parking demands, with the excess demand likely to consume all CBD long-stay parking capacity.

Gosford District Hospital Precinct Redevelopment

Gosford District Hospital is currently undergoing a major redevelopment which will include the construction of a new 800 space multi-story parking station for patients and visitors. However, the expansion will likely increase the demand for free all-day kerbside parking within walking distance of the hospital.

Kibbleplex Shopping Centre Redevelopment

The privately-owned Kibbleplex Shopping Centre, which is currently vacant and provides 535 free long-term parking spaces in the heart of the CBD, is planned to be demolished and redeveloped in the foreseeable future. Whilst the timing of the redevelopment is unknown, it is understood that Lederer Group lodged an \$850 million Stage One Masterplan with Council in March 2016, and that the masterplan includes nine (9) buildings with residential, commercial and retail land uses.

Planned Increased Population and Employment

The Gosford Development Control Plan 2013 notes the following key points in relation to land use and growth:

- residential zones to accommodate an additional 10,000 residents over the next 25 years;
- commercial core to be a destination for workers and visitors, and accommodate 6,000 new jobs; and
- mixed use zones at the city edge to complement commercial core and promote a walkable city.

In summary, all-day parking arrangements within the Gosford CBD will be significantly impacted in the foreseeable future due to recently constructed, approved, and / or planned developments.

2.1.7 Summary

Gosford is a regional centre which is currently in a revitalisation and investment phase. It benefits from access to an established urban transport network, including passenger rail services to the Sydney CBD.

Based on a detailed review of the parking arrangements for Gosford, the following is noted:

- parking demands within the study area are currently extremely high (i.e. >5,000 vehicles);
- there are three (3) distinct parking “markets” within Gosford, including:
 - **Market 1:** Gosford Train Station (i.e. ‘Park n Ride (Train)’ for access to the Sydney CBD);
 - **Market 2:** Gosford CBD / commercial core; and
 - **Market 3:** Central Coast Local Health District (CCLHD).
- all three (3) parking markets generate significant all-day parking demands, as summarised below:
 - **Market 1:** recorded a peak parking demand of 1,113 vehicles within the Gosford Train Station commuter car park located on Showground Road, which equates to a peak occupancy of 99%;
 - **Market 2:** recorded a peak parking demand of 1,001 vehicles within the Baker Street and Kibbleplex Shopping Centre parking stations located within the Gosford CBD, which equates to a peak occupancy of 91% of the publicly available supply. It also appears that overflow all-day parking is occurring within private parking stations such as the Imperial and Woolworths Shopping Centres, despite the high parking rates (e.g. \$16.50 per day) imposed to discourage such behaviour; and
 - **Market 3:** recorded a peak demand of 713 vehicles on-street within the CCLHD precinct, which equates to a peak occupancy of 87%.
- There are ~5,500 parking spaces available within ~400m walking distance of the Gosford CBD. During the survey period, a peak of ~4,500 parked vehicles were recorded within the “walking catchment” which equates to 82% occupancy, and is at or close to practical capacity
- the above findings highlight that the publicly available all-day parking supply within the Gosford CBD and surrounds is currently at practical capacity (i.e. greater than 85%).

As documented in the Part 1 report, the all-day parking arrangements within the Gosford CBD will be significantly impacted in the foreseeable future due to the following factors:

- the Australian Taxation Office (recently constructed) and the NSW Government Finance Building (currently under construction) will collectively generate in the order of 1,200 new jobs within the commercial core, however, will provide only 200 additional off-street parking spaces, which equates to one (1) space per six (6) employees. Under an opportunistic rate of 1.5 employees per parked vehicle, the potential overflow all-day parking demand could be in the order of 600 spaces;
- the Gosford District Hospital is currently undergoing a major redevelopment. Whilst the expansion will include the construction of a new 800 space multi-story parking station for patients and visitors, the expansion will likely increase the demand for free all-day kerbside parking within walking distance of the hospital. Whilst this is difficult to quantify, it could be in the order of 200 to 300 spaces;
- the privately-owned Kibbleplex Shopping Centre is approved to be redeveloped. It currently provides 535 free all-day parking spaces in the heart of the CBD, which equates to approximately 50% of the publicly available all-day parking supply within the commercial core; and
- the DCP2013 envisages an additional 10,000 residents and 6,000 jobs within the study area by 2036.

In summary, additional all-day parking supply in Gosford is required now. To plan for and mitigate the imminent all-day parking shortfall within the Gosford CBD, Council will need to:

- protect short-term on-street parking within the commercial core for business customers; and
- provide more all-day parking opportunities, quickly.

2.2 FOCUS AREA #2: LISAROW

2.2.1 Land Use

Figure 2.9 illustrates the focus area boundary, existing land use zoning, and key trip attractors.

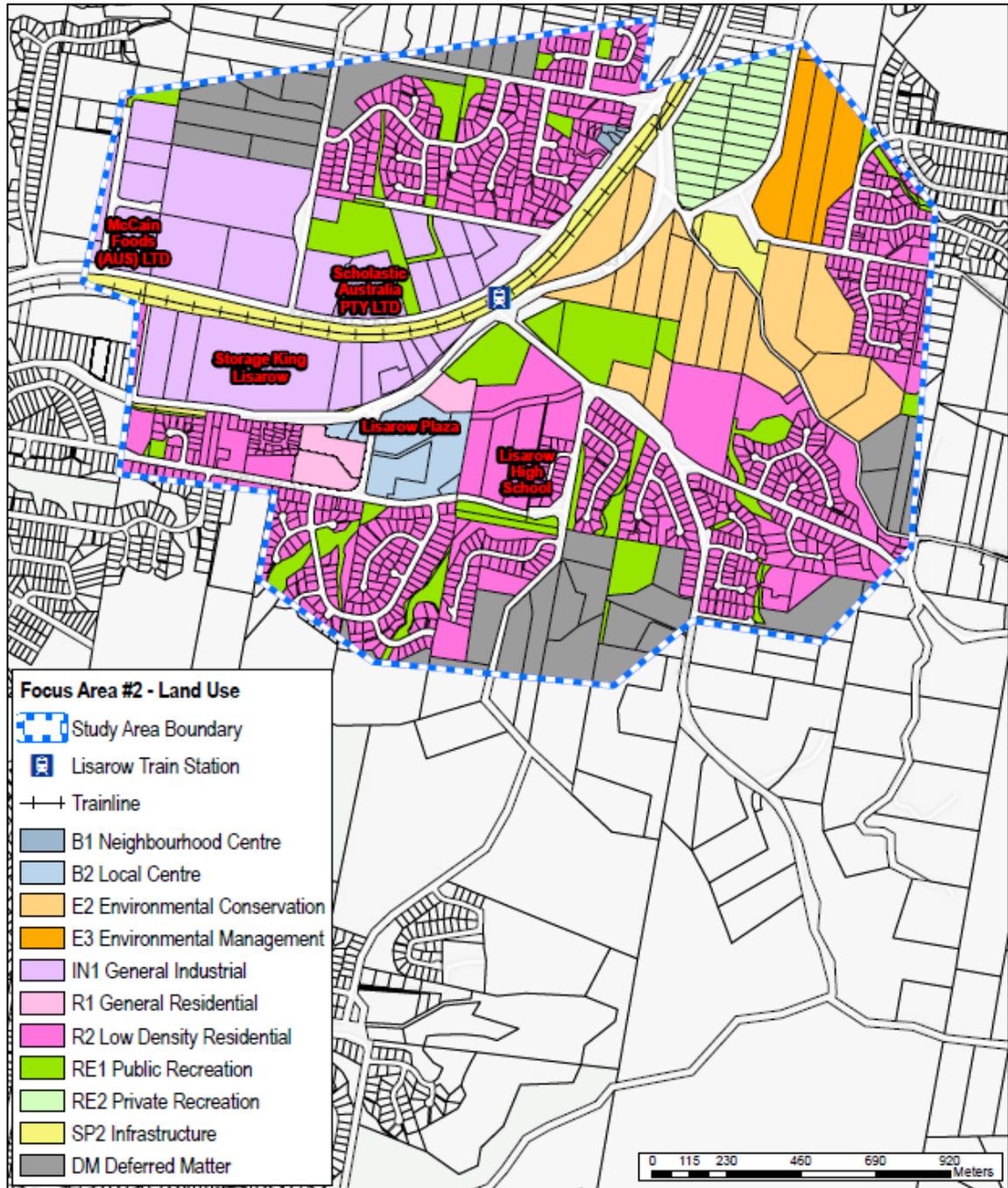


Figure 2.9: Focus Area #2 – Lisarow: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 7km and an area of approximately 320ha;
- the predominate land uses include low density residential, general industrial, and local centre;
- there are several key trip attractors on the northern side of the rail line including an industrial area; and
- there are several key trip attractors on the southern side of the rail line including Lisarow Public School, Lisarow High School and the Lisarow Plaza.

2.2.2 Road Network

Figure 2.10 illustrates key elements of the road network within the study area.

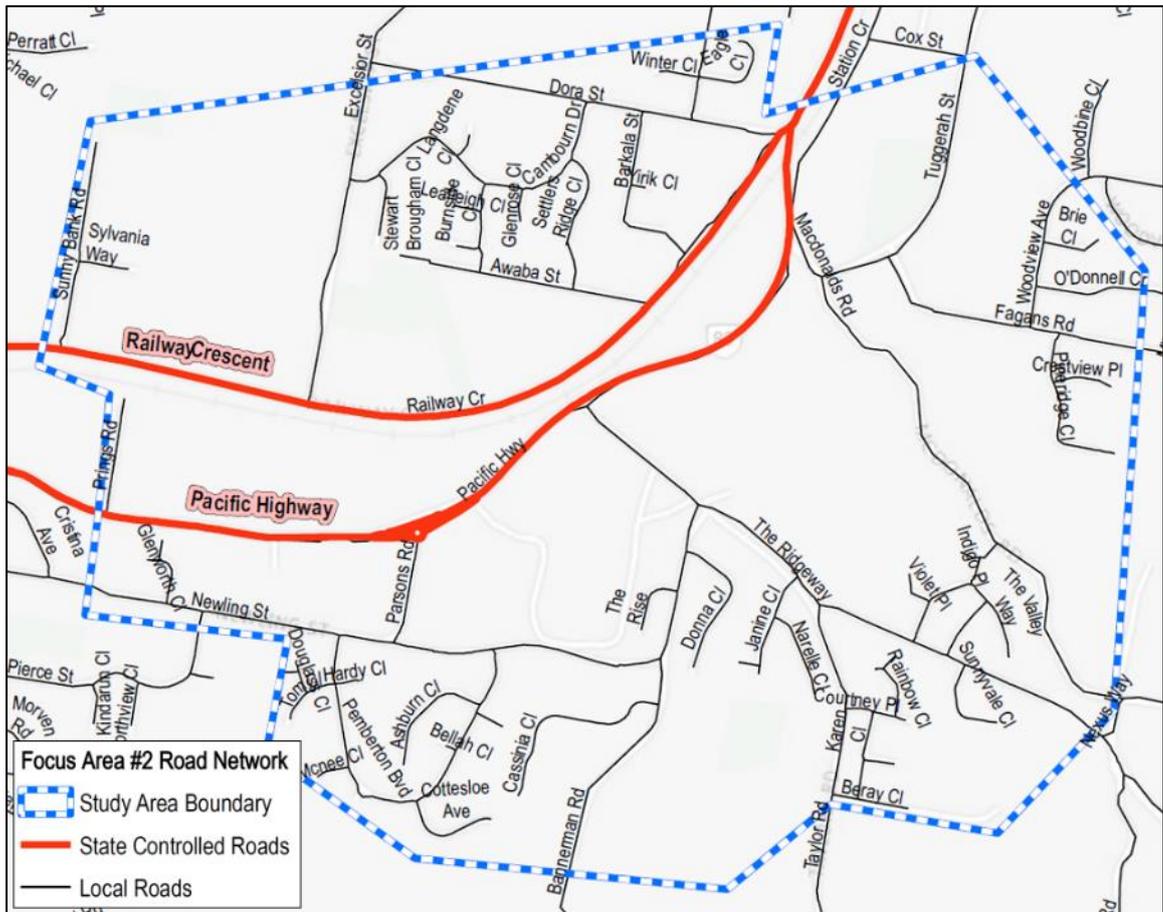


Figure 2.10: Focus Area #2 – Lisarow: Road Network

Table 2.9 provides a summary of key characteristics of the road network within the study area.

Table 2.9: Focus Area #2 – Lisarow: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Pacific Highway	RMS	Arterial	2 lanes, two-way	60 km/h
Railway Crescent	RMS	Arterial	2 lanes, two-way	60 km/h
The Ridgeway	Council	Minor Road	2 lanes, two-way	50 km/h

RMS = NSW Department of Roads and Maritime Services

Key points to note are:

- the two (2) RMS controlled arterial roads run parallel to the “Central Coast and Newcastle Line” and intersect at the northern extents of the study area;
- the Pacific Highway is the only vehicular crossing of the rail line within the study area; and
- The Ridgeway provides direct vehicular access to the Lisarow Train Station for suburbs to the east (i.e. Erina, Erina Heights, Terrigal, Wamberal etc.).

2.2.3 Public Transport

Figure 2.11 illustrates bus routes and bus stops within the study area.



Figure 2.11: Focus Area #2 – Lisarow: Public Transport

Table 2.10 provides a summary of relevant bus routes and their frequencies.

Table 2.10: Focus Area #2 – Lisarow: Bus Routes Details

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
36	Busways	Gosford, Narara, Niagara Park, Ourimbah, Tuggerah	21	29
37	Busways	Gosford, Lisarow, Settlers Park, Ourimbah, Tuggerah	22	30

Key points to note are:

- the “Central Coast and Newcastle Line” runs east-west through the middle of the study area;
- two (2) bus services operated by “Busways” run between Gosford and Tuggerah via Lisarow;
- the number and frequency of bus services within the study area is relatively low; and
- no bus services currently operate on The Ridgeway between Lisarow Train Station and suburbs to the east (i.e. Erina, Erina Heights, Terrigal, Wamberal etc.).

2.2.4 Active Transport

Figure 2.12 illustrates the existing active transport (walking and cycling) network in the study area.



Figure 2.12: Focus Area #2 – Lisarow: Active Transport Network

Key points to note:

- the existing pathway network within the study area is limited, except along The Ridgeway corridor;
- the existing cycle network within the study area is limited, except along the Pacific Highway;
- the pathway network within 800m walking distance (i.e. 10 minutes) of the Train Station is limited; and
- the rail corridor creates a barrier for north-south walking and cycling movements.

2.2.5 Parking

Supply

Figure 2.13 illustrates the existing parking allocation within the study area.

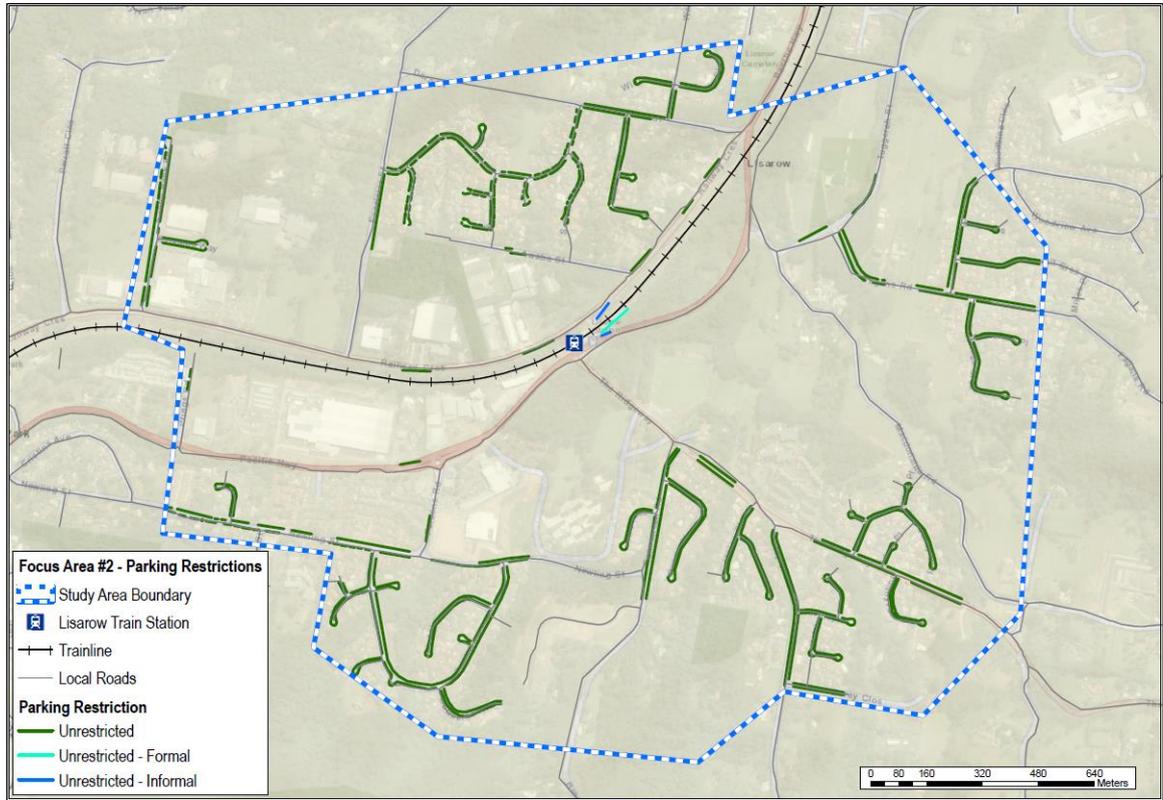


Figure 2.13: Focus Area #2 – Lisarow: Parking Allocation

Table 2.11 provides a summary of the kerbside allocation within the study area.

Table 2.11: Focus Area #2 – Lisarow: Parking Allocation

Parking Type	Restriction	TOTAL
On-Street	Unrestricted	2,485
Commuter Car Park (Formal)	Unrestricted	35
Commuter Car Park (Informal)	Unrestricted	12
TOTAL		2,532

Key points to note are:

- there are approximately 2,500 parking spaces within the study area (excluding private developments);
- all parking within the study area is unrestricted; and
- there is a relatively small off-street commuter car park at the train station (~35 formal spaces), with additional informal parking opportunities both on and off-street (~12 informal spaces).

Demand

Figure 2.14 illustrates the observed parking demand within the study area based on desktop observations.

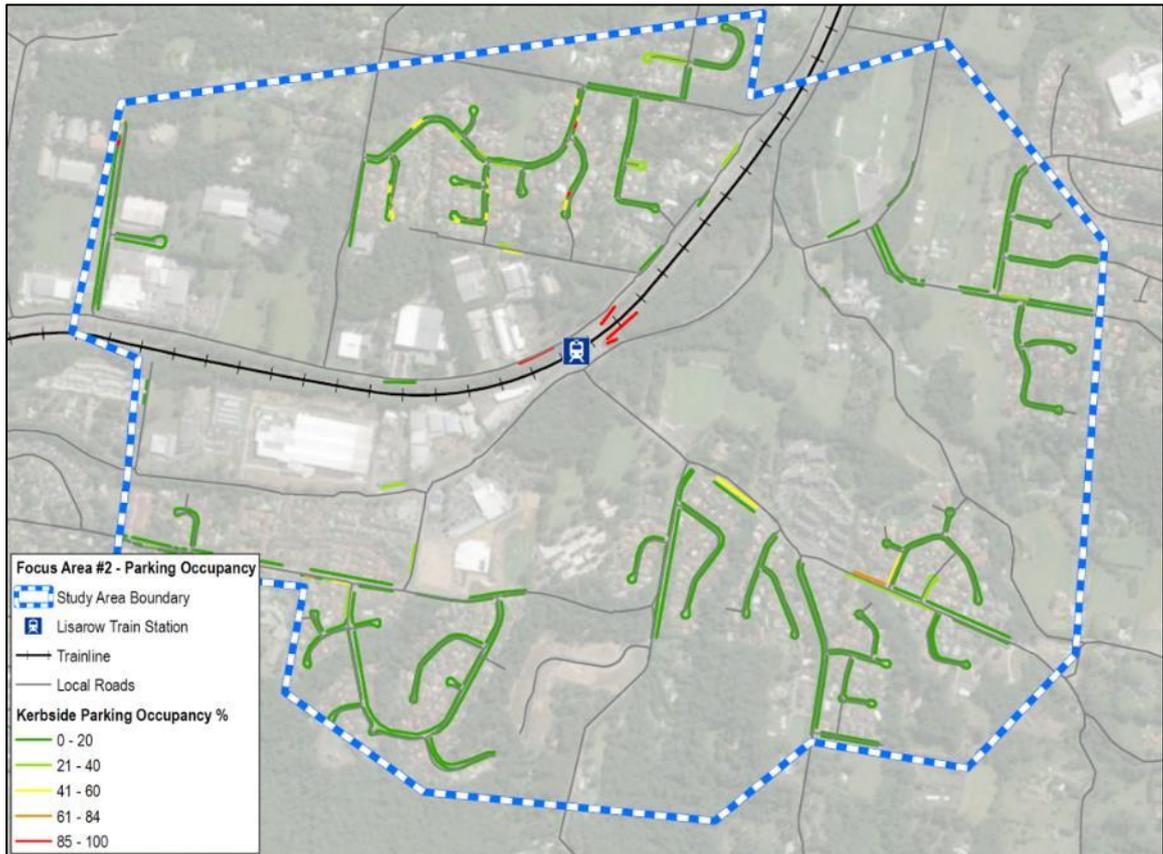


Figure 2.14: Focus Area #2 – Lisarow: Parking Occupancy

Table 2.12 provides a summary of the observed parking occupancy within the study area.

Table 2.12: Focus Area #2 – Lisarow: Parking Occupancy

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street	Unrestricted	2,485	240	10%
Commuter Car Park (Formal)	Unrestricted	35	30	86%
Commuter Car Park (Informal)	Unrestricted	12	10	83%
TOTAL		2,532	280	11%

Key points to note:

- there are in the order of 2,500 parking spaces within the study area, with approximately 98% located on-street and approximately 2% off-street (i.e. commuter car park).
- during the desktop audit, the kerbside parking supply was observed to be at 10% capacity (which is below the practical capacity of 85%), whilst the off-street parking supply was observed to be at 86% (which is close to fully occupied); and
- the commuter car park is the only 'hot spot' within the study area, and it appears to be at capacity with undesirable / unsafe overflow parking occurring onto the Pacific Highway.

2.2.6 Planning Considerations

Road Network Planning

The NSW Government is planning to upgrade the Pacific Highway through Lisarow to provide two (2) lanes in each direction between Ourimbah Street and Parsons Road to improve traffic flow and safety.

Figure 2.15 provides an overview of the current road planning through Lisarow.



Source: NSW Government "Pacific Highway Upgrade, Lisarow" July 2016

Figure 2.15: Focus Area #2 – Lisarow: Pacific Highway Upgrade & Carpark Access Modifications

Key points to note:

- this section of the Pacific Highway is used by approximately 30,000 vehicles per day;
- the intersection of Pacific Highway / The Ridgeway will be upgraded;
- the intersection of Pacific Highway / Tuggerah Street will be realigned and updated with traffic signals;
- the existing rail overpass will be upgraded and significantly widened;
- access to commuter car park will be shifted away from the Pacific Highway / The Ridgeway intersection;
- existing bus stops on Pacific Highway either side of The Ridgeway will be upgraded; and
- the active transport network will be significantly upgraded, with shared pedestrian and cycle paths on both of the Pacific Highway, as well as additional signalised crossing locations.

New Council Car Park

In early 2015, the Lisarow Sporting Precinct was opened. This includes an 80 spaces at-grade car adjacent to Chamberlain Road and is located less than 300m from the Lisarow Train Station.

2.2.7 Summary

Lisarow is a small residential suburb located 8km north of Gosford, which benefits from access to the Pacific Highway and the “Central Coast and Newcastle” rail line.

Based on a detailed review of the parking arrangements for Lisarow, the following is noted:

- parking demands within the study area are currently very low (i.e. < 500 vehicles);
- the commuter car park is the only parking ‘hot spot’ within the study area, with a small amount of undesirable overflow parking occurring onto the Pacific Highway to the south of the train station;
- there is a small amount of overflow on-street parking from Scholastic Australia Pty Limited, GCS Dance, and other businesses on Railway Crescent to the north of the train station; and
- there is limited development potential within the Lisarow study area, and as such, there are no foreseeable additional parking issues or challenges in the future for Lisarow.

Figure 2.16 illustrates the overflow parking on Pacific Highway and Railway Crescent.



Figure 2.16: Focus Area #2 – Lisarow: Parking Analysis

In summary, whilst there is no immediate requirement for significant additional parking supply, there are a few minor parking issues around the Lisarow Train Station that should be resolved.

2.3 FOCUS AREA #3: OURIMBAH

2.3.1 Land Use

Figure 2.17 illustrates the focus area boundary, existing land use zoning, and key trip attractors.

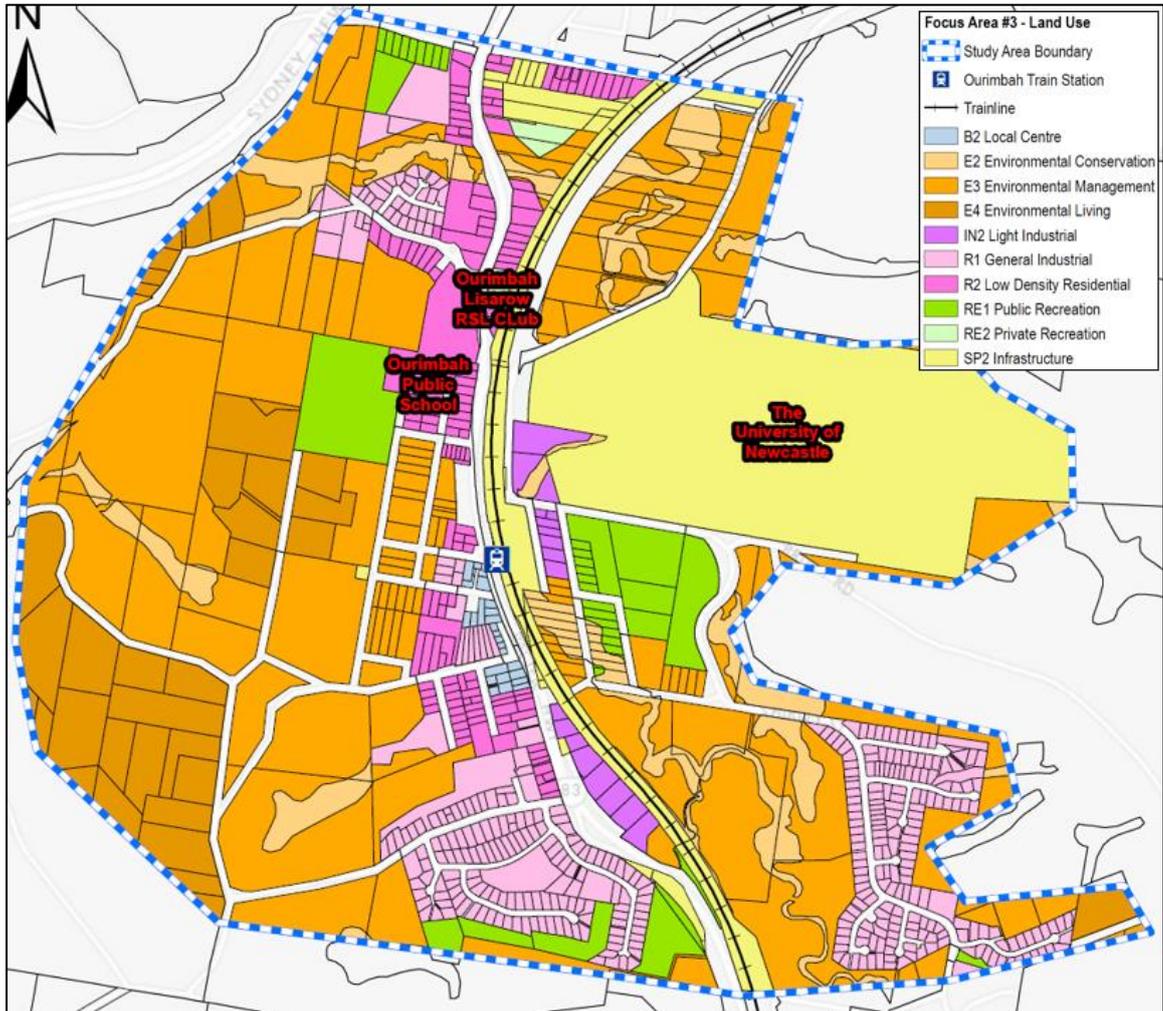


Figure 2.17: Focus Area #3 – Ourimbah: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 10km and an area of approximately 400ha;
- the predominate land uses include low density residential, light industrial, and local centre;
- there are several key trip attractors on the western side of the rail line including Ourimbah Public School, Ourimbah Lisarow RSL Club, and Ourimbah Post Office; and
- there are several key trip attractors on the southern side of the rail line including The University of Newcastle and TAFE NSW - Ourimbah.

2.3.2 Road Network

Figure 2.18 illustrates key elements of the road network within the study area.

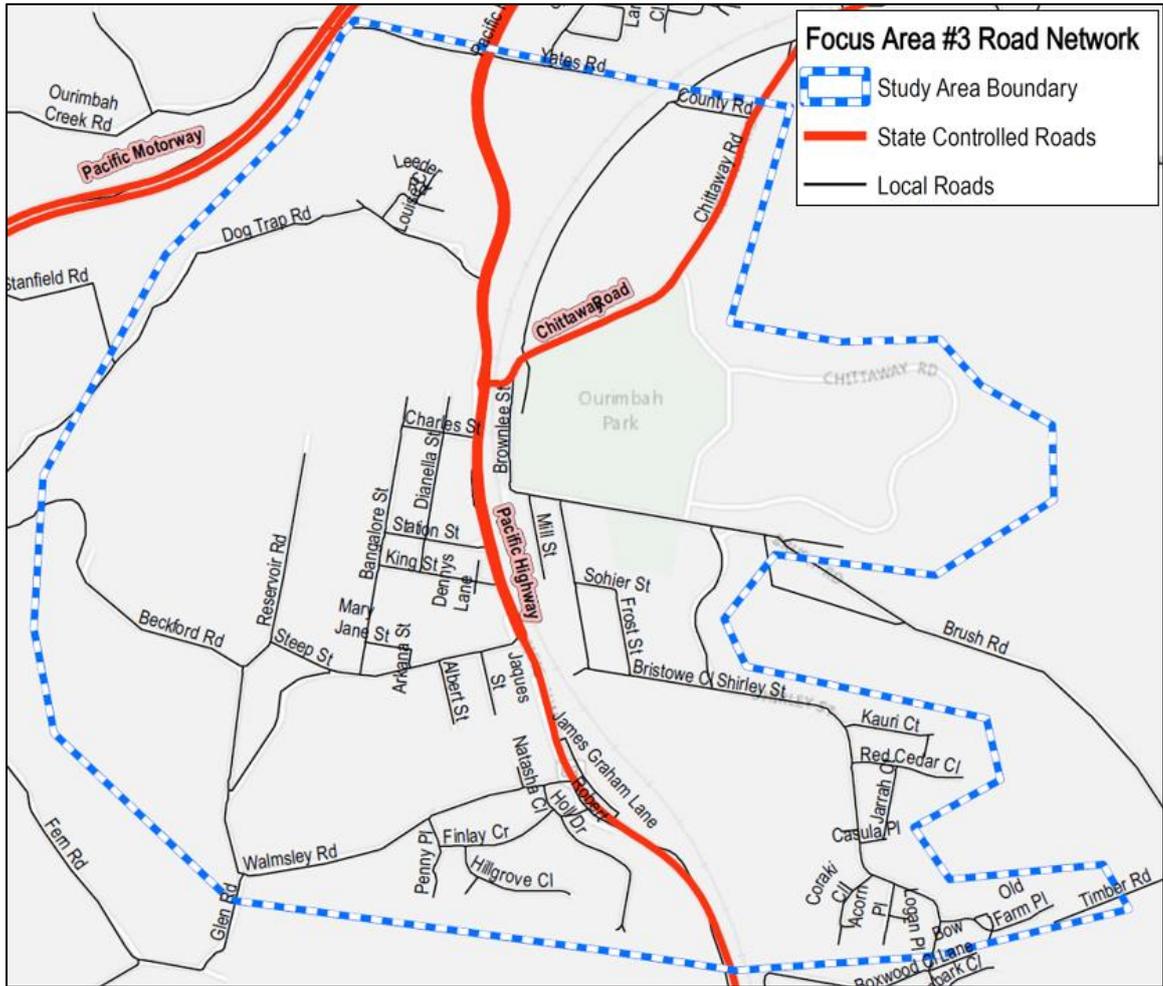


Figure 2.18: Focus Area #3 – Ourimbah: Road Network

Table 2.13 provides a summary of key characteristics of the road network within the study area.

Table 2.13: Focus Area #3 – Ourimbah: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Pacific Highway	RMS	Arterial	2 to 4 lanes, two-way	60 km/h
Chittaway Road	RMS	Arterial	2 lanes, two-way	60 km/h

RMS = NSW Department of Roads and Maritime Services

Key points to note are:

- the Pacific Highway runs parallel to the “Central Coast and Newcastle Line” through the study area; and
- Chittaway Road is the only vehicular crossing of the rail line within the study area.

2.3.3 Public Transport

Figure 2.19 illustrates bus routes and bus stops within the study area.

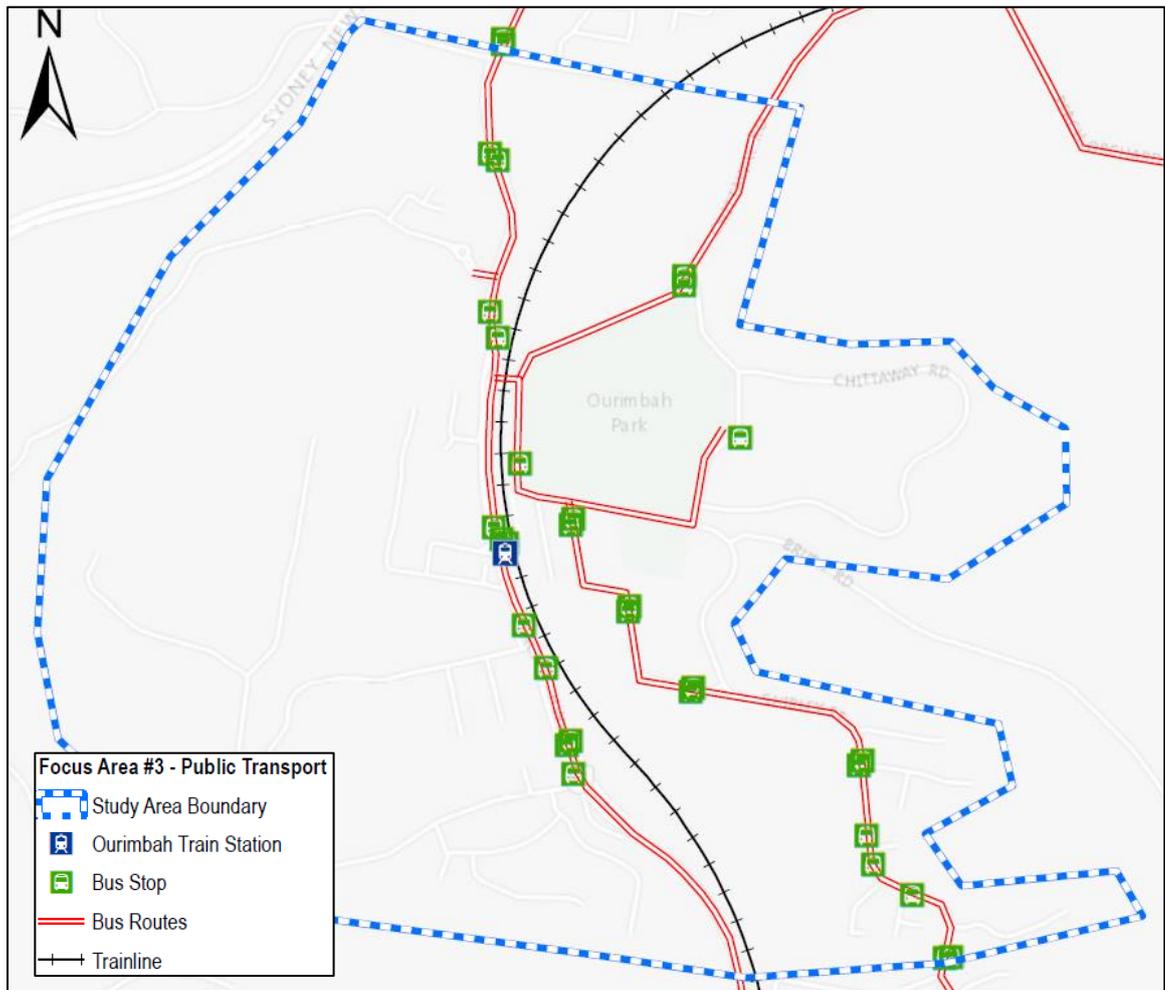


Figure 2.19: Focus Area #3 – Ourimbah: Bus Routes and Stops

Table 2.14 provides a summary of relevant bus routes and their frequencies.

Table 2.14: Focus Area #3 – Ourimbah: Bus Routes Details

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
36	Busways	Gosford, Narara, Niagara Park, Ourimbah, Tuggerah	21	29
37	Busways	Gosford, Lisarow, Settlers Park, Ourimbah, Tuggerah	22	30
47	TfNSW	Tuggerah to Ourimbah	12	nil

Key points to note are:

- the “Central Coast and Newcastle Line” runs north-south through the middle of the study area;
- two (2) bus services operated by “Busways” run between Gosford and Tuggerah via Ourimbah;
- the number and frequency of bus services within the study area is relatively low; and
- one (1) bus service operated by Transport for New South Wales (TfNSW) runs between Ourimbah Train Station and Tuggerah Train Station.

2.3.4 Active Transport

Figure 2.20 illustrates the existing active transport (walking and cycling) network in the study area.

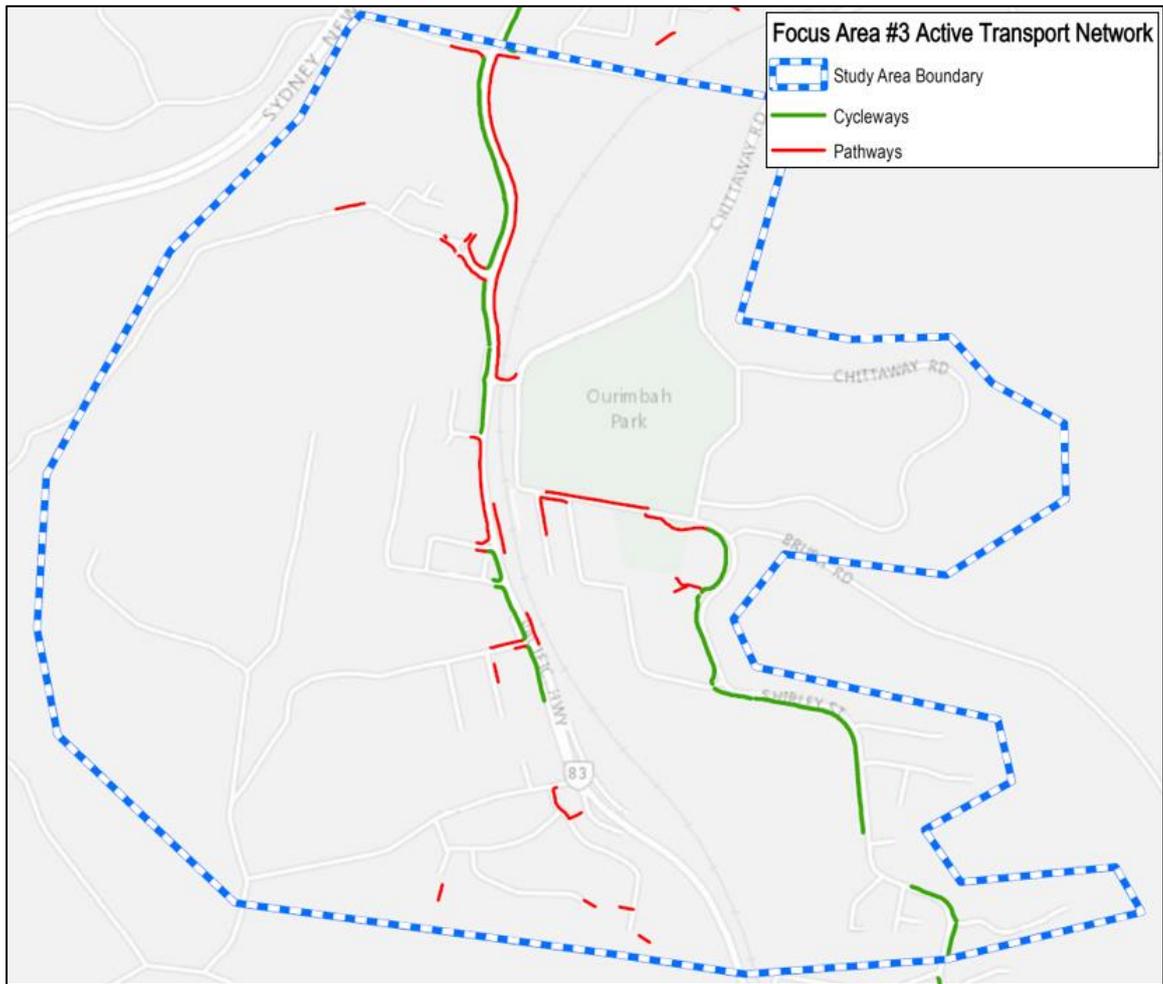


Figure 2.20: Focus Area #3 – Ourimbah: Active Transport Network

Key points to note:

- the existing pathway network within the study area is limited, except along parts Pacific Highway;
- the existing cycle network within the study area is limited, except along parts of Pacific Highway and along Shirley Street;
- the pathway network within 800m walking distance (i.e. 10 minutes) of the Train Station is limited; and
- the rail corridor creates a barrier for east-west walking and cycling movements, with the pedestrian overpass at the Ourimbah Station and Chittaway Road the only crossing opportunities.

2.3.5 Parking

Supply

Figure 2.21 illustrates the observed parking demand within the study area based on desktop observations.



Figure 2.21: Focus Area #3 – Ourimbah: Kerbside Parking and Off-Street Parking Locations

Table 2.15 provides a summary of the parking allocation within the study area.

Table 2.15: Focus Area #3 – Ourimbah: Parking Allocation

Parking Type	Restriction	TOTAL
On-Street	Unrestricted (except for eight (8) time limited spaces on Station Street adjacent to the post office)	1,426
Off-Street (Commuter Car Park)	Unrestricted	140
Off-Street (RSL Club Car Park)	Unrestricted	149
Off-Street (University)	Unrestricted	776
TOTAL		2,491

Key points to note are:

- there are approximately 2,500 parking spaces within the study area (excluding private developments);
- all parking within the study area is unrestricted, except for eight (8) time limited spaces on Station Street adjacent to the Ourimbah Post Office;
- there is a moderate sized commuter car park at the Ourimbah Train Station (i.e. 140 spaces); and
- there is significant formal and overflow parking at The University of Newcastle (i.e. 776 spaces).

Demand

Figure 2.22 illustrates the observed parking demand within the study area based on desktop observations.

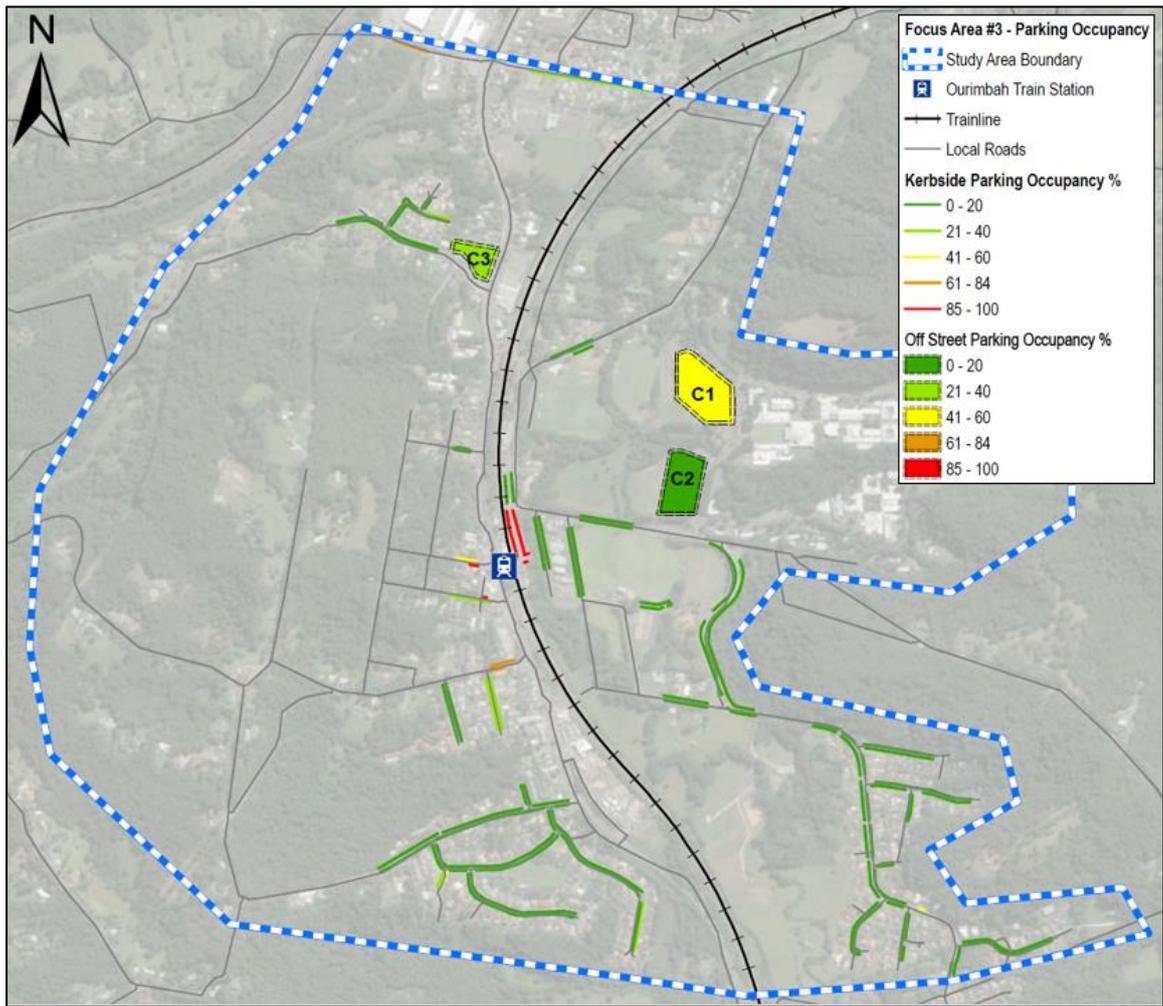


Figure 2.22: Focus Area #3 – Ourimbah: Parking Occupancy

Table 2.16 provides a summary of the observed parking occupancy within the study area.

Table 2.16: Focus Area #3 – Ourimbah: Parking Occupancy

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street	Unrestricted (except for eight (8) time limited spaces on Station Street adjacent to the post office)	1,426	107	8%
Off-Street (Commuter Car Park)	Unrestricted	140	95	68%
Off-Street (RSL Club Car Park)	Unrestricted	149	36	24%
Off-Street (University)	Unrestricted	776	273	35%
TOTAL		2,491	511	21%

Key points to note:

- there are approximately 2,500 parking spaces within the study area, with approximately 57% located on-street and approximately 43% off-street (i.e. commuter car park, RSL Club car park, and university);
- during the desktop audit, the kerbside parking supply was observed to be at 8% capacity, whilst the off-street parking supply was observed to be at 37% (both below the practical capacity of 85%); and
- there was spare capacity at both the commuter car park and university car parking during the audit.

2.3.6 Planning Considerations

Town Centre Masterplan

In January 2018, Council released the draft “Ourimbah Land Use Planning Strategy and Town Centre Masterplan”. The six (6) key objectives for the Town Centre Masterplan are listed below:

1. increase urban density, providing for a mix of commercial, community and residential uses;
2. establish a new main street with two active frontages;
3. facilitate the development of a small supermarket or general store;
4. **rationalise parking;**
5. respond to unique heritage and bushland setting; and
6. improve urban structure, integration and connectivity at the time of renewal.

Figure 2.23 illustrates the indicative layout plan for the town centre as well as potential car park locations.



Source: Ourimbah Land Use Planning Strategy and Town Centre Masterplan

Figure 2.23: Focus Area #3 – Ourimbah: Town Centre Master Plan Indicative Layout & Parking Arrangements

The town centre masterplan outlines the following car parking objectives for the town centre:

- additional capacity to support growth of activity in the town centre;
- improve convenience, access and function of car parking;
- car parking strategy to support sustainable transport objectives;
- timing of car parking to correspond with growing need;
- seek opportunities to fund additional capacity through development rights and developer contribution;
- utilise natural features including landfall to hide parking structures.

The town centre masterplan identifies several key car parking strategies some of which are listed below:

- investigate the identified consolidation blocks for capacity to include public parking (refer Figure 4.7);
- consider development bonuses (height and yield) in return for parking contribution;
- consolidate vehicle crossovers to optimise street parking;
- consider development staging to include mid-term off-street surface parking on consolidated sites as interim use until full scale development. One strategy to achieve a public car park in the centre, is for Council to acquire sites in order to establish surface car parking. This may include a park-and-ride facility for commuters who drive to Ourimbah in order to catch the train to work; and
- consolidate parking to serve the needs of smaller development sites incapable of large parking areas.

In summary, whilst there is no immediate requirement for additional parking within Ourimbah, the Town Centre Master Plan sets out clear objectives and strategies to achieve large consolidated parking areas in the future to facilitate predicated growth and development patterns.

Road Network Planning

The NSW Government has recently upgraded the Pacific Highway through Ourimbah to provide two (2) lanes in each direction between Ourimbah Street and Glen Road to improve traffic flow, travel times and safety.

Figure 2.24 provides an overview of the recent road upgrade through Ourimbah.



Source: NSW Government "Pacific Highway Upgrade between Ourimbah Street, Lisarow and Glen Road, Ourimbah" July 2015

Figure 2.24: Focus Area #3 – Ourimbah: Pacific Highway Upgrade Through Ourimbah

Key points to note:

- the intersection of Pacific Highway / Ourimbah Street has been upgraded with traffic signals;
- the intersection of Pacific Highway / Teralba Street has been upgraded with traffic signals;
- the intersection of Pacific Highway / Walmsley Road has been upgraded with traffic signals;
- new bridges have been constructed over Cut Rock Creek; and
- the active transport network has been significantly upgraded, with improved pedestrian and cyclist facilities along the western side of the highway.

2.3.7 Summary

Ourimbah is a small residential suburb located 10km north of Gosford, with the University of Newcastle a key trip attractor. It benefits from access to the Pacific Highway and the “Central Coast and Newcastle” rail line.

Based on a detailed review of the parking arrangements for Ourimbah, the following is noted:

- parking demands within the study area are very low (i.e. < 500 vehicles);
- there are no parking ‘hot spots’ or existing parking issues within Ourimbah;
- there is spare parking capacity at the Ourimbah Train Station;
- there is spare parking capacity at the University of Newcastle; and
- the Ourimbah Town Centre Masterplan outlines ‘rationalise parking’ as a key objective for the town centre. It also identifies a number of key car parking strategies to guide future development, including strategies to achieve large consolidated parking areas in proximity to the Ourimbah Train Station.

Figure 2.25 illustrates the spare parking capacity at the train station and university.

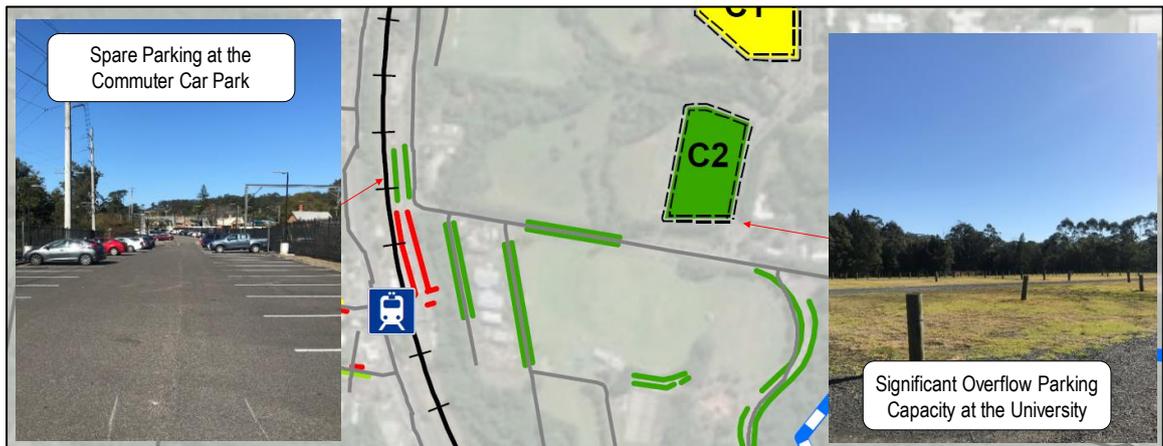


Figure 2.25: Focus Area #3 – Ourimbah Parking Analysis

In summary, there is no immediate requirement for additional parking within Ourimbah. Furthermore, the Ourimbah Town Centre Master Plan sets out clear objectives and strategies to achieve large consolidated parking areas in the future to facilitate predicated growth and development patterns. It will be important that the parking strategies are realised as the master plan comes to fruition.

2.4 FOCUS AREA #4: TUGGERAH

2.4.1 Land Use

Figure 2.26 illustrates the focus area boundary, existing land use zoning, and key trip attractors.

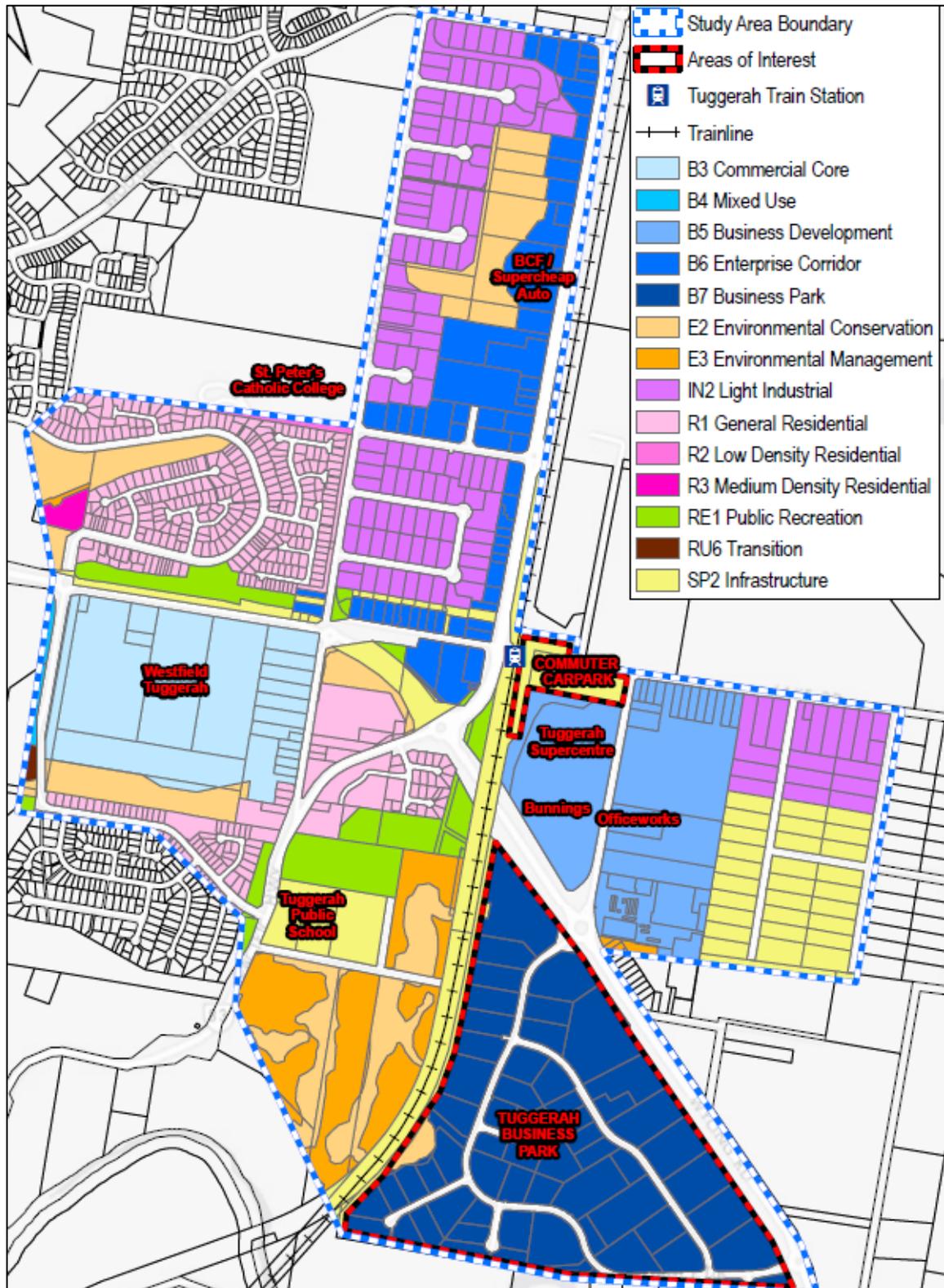


Figure 2.26: Focus Area #4 – Tuggerah: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 11km and an area of approximately 315ha;
- the predominate land uses include business park, light industrial, and business development; and
- there are several key trip attractors including Westfield, Supercentre, Business Park, and Public School.

2.4.2 Road Network

Figure 2.27 illustrates key elements of the road network within the study area.

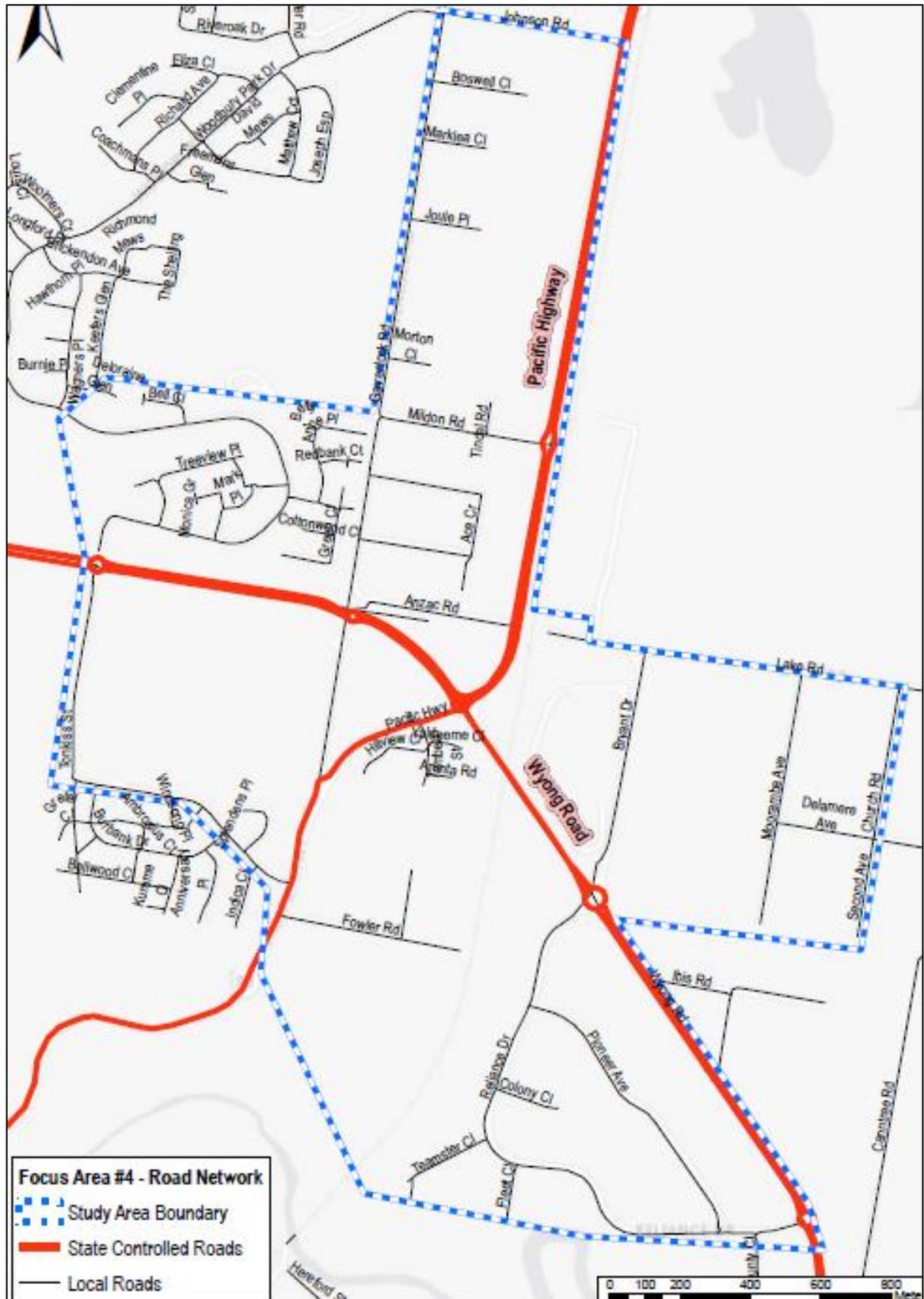


Figure 2.27: Focus Area #4 – Tuggerah: Road Network

Table 2.17 provides a summary of key characteristics of the road network within the study area.

Table 2.17: Focus Area #4 – Tuggerah: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Pacific Highway	RMS	Arterial	4 lanes, two-way	70km/h
Wyong Road	RMS	Arterial	4 lanes, two-way	60km/h

RMS = NSW Department of Roads and Maritime Services

Key points to note are:

- the Pacific Highway runs north-south through the study area running parallel to the rail line; and
- Wyong road runs south-west through the study area and provides access to the Motorway.

2.4.3 Public Transport

Figure 2.28 illustrates bus routes and bus stops within the study area.

Table 2.18 provides a summary of relevant bus routes and their frequencies.

Table 2.18: Focus Area #4 – Tuggerah: Bus Routes Details

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
10	Coastal Liner	Wyee to Tuggerah via Wyong and return	7	-
11	Coastal Liner	Lake Haven to Tuggerah via Woongarra, Hamlyn Terrace, Warnervale Station, Jiliby and Wyong	23	-
13	Coastal Liner	Dooralong to Tuggerah via Wyong and return	9	-
15	Red Bus Services	The Entrance – Wyong via and Tuggerah	7	1
16	Red Bus Services	The Entrance – Wyong via and Tuggerah	5	1
19	Red Bus Services	Gosford to Wyong via Erina Fair, and Tuggerah	13	12
24	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	6	3
25	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	18	14
26	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	21	14
30	Red Bus Services	Wyong to Tuggerah via Tacoma South and Mardi	3	-
36	Busways	Gosford, Narara, Niagara Park, Ourimbah, Tuggerah	21	29
37	Busways	Gosford, Lisarow, Settlers Park, Ourimbah, Tuggerah	22	30
47	Busways	Ourimbah, Fountaindale, Chittaway Point, Tuggerah	12	N/A
78	Busways	Wyong - Tuggerah via Warnervale Station	16	10
79	Busways	Wyong - Tuggerah via Watanobbi & Louisiana Rd	27	16
80	Busways	Wyong - Tuggerah via Wyong Hospital & Walker Av	22	10
81	Busways	Wyong - Tuggerah via Pollock Av & Johns Rd	27	16
82	Busways	Wyong - Tuggerah via Wyong & Tacoma	15	8
93	Busways	Wyong - Tuggerah - Noraville via Toukley	5	-
94	Busways	Wyong - Tuggerah – Budgewoi via San Remo	6	-

Key points to note are:

- the “Central Coast and Newcastle Line” runs north-south through the middle of the study area;
- the Tuggerah bus / rail interchange is located on the eastern side of the rail line; and
- there are 17 bus services operated by Coastal Liner, Red Bus Services, and Busways which service the Wyong interchange (i.e. 10, 11, 13, 15, 16, 19, 24, 25, 26, 47, 78, 79, 80, 21, 82, 93, and 94).

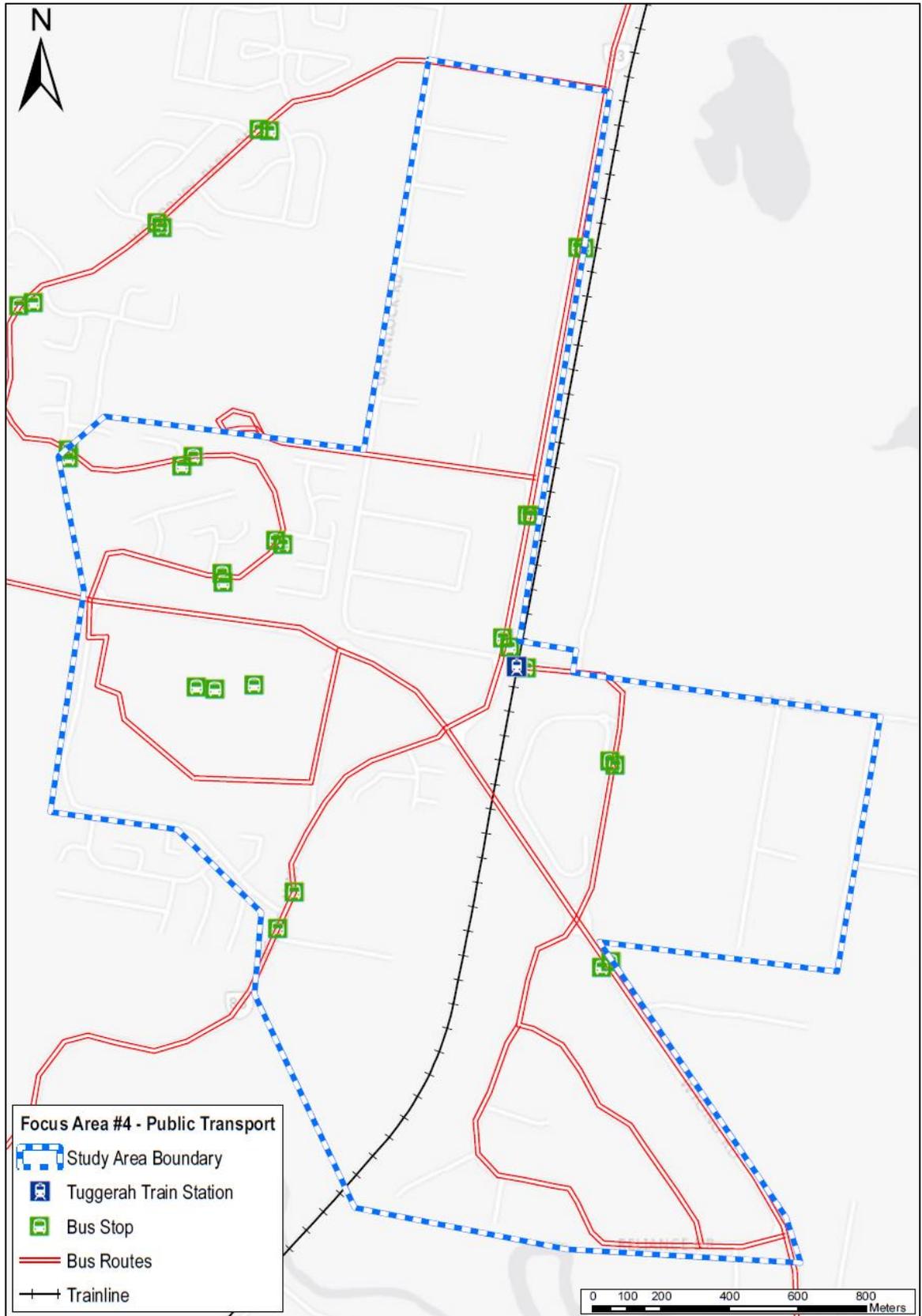


Figure 2.28: Focus Area #4 – Tuggerah: Bus Routes and Stops

2.4.4 Active Transport

Figure 2.29 illustrates the existing active transport (walking and cycling) network in the study area.

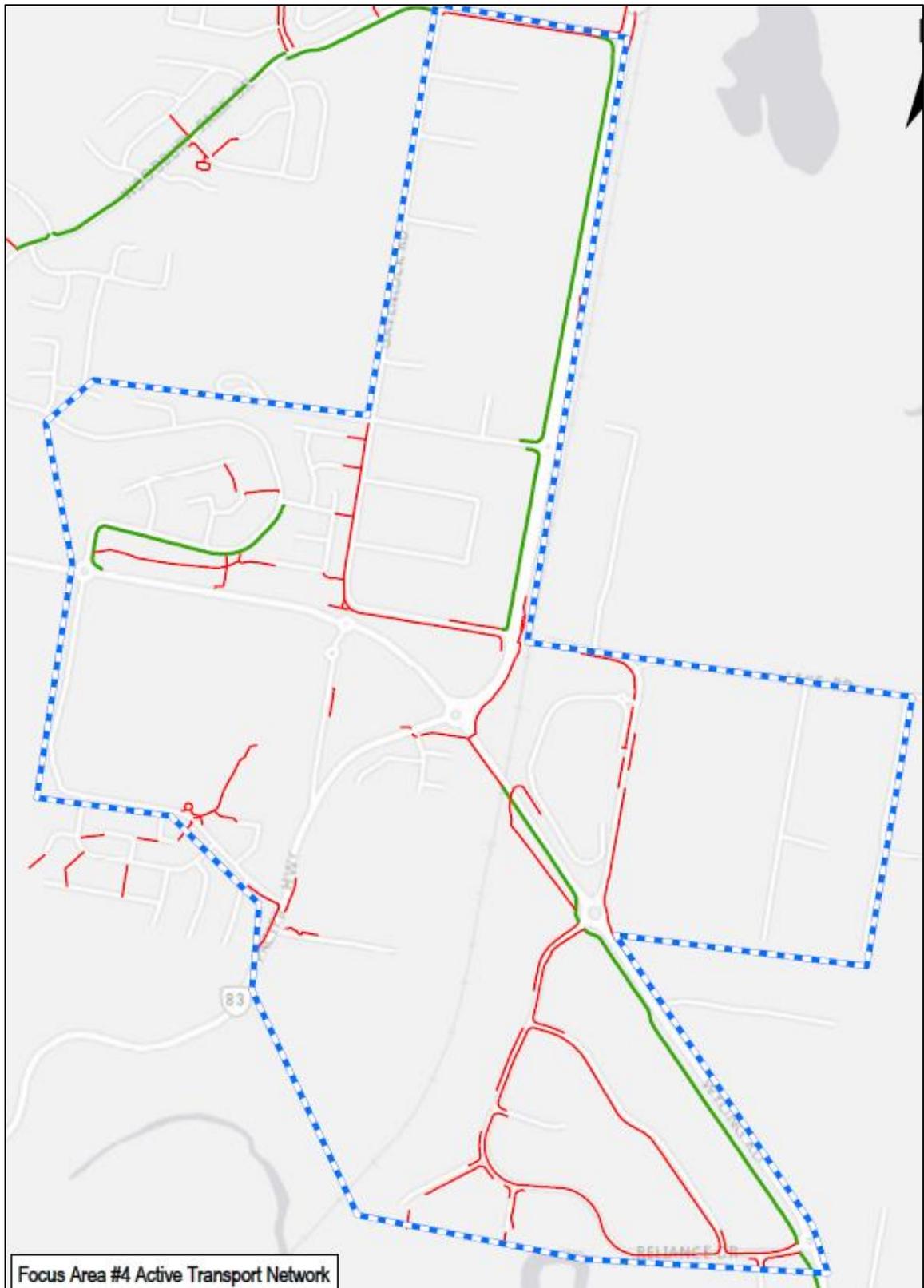


Figure 2.29: Focus Area #4 – Tuggerah: Active Transport Network

Key points to note:

- the existing pathway network within the study area is limited, except within the Business Park;
- the existing cycle network within the study area is limited, except along the State-controlled roads;
- there are good pathway connections between residential areas and the Tuggerah Train Station; and
- the rail corridor creates a barrier for east-west walking and cycling movements.

2.4.5 Parking

Supply

Figure 2.30 illustrates the existing parking allocation within the study area.



Figure 2.30: Focus Area #4 – Tuggerah: Parking Allocation

Table 2.19 provides a summary of the parking allocation by parking type.

Table 2.19: Focus Area #4 – Tuggerah: Parking Allocation

Parking Type	Restriction	TOTAL (spaces)
On-Street (Other)	Unrestricted (except for 14-time limited spaces on the Pacific Highway between Mildon Road and Anzac Road)	1,467
On-Street (Business Park)	Unrestricted	506
Commuter Car Park (C2 & C3)	Unrestricted	510
Westfield (C1)	Unrestricted	3,205
TOTAL		5,688
Walking Catchment	Unrestricted	1,211

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Key points to note are:

- there are approximately 5,700 parking spaces within the study area (excluding private developments), including approximately 1,200 parking spaces within 400m walking distances from the train station;
- all parking within the study area is unrestricted, except for 14-time limited spaces on the Pacific Highway between Mildon Road and Anzac Road (i.e. 1/2P, 1P, and 3P);
- there is a large commuter car park at the Tuggerah Train Station (i.e. 510 spaces); and
- there is a significant parking supply at Westfield Tuggerah (i.e. 3,205 spaces).

Demand

Figure 2.31 illustrates the observed parking demand within the study area based on detailed survey data.

Table 2.20 provides a summary of the peak parking occupancy during the survey period.

Table 2.20: Focus Area #4 – Tuggerah: Parking Occupancy

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street (Other)	Unrestricted (except for 14-time limited spaces on the Pacific Highway between Mildon Road and Anzac Road)	1,467	497	34%
On-Street (Business Park)	Unrestricted	506	407	80%
Commuter Car Park (C2 & C3)	Unrestricted	510	481	94%
Westfield (C1)	Unrestricted	3,205	1,522	47%
TOTAL		5,688	2,907	51%
Walking Catchment	Unrestricted	1,211	792	65%

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Key points to note:

- there are in the order of 5,700 parking spaces within the study area, with approximately 35% located on-street and approximately 65% off-street (i.e. commuter car park, and Westfield parking);
- during the survey period, the kerbside parking supply was observed to be at 46% capacity whilst the off-street parking supply was observed to be at 54% (both below the practical capacity of 85%);
- there are approximately 400 spare parking spaces within 400m walking distance to the train station
- two (2) parking 'hot spots' were identified, including:
 - Commuter Car Park: 94% occupied (practically fully occupied); and
 - Business Park: 80% occupied (reaching practical capacity).

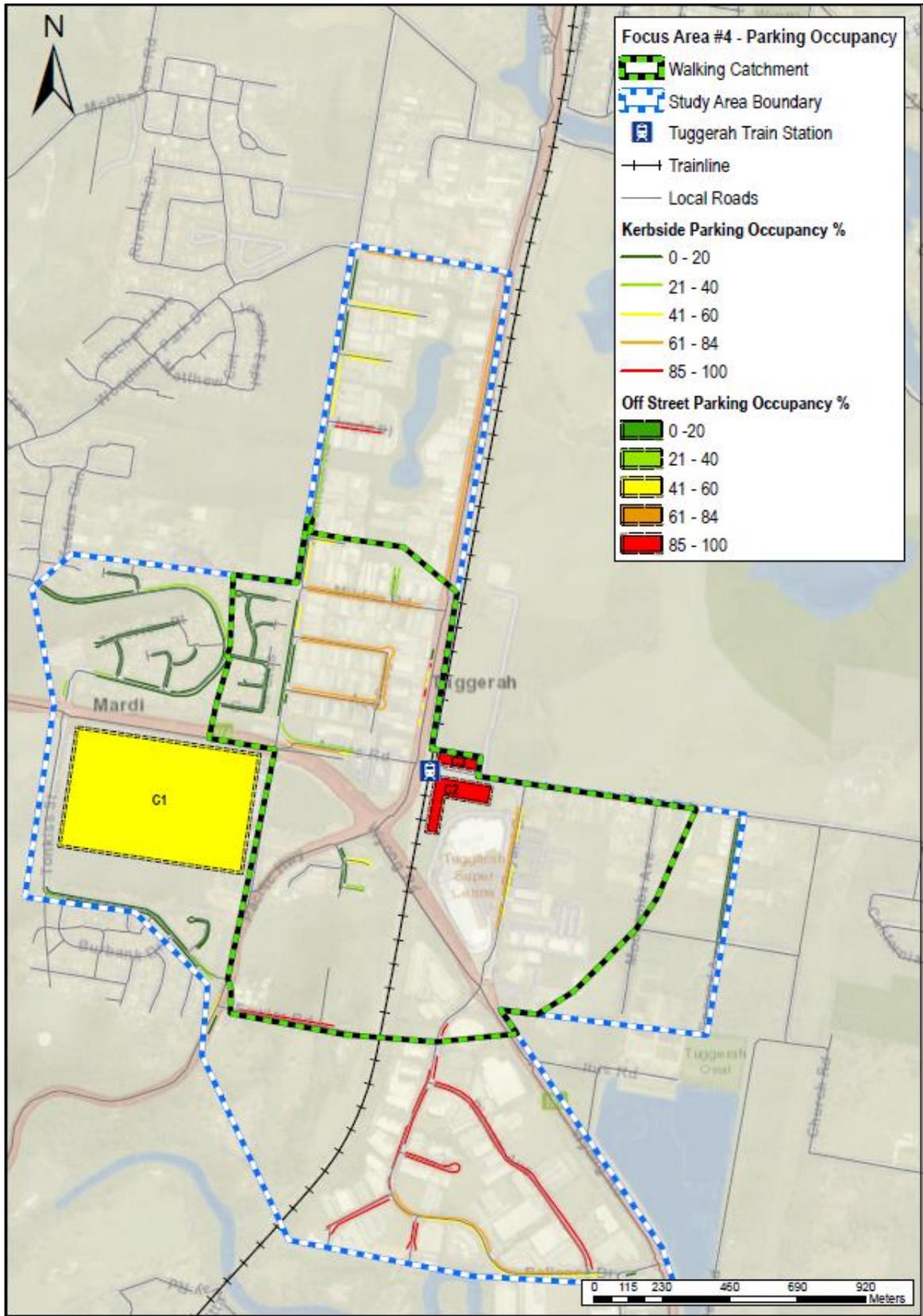


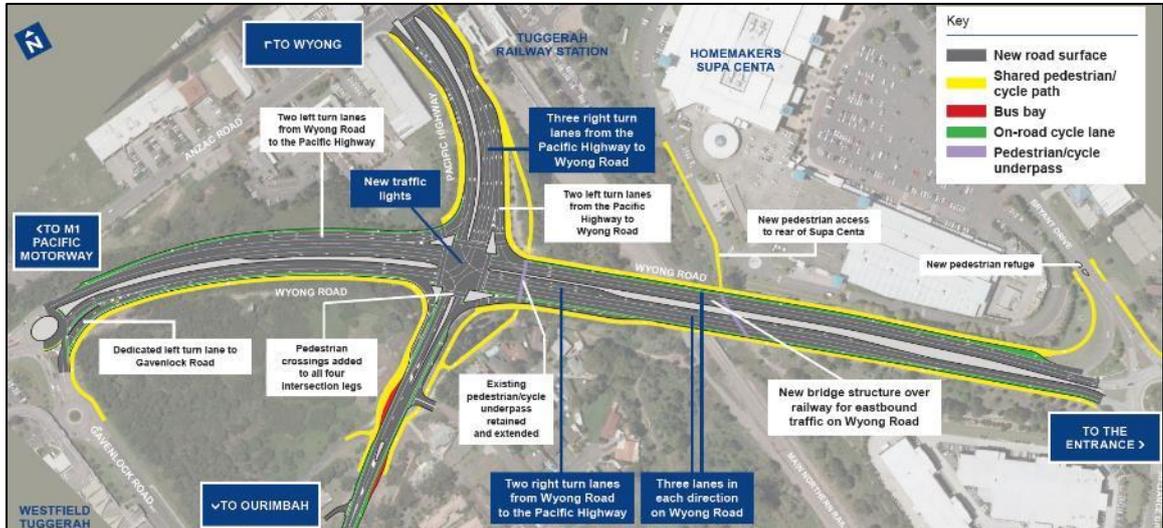
Figure 2.31: Focus Area #4 – Tuggerah: Parking Occupancy

2.4.6 Planning Considerations

Road Network Planning

The NSW Government recently completed an upgrade of the Pacific Highway / Wyong Road interchange in Tuggerah, to replace the previous roundabout with traffic signals to improve traffic flow and safety.

Figure 2.32 provides an overview of the recent interchange upgrade in Tuggerah.



Source: NSW Government "Pacific Highway and Wyong Road interchange upgrade at Tuggerah" April 2014

Figure 2.32: Focus Area #4 – Tuggerah: Pacific Highway / Wyong Road Interchange Upgrade

It is noted that the project delivered significant active transport provisions and safety improvements in proximity to the Tuggerah Train Station.

Future Parking Station

Key points to note:

- Council owns Lot 102 on DP620891 which is also referred to as 10 Bryant Drive, Tuggerah, and is currently zoned as SP2 Infrastructure;
- the Tuggerah Train Station car park is located on the eastern side of the rail line and is built partially within the rail corridor and on the adjacent Council owned land (Lot 102);
- the car park on Council owned land provides weekend parking for sporting fields to the east;
- Council has recently completed concept design for a parking structure on Lot 102 which capacity for approximately 1,500 to 1,800 vehicles; and
- potential timing for the delivery of the parking structure is unknown.

Figure 2.33 indicatively illustrates the potential parking station location.



Source: nearmap.com & Tuggerah Multi-storey Car Park Concept Plan (Council, August 2018)

Figure 2.33: Focus Area #4 – Tuggerah: Train Station Parking Station Concept

2.4.7 Summary

Tuggerah is a developing regional centre located 22km north of Gosford, with a lot of commercial, industrial, and business park activity. It benefits from access to the Pacific Highway and the “Central Coast and Newcastle” rail line, with express commuter rail services to Gosford and the Sydney CBD.

Based on a detailed review of the parking arrangements for Tuggerah, the following is noted:

- parking demands within the study area are very high (i.e. approximately 3,000 vehicles);
- the Tuggerah Train Station and Tuggerah Business Park are both key parking ‘hot spots’ within the study area and are both either reaching or at practical capacity;
- the Tuggerah Train Station is a key commuter train station within the LGA;
- the Tuggerah Business Park is a private commercial development. It is outside the scope of this study to resolve parking issues associated with private commercial developments; and
- Council has recently completed a concept design for a new 1,700 space parking station on Council owned land adjacent to the Tuggerah Train Station.

Figure 2.34 illustrates the existing parking ‘hot spots’ as well as the potential new parking station location.

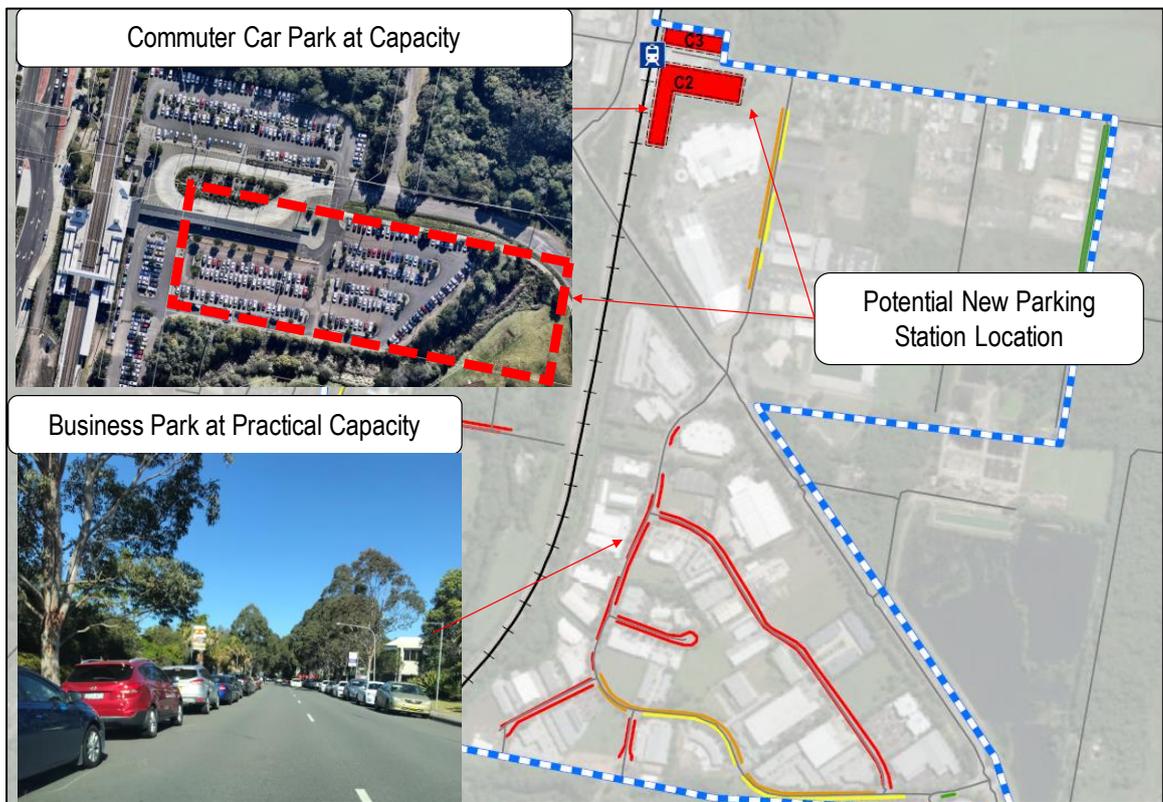


Figure 2.34: Focus Area #4 – Tuggerah: Parking Analysis

In summary, Tuggerah currently experiences high parking demands, particularly around the train station. Additional parking is required at this location to accommodate both existing and future demands. As noted previously, Council has recently completed a concept design for a new 1,700 space parking station on Council owned land adjacent to the Tuggerah Train Station. Delivery of this may need to be fast-tracked.

2.5 FOCUS AREA #5: WYONG

2.5.1 Land Use

Figure 2.35 illustrates the focus area boundary, existing land use zoning, and key trip attractors.

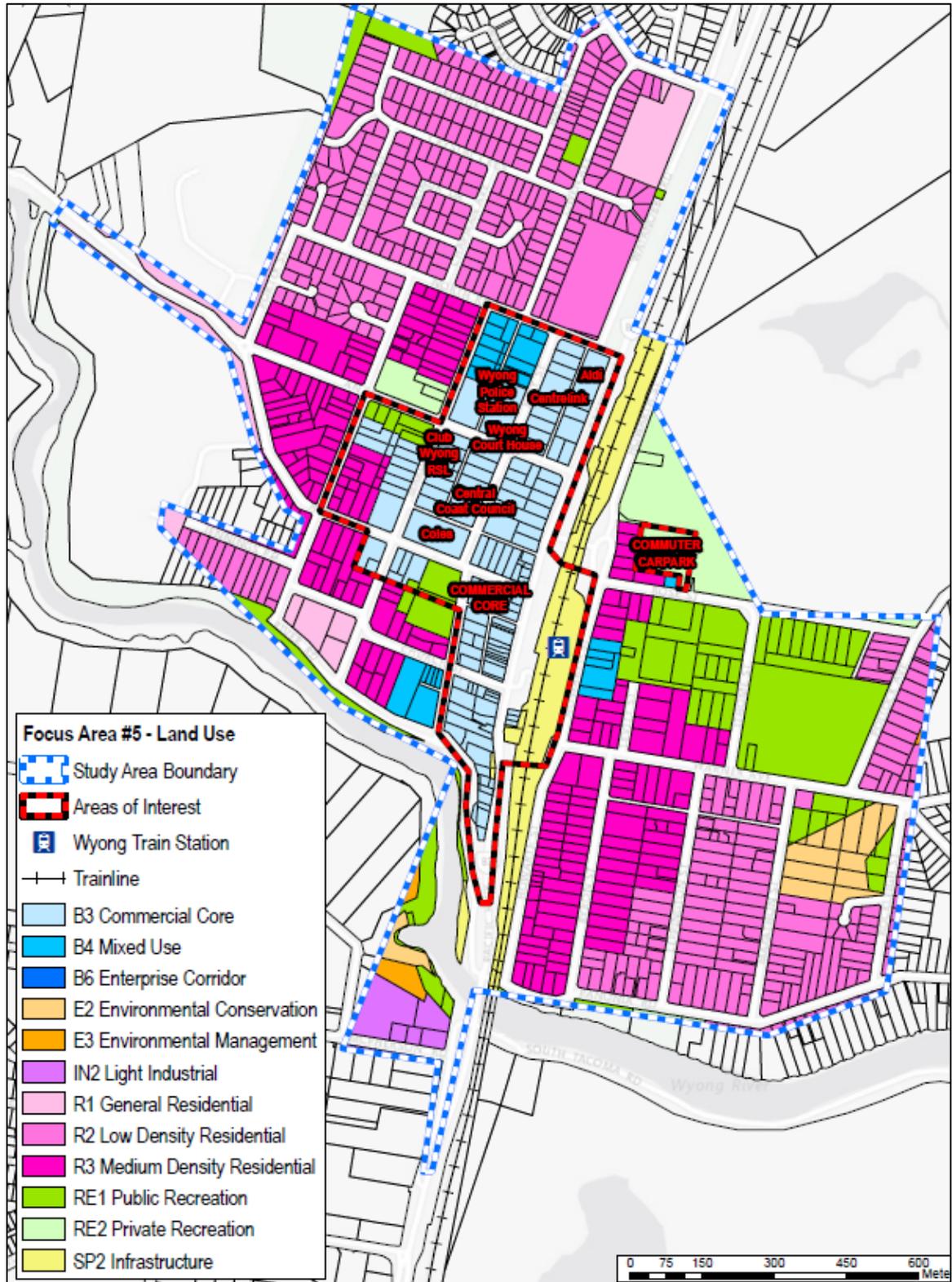


Figure 2.35: Focus Area #5 – Wyong: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 6km and an area of approximately 140ha;
- the predominate land uses include commercial core, mixed use, and residential;
- there are several key trip attractors including commercial core, train station, and Wyong High School.

2.5.2 Road Network

Figure 2.36 illustrates key elements of the road network within the study area.

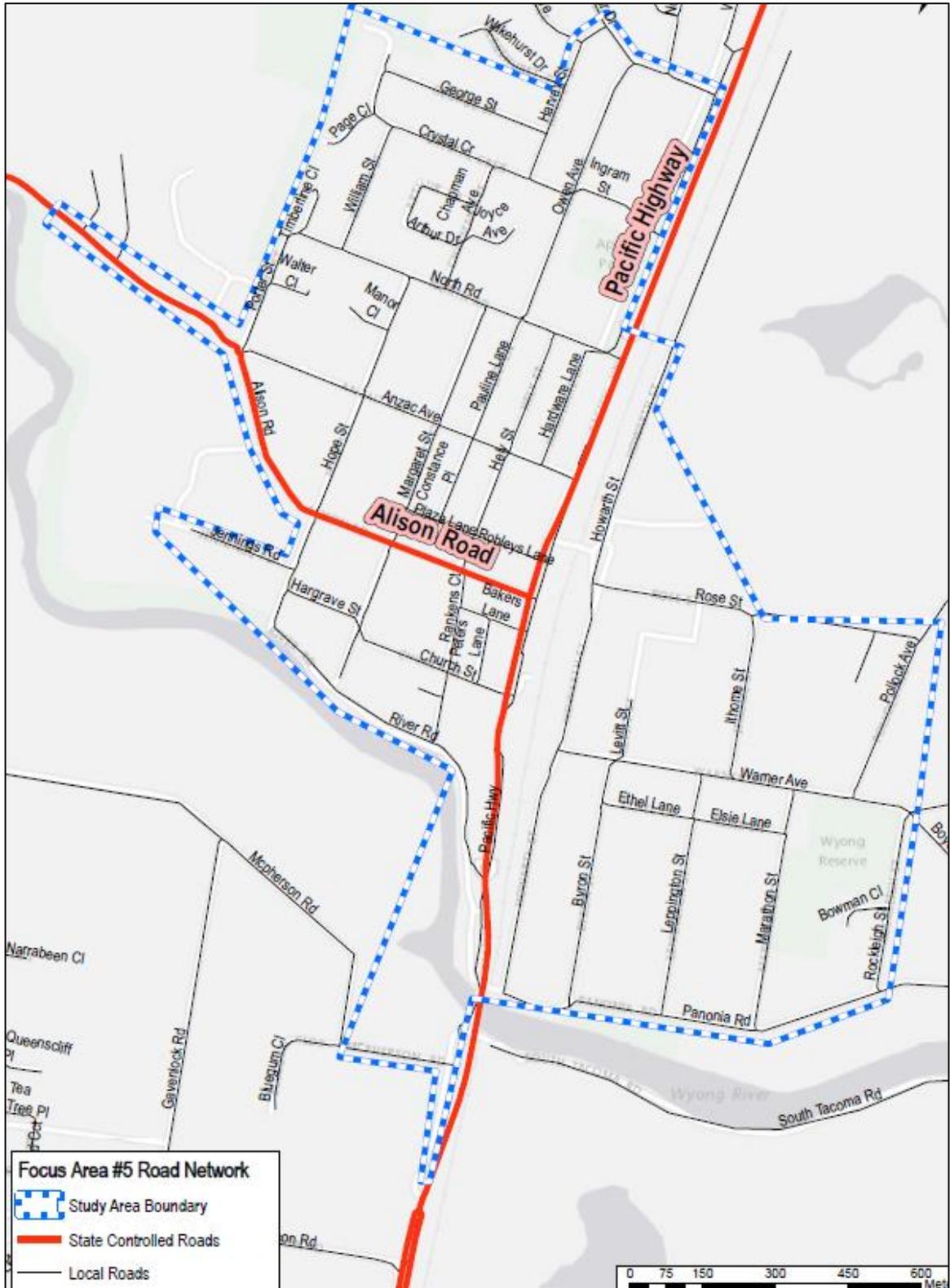


Figure 2.36: Focus Area #5 – Wyong: Road Network

Table 2.21 provides a summary of key characteristics of the road network within the study area.

Table 2.21: Focus Area #5 – Wyong: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Pacific Highway	RMS	Arterial	2 lanes, two-way	50 / 60km/h
Allison Road	RMS	Arterial	2 lanes, two-way	50 / 60 km/h

Key points to note are:

- the Pacific Highway run parallel to the “Central Coast and Newcastle Line” through the study area;
- Howarth Street and River Road are the only vehicular crossing of the rail line within the study area; and
- most streets within the study area boundary are governed by the default urban speed limit of 50km/h.

2.5.3 Public Transport

Figure 2.37 illustrates bus routes and bus stops within the study area.

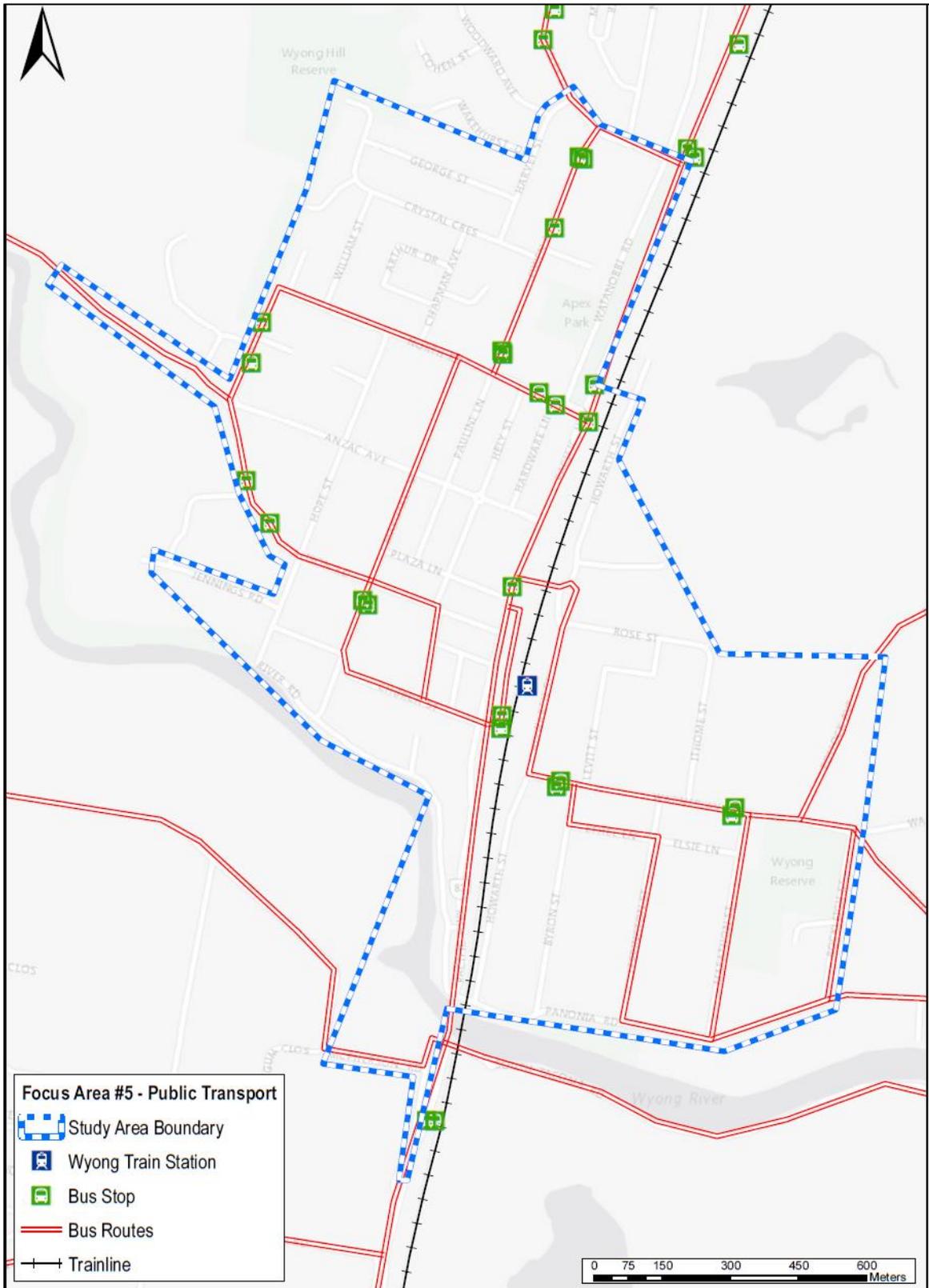


Figure 2.37: Focus Area #5 – Wyong: Bus Routes and Stops

Table 2.22 provides a summary of relevant bus routes and their frequencies.

Table 2.22: Focus Area #5 – Wyong: Bus Routes Details

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
10	Coastal Liner	Wyee to Tuggerah via Wyong and return	7	-
11	Coastal Liner	Lake Haven to Tuggerah via Woongarah, Hamlyn Terrace, Warnervale Station, Jilliby and Wyong	23	-
13	Coastal Liner	Dooralong to Tuggerah via Wyong and return	9	-
15	Red Bus Services	The Entrance – Wyong via and Tuggerah	7	1
16	Red Bus Services	The Entrance – Wyong via and Tuggerah	5	1
19	Red Bus Services	Gosford to Wyong via Erina Fair, and Tuggerah	13	12
24	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	6	3
25	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	18	14
26	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	21	14
30	Red Bus Services	Wyong to Tuggerah via Tacoma South and Mardi	3	-
78	Busways	Wyong - Tuggerah via Warnervale Station	16	10
79	Busways	Wyong - Tuggerah via Watanobbi & Louisiana Rd	27	16
80	Busways	Wyong - Tuggerah via Wyong Hospital & Walker Av	22	10
81	Busways	Wyong - Tuggerah via Pollock Av & Johns Rd	27	16
82	Busways	Wyong - Tuggerah via Wyong & Tacoma	15	8
93	Busways	Wyong - Tuggerah - Norville via Toukley	5	-
94	Busways	Wyong - Tuggerah – Budgewoi via San Remo	6	-

Key points to note are:

- the “Central Coast and Newcastle Line” runs north-south through the middle of the study area;
- the Wyong bus / rail interchange is located on the western side of the rail line; and
- there are 17 bus services operated by Coastal Liner, Red Bus Services, and Busways which service the Wyong interchange (i.e. 10, 11, 15, 16, 19, 24, 25, 26, 30, 78, 79, 80, 21, 82, 93, and 94).

2.5.4 Active Transport

Figure 2.38 illustrates the existing active transport (walking and cycling) network in the study area.

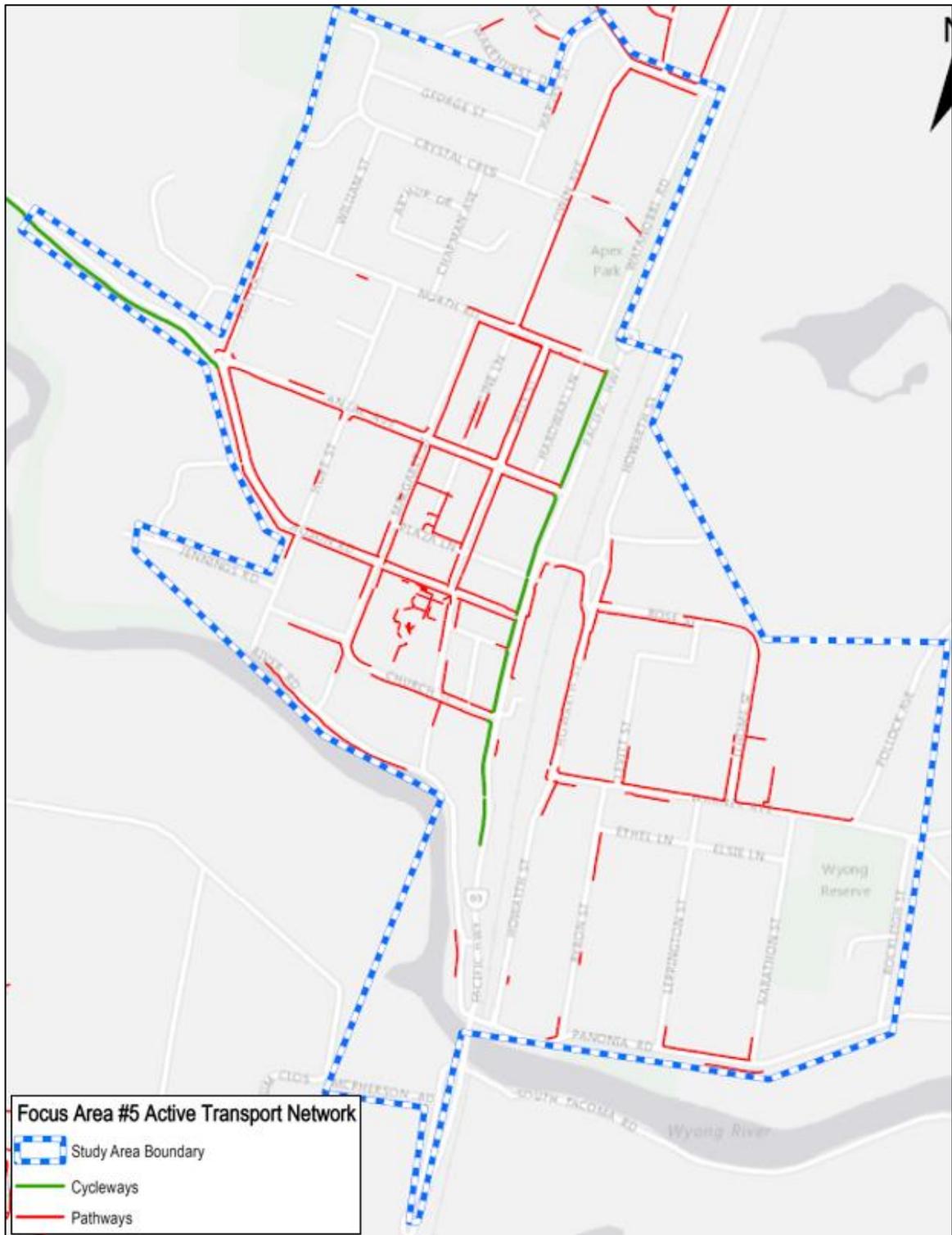


Figure 2.38: Focus Area #5 – Wyong: Active Transport Network

Key points to note:

- there is a comprehensive pathway network within the commercial core;
- the existing cycle network within the study area is limited, except along the Pacific Highway;
- all roads within 800m walking distance (i.e. 10 minutes) of the Wyong Train Station generally have pathways on both sides of the road; and
- the rail corridor creates a barrier for east-west walking and cycling movements.

2.5.5 Parking

Supply

Figure 2.39 illustrates the existing parking allocation within the study area.



Figure 2.39: Focus Area #5 – Wyong: Parking Allocation

Table 2.23 provides a summary of the parking allocation by parking type.

Table 2.23: Focus Area #5 – Wyong: Parking Allocation

Parking Type	Restriction	TOTAL
On-Street (Time Limited)	Time Limited (5min P, 1/4P, 1/2P, 1P, 2P, 4P, Accessible etc.)	394
On-Street (Unrestricted)	Unrestricted	2,361
Off-Street (Rose Street Car Park)	Unrestricted	207
Off-Street (Commuter Car Park)	Time Limited & Unrestricted	389 (with 51-time limited spaces)
TOTAL		3,351

Figure 2.40 provides a summary of the parking allocation within the study area by parking type.

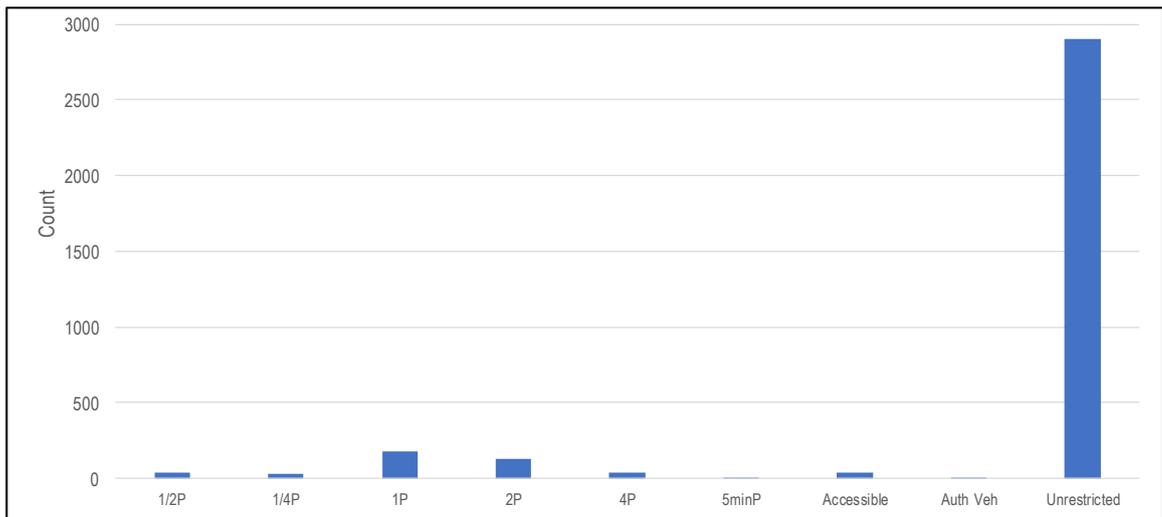


Figure 2.40: Focus Area #5 – Wyong: Kerbside Parking Allocation by Parking Type

Key points to note are:

- there are approximately 3,350 parking spaces within the study area (excluding private developments), of which approximately 445 spaces (or 13%) are time limited spaces;
- most of the time limited parking within the core (i.e. 304 spaces OR 68%) is either 1P or 2P.
- there is a large commuter car park at Wyong Train Station (i.e. 389 spaces); and
- there is a large commuter car park on Rose Street (i.e. 207 spaces), which is approximately 300 to 350m walking distance from Wyong Train Station.

Demand

Figure 2.41 illustrates the observed parking demand within the study area based on detailed survey data.

Table 2.24 provides a summary of the peak parking occupancy during the survey period.

Table 2.24: Focus Area #5 – Wyong: Parking Occupancy

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street (Commercial Core)	Time Limited (5min P, 1/4P, 1/2P, 1P, 2P, 4P, Accessible etc.)	498	304	61%
On-Street (Outside Core)	Unrestricted	2,257	485	221%
Off-Street (Rose Street Car Park)	Unrestricted	207	27	13%
Off-Street (Commuter Car Park)	Time Limited & Unrestricted	389	335	86%
TOTAL		3,351	1,151	34%



Figure 2.41: Focus Area #5 – Wyong: Parking Occupancy

Key points to note:

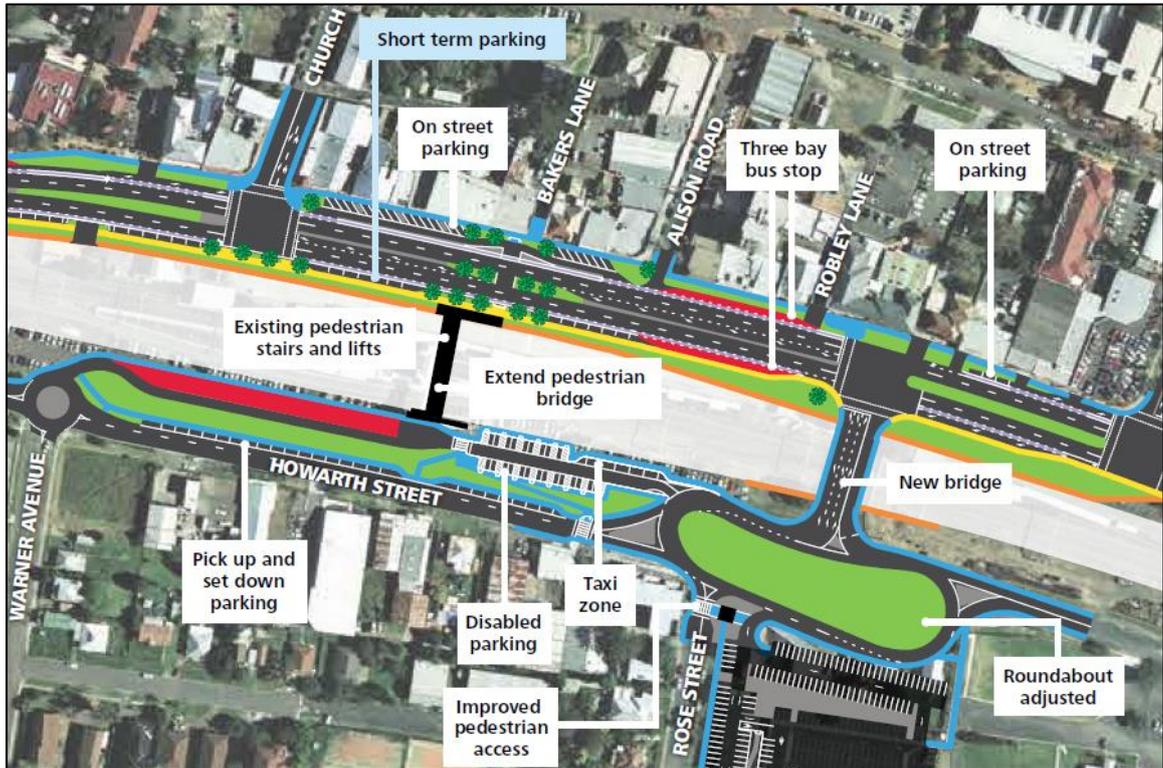
- there are in the order of 3,400 parking spaces within the study area, with approximately 82% located on-street and approximately 18% off-street (i.e. commuter car park, and Rose Street car park);
- during survey period, the kerbside parking supply was observed to be at 29% capacity whilst the off-street parking supply was observed to be at 61% (both below the practical capacity of 85%); and
- two (2) parking 'hot spots' including the commuter car park and the commercial core; and
- there was significant spare capacity at the Rose Street car park (i.e. 180 spaces vacant).

2.5.6 Planning Considerations

Road Network Planning

NSW Roads and Maritime Services (RMS) is planning to upgrade the Pacific Highway through the Wyong town centre to provide two (2) lanes in each direction between Johnson Road at Tuggerah and Cutler Drive at Wyong. The upgrade would improve traffic flow, travel times and safety for all road users as well as provide for possible future changes to the public transport network.

Figure 6.8 provides an overview of the current planning in proximity to the Wyong Train Station.



Source: Pacific Highway Upgrade Through Wyong Town Centre (NSW Government, October 2015)

Figure 2.42: Focus Area #5 – Wyong: Pacific Highway Upgrade & Station Modifications

Key points to note:

- the existing commuter car parking on western side of Wyong Train Station will be removed;
- traffic signals will be installed at the intersection of Pacific Highway / Howarth Street;
- Howarth Street overpass will be upgraded and widened;
- new bus stop and layover will be constructed on the eastern side of Wyong Train Station;
- the Rose Street car park will be expanded, including property resumptions to improve sightlines; and
- pedestrian connectivity between the Wyong Train Station and Rose Street car park will be improved.

Future Parking Station

Key points to note:

- Council is currently investigating opportunities to construct a multistorey car park on Margaret Street within the commercial core. Whilst concept plans have not been prepared, it is understood the car park could accommodate 180 car parking spaces via a three (3) storey parking station; and
- potential timing for the delivery of the parking structure is unknown.

2.5.7 Summary

Wyong is an established regional centre located 22km north of Gosford, and immediately north of Tuggerah. It benefits from access to the Pacific Highway and the “Central Coast and Newcastle” rail line, with express commuter rail services to Gosford and the Sydney CBD.

Based on a detailed review of the parking arrangements for Wyong, the following is noted:

- parking demands within the study area are moderate (i.e. approximately 1,200 vehicles);
- the Wyong Train Station and Wyong Commercial Core are both key parking ‘hot spots’ within the study area and are both reaching practical capacity;
- the Wyong Train Station is a key commuter train station within the LGA;
- there is significant spare parking capacity (i.e. 180 spaces vacant) at the Rose Street car park which is located approximately 300 to 350m walking distance from Wyong Train Station; and
- there are future plans to upgrade the Pacific Highway through Wyong. This would result in the removal of the existing commuter car parking on the western side of the rail line, a new bus interchange and passenger set-down on the eastern side of the rail, as well as upgrades to the Rose Street car park.

Figure 2.43 illustrates the commuter car park as well as the spare capacity within the Rose Street car park.



Figure 2.43: Focus Area #5 – Wyong Parking Analysis

In summary, Wyong currently generates moderate parking demands, although there are very high demands around the Wyong Train Station. Additional parking will be required in proximity to the train station to accommodate both existing and future demands, particularly noting that the Pacific Highway upgrade will ultimately remove all commuter parking on the western side of the rail line.

It is important to note that the existing Rose Street car park should be better utilised now, potentially via improved wayfinding signage and marketing. Furthermore, the planned upgrade of this car park could also be fast-tracked to provide some medium-term relief to commuters.

2.6 FOCUS AREA #6: WARNERVALE

2.6.1 Land Use

Figure 2.44 illustrates the focus area boundary, existing land use zoning, and key trip attractors.



Figure 2.44: Focus Area #6 – Warnervale: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 4.5km and an area of approximately 100ha;
- the predominate land uses include low density and general residential, and neighbourhood centre;
- there are several key trip attractors including Lakes Grammar Anglican School, and train station.

2.6.2 Road Network

Figure 2.45 illustrates key elements of the road network within the study area.

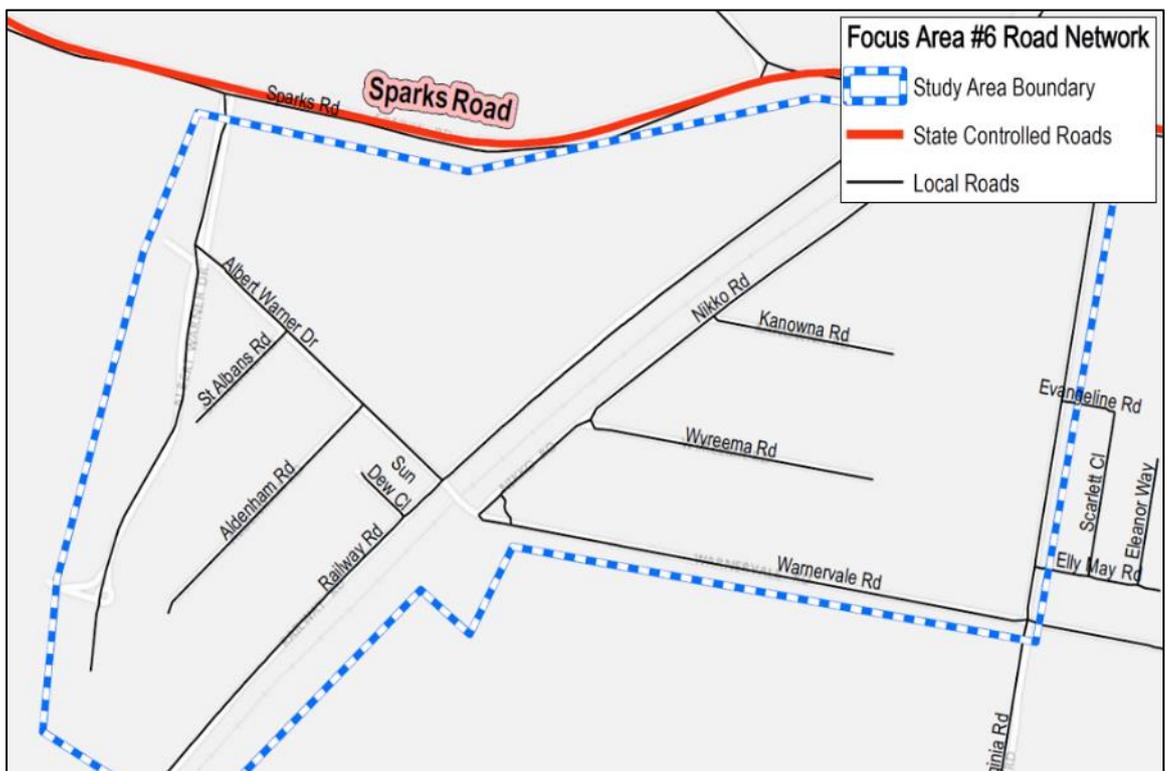


Figure 2.45: Focus Area #6 – Warnervale: Road Network

Table 2.25 provides a summary of key characteristics of the road network within the study area.

Table 2.25: Focus Area #6 – Warnervale: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Sparks Road	RMS	Arterial	2 lanes, two-way	80km/h

RMS = NSW Department of Roads and Maritime Services

Key points to note are:

- Sparks Road runs east-west along the northern boundary of the study area and provides connectivity between the Pacific Motorway and the Pacific Highway; and
- most local roads within the study area are low standard roads with no kerb and channel.

2.6.3 Public Transport

Figure 2.46 illustrates bus routes and bus stops within the study area.

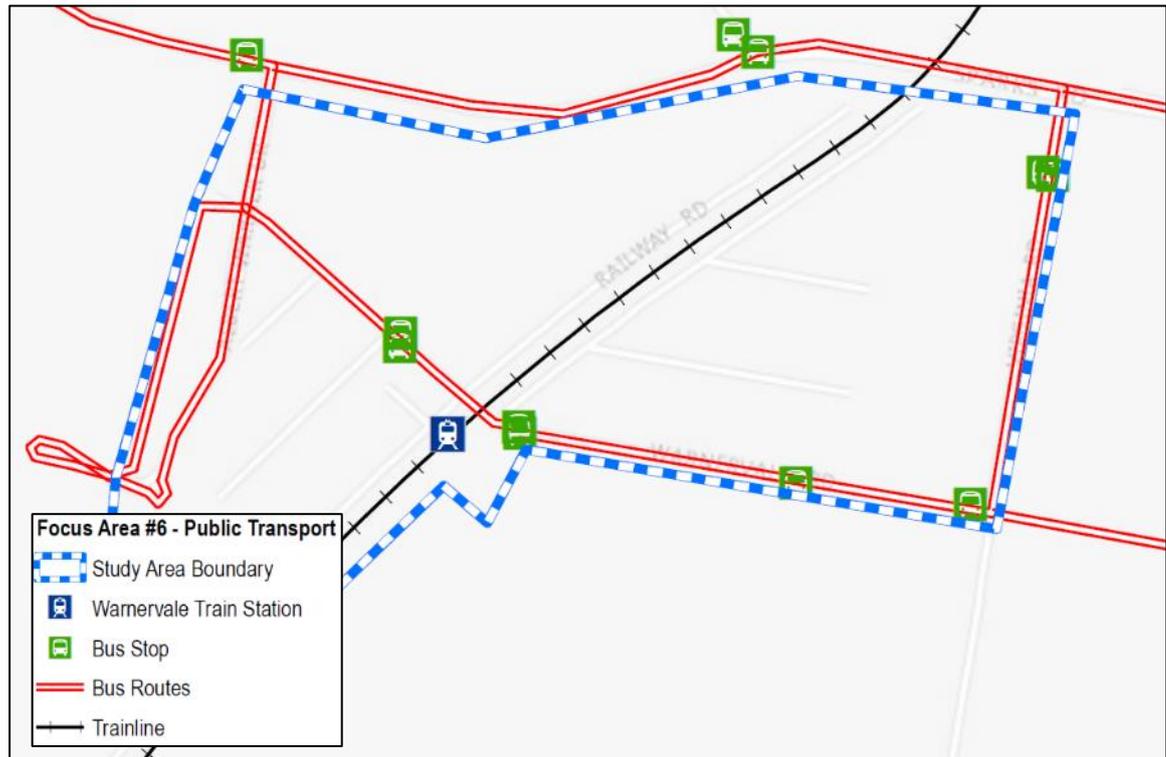


Figure 2.46: Focus Area #6 – Warnervale: Bus Routes and Stops

Table 2.26 provides a summary of relevant bus routes and their frequencies.

Table 2.26: Focus Area #6 – Warnervale: Bus Routes Details

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
10	Coastal Liner	Wyee to Tuggerah via Wyong and return	7	-
11	Coastal Liner	Lake Haven to Tuggerah and return, Via Woongarah, Hamlyn Terrace, Warnervale Station, Jilliby and Wyong	23	-
13	Coastal Liner	Dooralong to Tuggerah via Wyong and return	9	-
78	Busways	Wyong - Tuggerah - Lake Haven via Warnervale Station & Wadalba	16	10

Key points to note are:

- the “Central Coast and Newcastle Line” runs north-east to south-west through the study area; and
- there are four (4) bus services operated by Coastal Liner and Busways, which service Warnervale.

2.6.4 Active Transport

Figure 2.47 illustrates the existing active transport (walking and cycling) network in the study area.



Figure 2.47: Focus Area #6 – Warnervale: Active Transport Network

Key points to note:

- the existing pathway network within the study area is limited;
- there are no dedicated bicycle infrastructure provisions within the study area;
- the pathway network within 800m walking distance (i.e. 10 minutes) of the Warnervale Train Station is limited; and
- the rail corridor creates a barrier for east–west walking and cycling movements.

2.6.5 Parking

Supply

Figure 2.48 illustrates the existing parking allocation within the study area.

Table 2.27 provides a summary of the kerbside allocation by parking type.

Table 2.27: Focus Area #6 – Warnervale: Parking Allocation

Parking Type	Restriction	TOTAL
On-Street	Unrestricted	693
Off-Street (Commuter Car Park)	Unrestricted, except two (2) accessible parking spaces	78
TOTAL		771

Key points to note are:

- there are approximately 771 parking spaces within the study area (excluding private developments);
- all parking within the study area is unrestricted, except for two (2) accessible parking spaces at the Warnervale Train Station commuter car park; and
- there is a relatively small commuter car park at the Warnervale Train Station (i.e. 78 spaces).

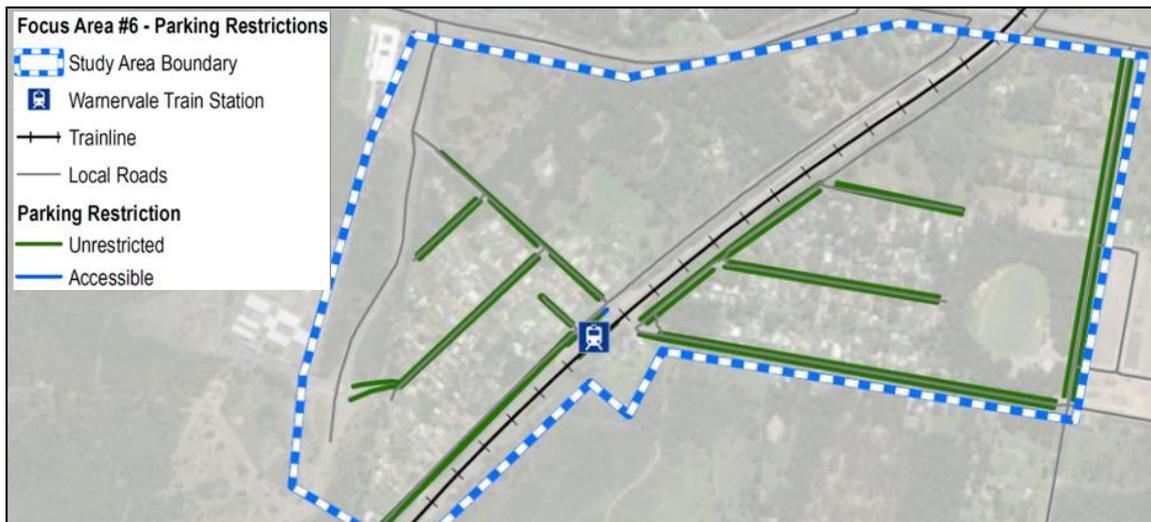


Figure 2.48: Focus Area #6 – Warnervale: Parking Allocation

Demand

Figure 2.49 illustrates the observed parking demand within the study area based on desktop observations.



Figure 2.49: Focus Area #6 – Warnervale: Parking Occupancy

Table 2.28 provides a summary of the surveyed peak parking occupancy.

Table 2.28: Focus Area #6 – Warnervale: Parking Occupancy

Parking Type	Restriction	TOTAL	Demand (vehicles)	Occupancy (%)
On-Street	Unrestricted	693	49	7%
Off-Street (Commuter Car Park)	Unrestricted, except two (2) accessible parking spaces	78	71	91%
TOTAL		771	120	17%

Key points to note:

- there are in the order of 800 parking spaces within the study area, with approximately 90% located on-street and approximately 10% off-street (i.e. commuter car park);
- during the survey period, the kerbside parking supply was observed to be at 7% capacity (which is below the practical capacity of 85%), whilst the off-street parking supply was observed to be at 91% (which is close to fully occupied); and
- there was limited spare capacity at the commuter car park.

2.6.6 Planning Considerations

Warnervale Town Centre Master Plan

The Warnervale Town Centre Development Control Plan 2012 identifies Warnervale Town Centre as a new retail, commercial and community growth centre to be developed over the next 25 years. Key points to note:

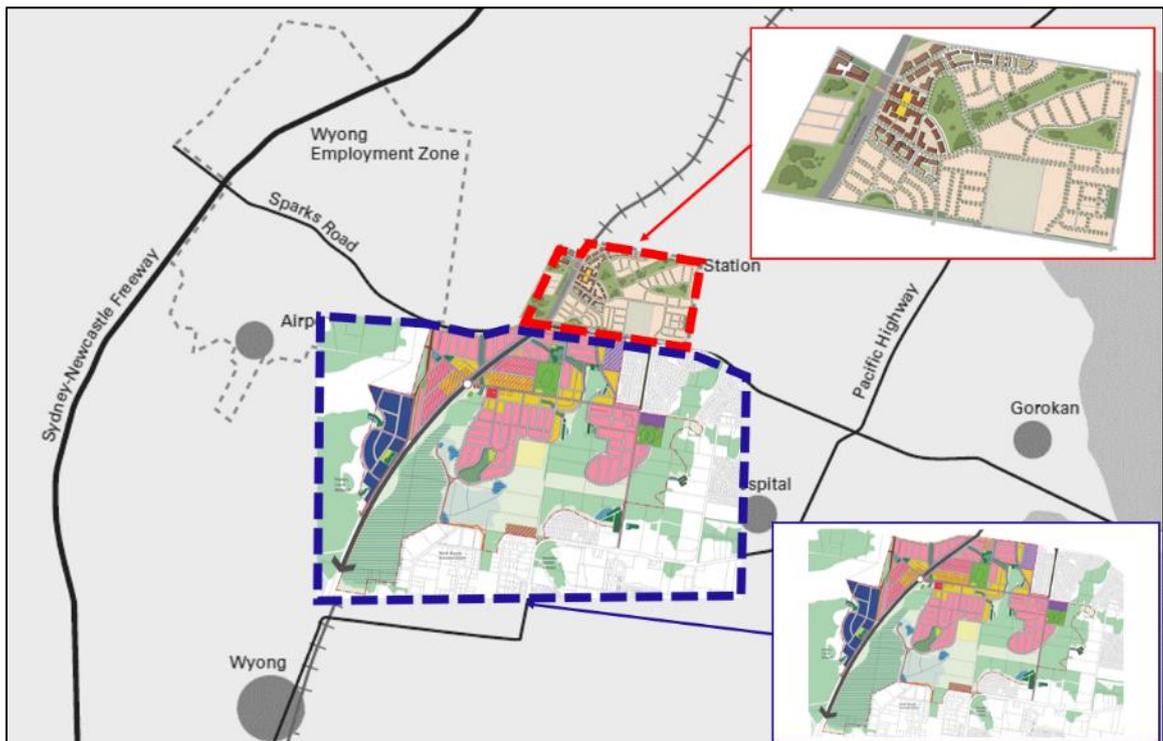
- **Size:** 119 hectares;
- **Population Projections:** 4,200 residents and over 1,600 dwellings;
- **Employment Projections:** mix of retail, community, entertainment, health, and professional services servicing the local and broader population;
- **New Railway Station:** the new North Warnervale Railway Station and commuter parking is proposed to be located at the northern extent of the Warnervale Town Centre.

Precinct 7A Structure Plan

Precinct 7A of the Warnervale Structure Plan includes provision for new residential areas, a proposed railway station and additional school, park and farm locations. Key points to note:

- **Size:** approximately 1,500 hectares;
- **Proposed School Land Use:** approximately 3 hectares;
- **Proposed Employment Land Use:** approximately 28 hectares; and
- **Pedestrian Bridge Over Railway:** a pedestrian bridge over the railway is proposed to be located adjacent to the existing Warnervale train station to improve pedestrian connectivity.

Figure 2.50 illustrates the town centre and precinct 7A footprint and its proximity to the rail line and freeway.



Source: Warnervale Town Centre Development Control Plan 2012 & Precinct 7A Structure Plan

Figure 2.50: Focus Area #6 – Warnervale: Town Centre Masterplan & Precinct 7A Structure Plan

Central Coast University at Warnervale

Council is in the early stages of investigating an Education Campus, Business Park and Leisure Centre west of the existing Warnervale train station.

2.6.7 Summary

Warner is a small rural residential suburb located 30km north of Gosford.

Based on a detailed review of the parking arrangements for Warnervale, the following is noted:

- parking demands within the study area are very low (i.e. approximately 120 vehicles);
- there are no parking 'hot spots' or existing parking issues within Warnervale;
- there is limited spare parking capacity at the Warnervale Train Station; and
- the Warnervale Town Centre Masterplan and Precinct 7A Structure Plan outline plans to upgrade the existing train station and construct a new train station and associated commuter parking to the north of Sparkes Road (as part of the new town centre development).

Figure 2.25 illustrates the limited spare parking capacity at the train station.

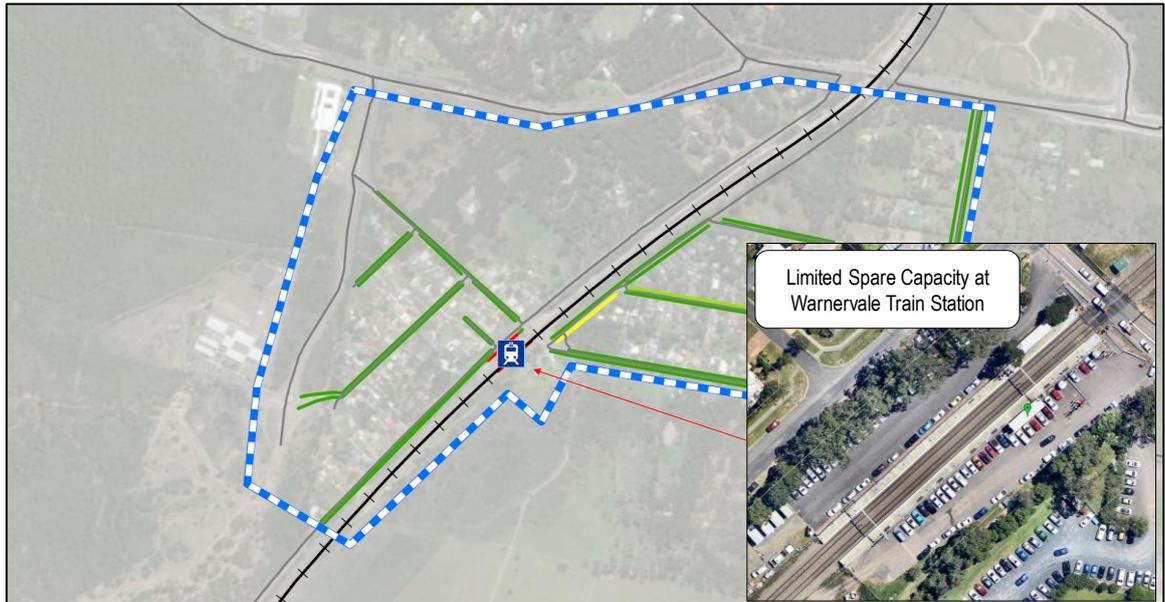


Figure 2.51: Focus Area #6 – Warnervale: Parking Analysis

In summary, the only addition parking requirements within Warnervale in the short term is at the train station. Furthermore, the Warnervale Town Centre Master Plan and Precinct 7A Master Plan set out clear requirements for future development to provide adequate parking supply. The master plans also nominate upgrades to the existing train station as well as the construct of a new train station and associated commuter parking to the north of Sparkes Road (as part of the new town centre development). It will be important that the parking strategies are realised as the master plans come to fruition.

2.7 FOCUS AREA #7: THE ENTRANCE

2.7.1 Land Use

Figure 2.52 illustrates the focus area boundary, existing land use zoning, and key trip attractors.

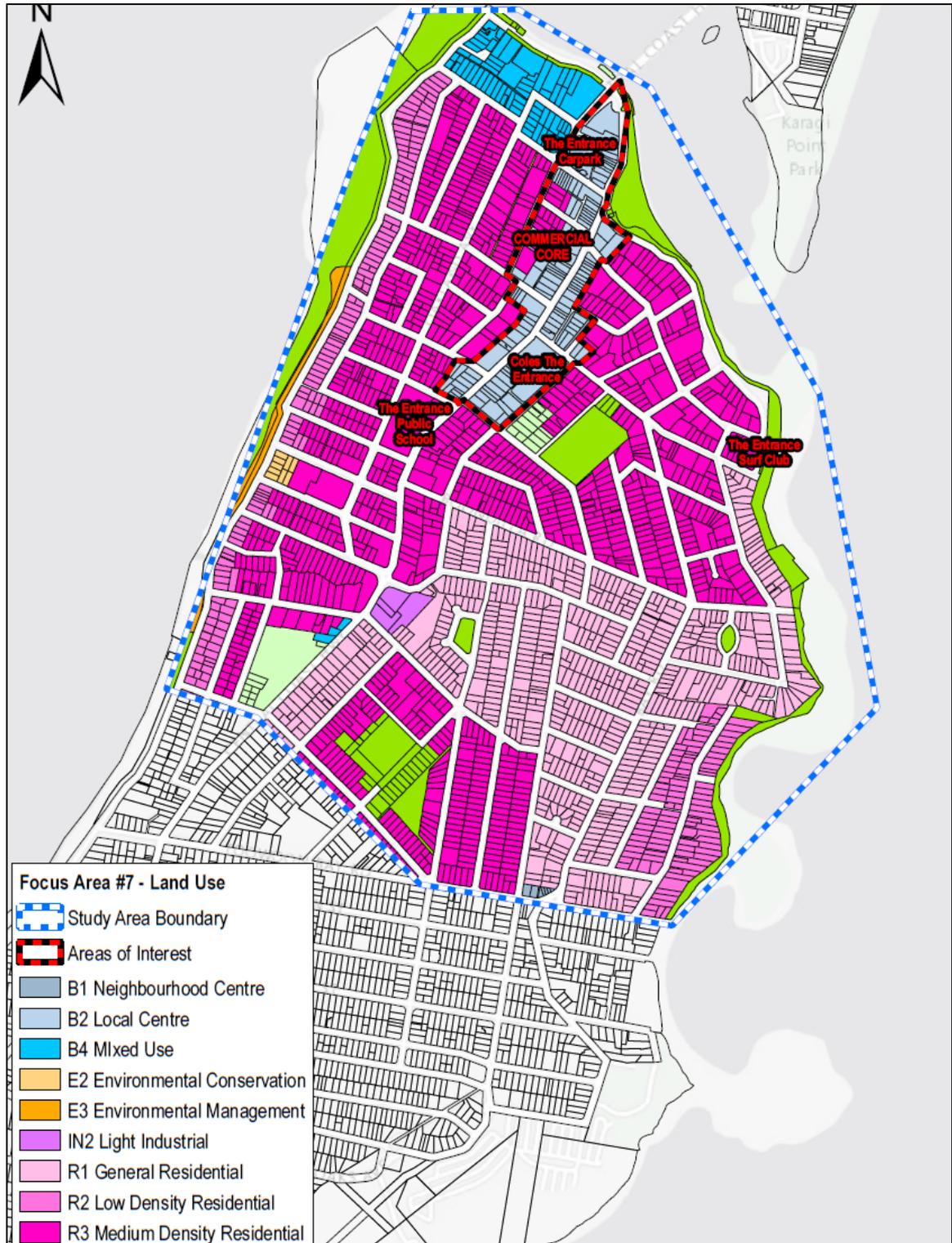


Figure 2.52: Focus Area #7 – The Entrance: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 6.5km and an area of approximately 250ha;
- the predominate land uses include local centre, mixed use, and residential; and
- there are several key trip attractors including the commercial core, The Entrance Public School, and The Entrance Surf Club.

2.7.3 Public Transport

Figure 2.54 illustrates bus routes and bus stops within the study area.

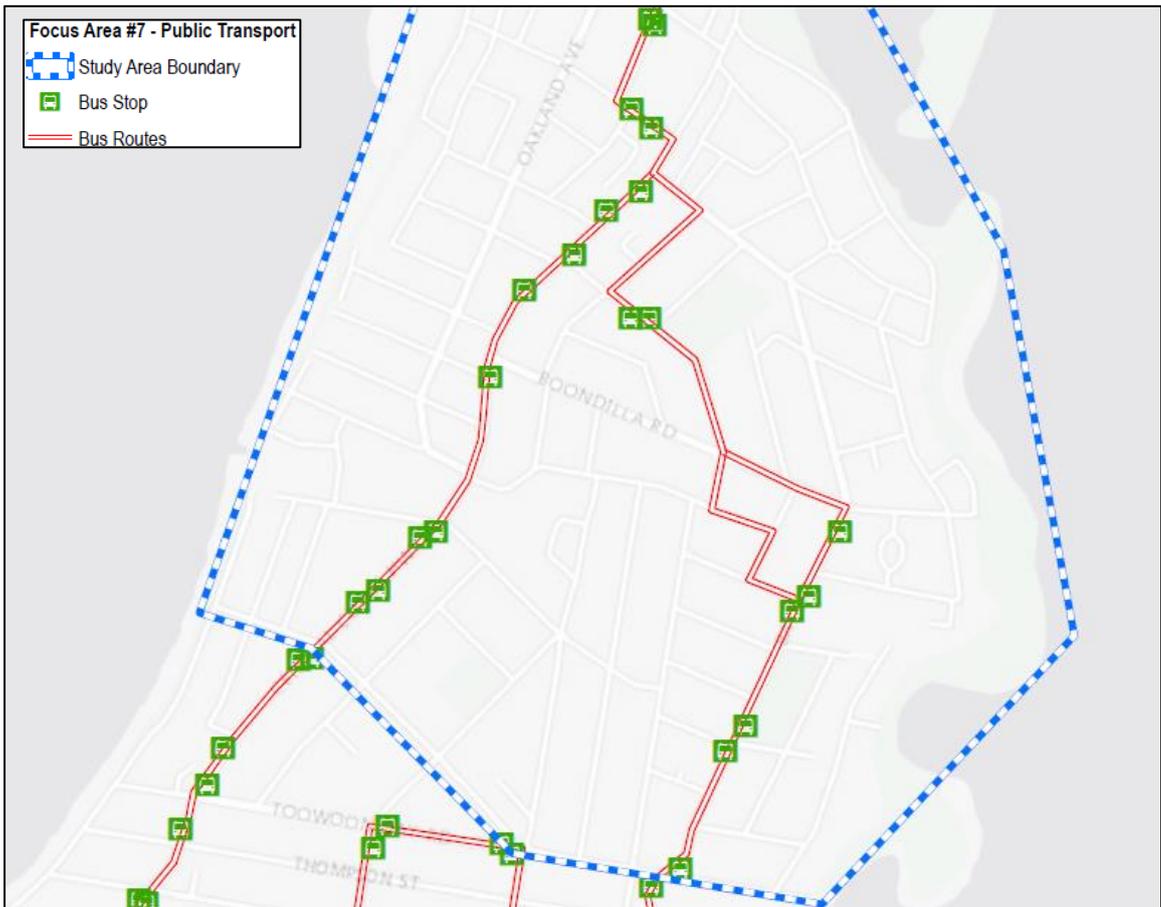


Figure 2.54: Focus Area #7 – The Entrance: Bus Routes and Stops

Table 2.30 provides a summary of relevant bus routes and their frequencies.

Table 2.30: Focus Area #7 – The Entrance: Bus Routes Details

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
15	Red Bus Services	The Entrance to Wyong	7	1
16	Red Bus Services	The Entrance to Wyong	5	1
17	Red Bus Services	Gosford to The Entrance	7	0
18	Red Bus Services	Gosford to The Entrance	6	0
21	Red Bus Services	Gosford to The Entrance	20	32
22	Red Bus Services	Gosford to The Entrance	15	28
23	Red Bus Services	Gosford to The Entrance	16	22
24	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	6	3
25	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	18	14
26	Red Bus Services	The Entrance - Wyong via Bateau Bay and Tuggerah	21	14
28	Red Bus Services	Gosford to The Entrance	3	5
29	Red Bus Services	Bateau Bay to Wyong Hospital via The Entrance	9	4

Key points to note are:

- two (2) north-south bus routes run through The Entrance and converge at the commercial core;
- the entire study area is within 400m (5-minute walk) of a bus stop; and
- the number and frequency of bus services within the study area is relatively low.

2.7.4 Active Transport

Figure 2.55 illustrates the existing active transport (walking and cycling) network in the study area.

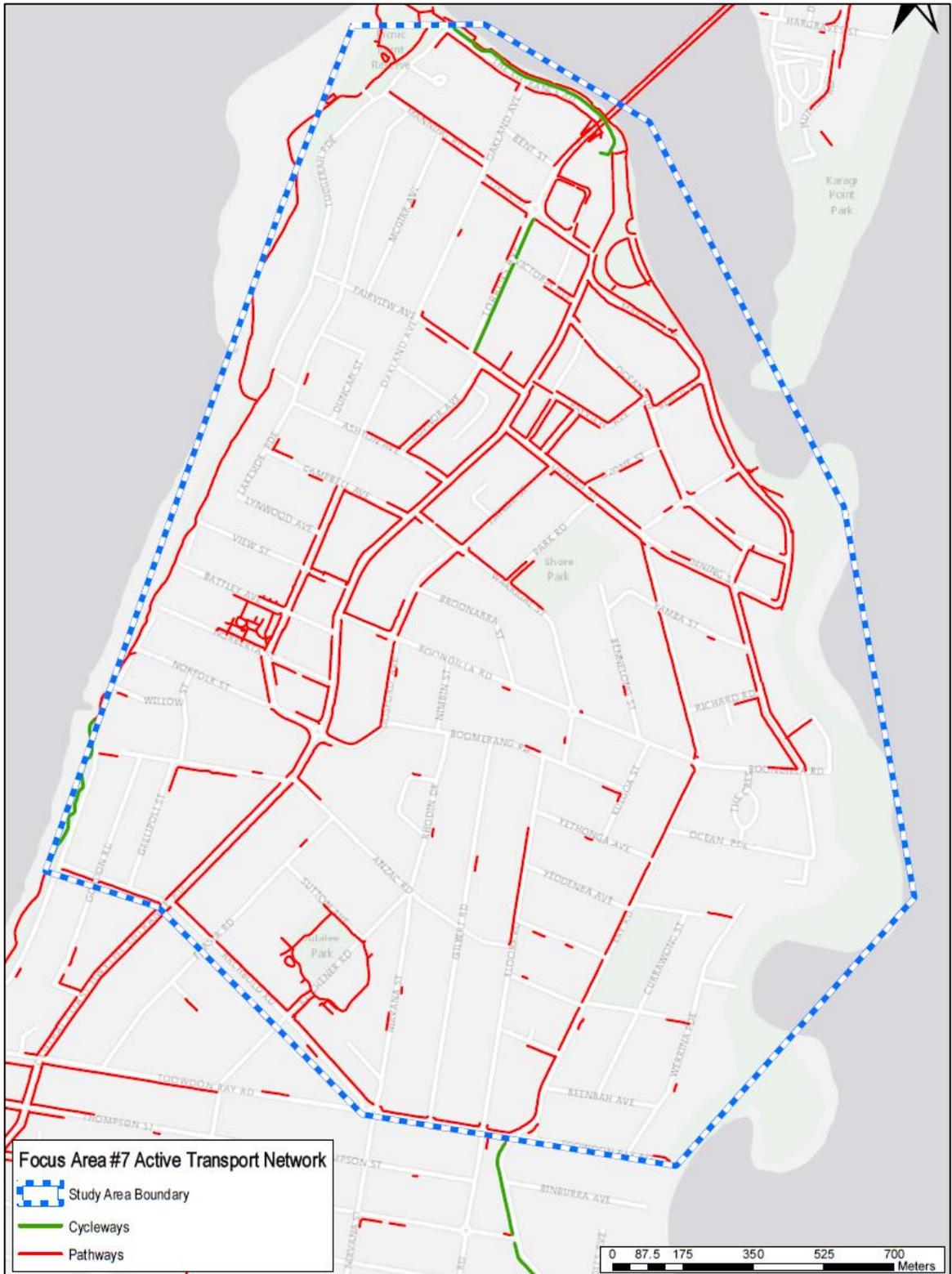


Figure 2.55: Focus Area #7 – The Entrance: Active Transport Network

Key points to note:

- there is a comprehensive pathway network within the commercial core and along the foreshore; and
- the existing cycle network within the study area is limited.

2.7.5 Parking

Supply

Figure 2.56 illustrates the existing parking allocation within the study area.



Figure 2.56: Focus Area #7 – The Entrance: Parking Allocation

Table 2.31 provides a summary of the parking allocation by parking type.

Table 2.31: Focus Area #7 – The Entrance: Parking Allocation

Parking Type	Restriction	TOTAL
On-Street (Commercial Core)	5minP, 1/2P, 1P, 2P, accessible, unrestricted, motorbike	254
On-Street (Other)	5minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted, motorbike	5,062
Memorial Park Car Park (C1)	Unrestricted, except one (1) accessible space	144
The Entrance Road Car Park (C2)	Unrestricted	66
The Entrance Public Car Park (C3)	Unrestricted, except eight (8) accessible spaces	491
TOTAL		6,017
Walking Catchment	5minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted, motorbike	4,028

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Demand

Figure 2.57 illustrates parking demands within the study area during a non-holiday period (June 2018) based on detailed survey data. Figure 2.58 illustrates parking demands during a holiday period (April 2018) based on desktop observations. The results are also summarised in Table 2.32 and Table 2.33 respectively.

Table 2.32: Focus Area #7 – The Entrance: Parking Occupancy (Non-Holiday Period June 2018)

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street (Commercial Core)	5minP, 1/2P, 1P, 2P, accessible, unrestricted, motorbike	254	134	53%
On-Street (Other)	5minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted, motorbike	5,062	906	18%
Memorial Park Car Park (C1)	Unrestricted, except one (1) accessible space	144	29	20%
The Entrance Road Car Park (C2)	Unrestricted	66	9	14%
The Entrance Public Car Park (C3)	Unrestricted, except eight (8) accessible spaces	491	71	14%
TOTAL		6,017	1,149	19%
Walking Catchment	5minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted, motorbike	4,028	810	20%

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Table 2.33: Focus Area #7 – The Entrance: Parking Occupancy (Holiday Period in April 2018)

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street (Commercial Core)	5minP, 1/2P, 1P, 2P, accessible, unrestricted, motorbike	254	177	70%
On-Street (Other)	5minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted, motorbike	5,062	958	19%
Memorial Park Car Park (C1)	Unrestricted, except one (1) accessible space	144	100	69%
The Entrance Road Car Park (C2)	Unrestricted	66	47	71%
The Entrance Public Car Park (C3)	Unrestricted, except eight (8) accessible spaces	491	164	33%
TOTAL		6,017	1,446	24%
Walking Catchment	5minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted, motorbike	4,028	1,117	28%

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

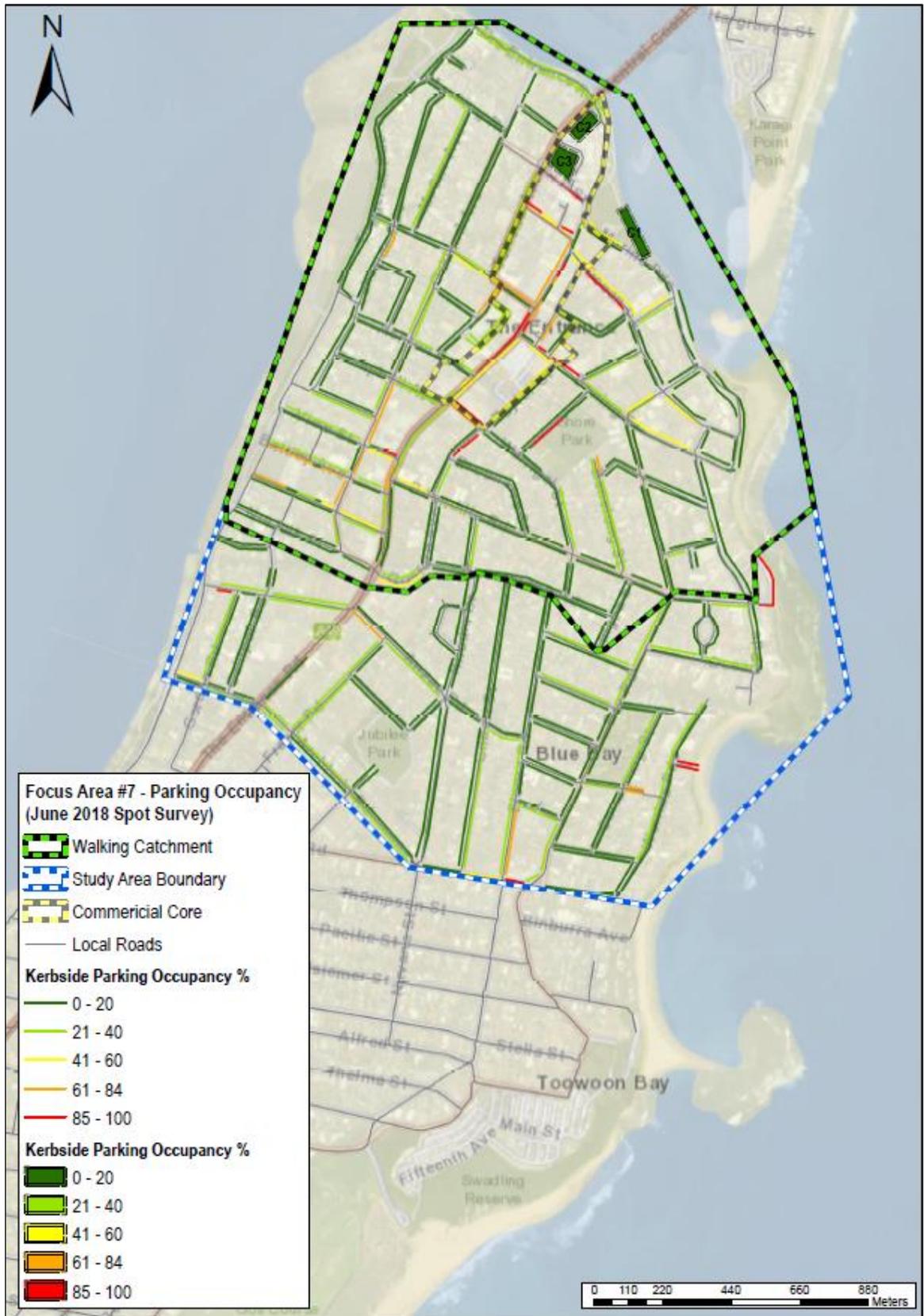


Figure 2.57: Focus Area #7 – The Entrance: Parking Occupancy (Non-Holiday Period June 2018)

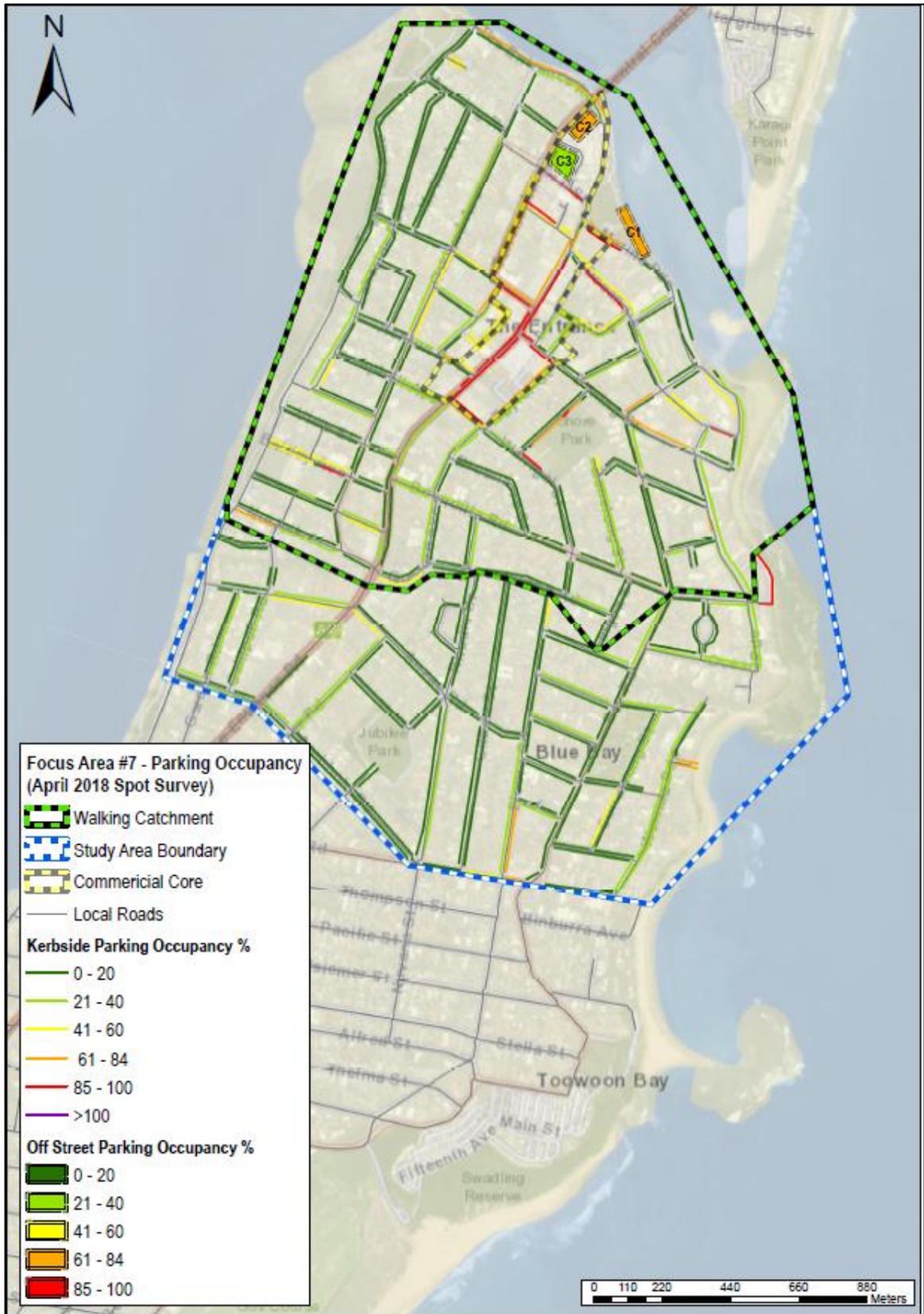


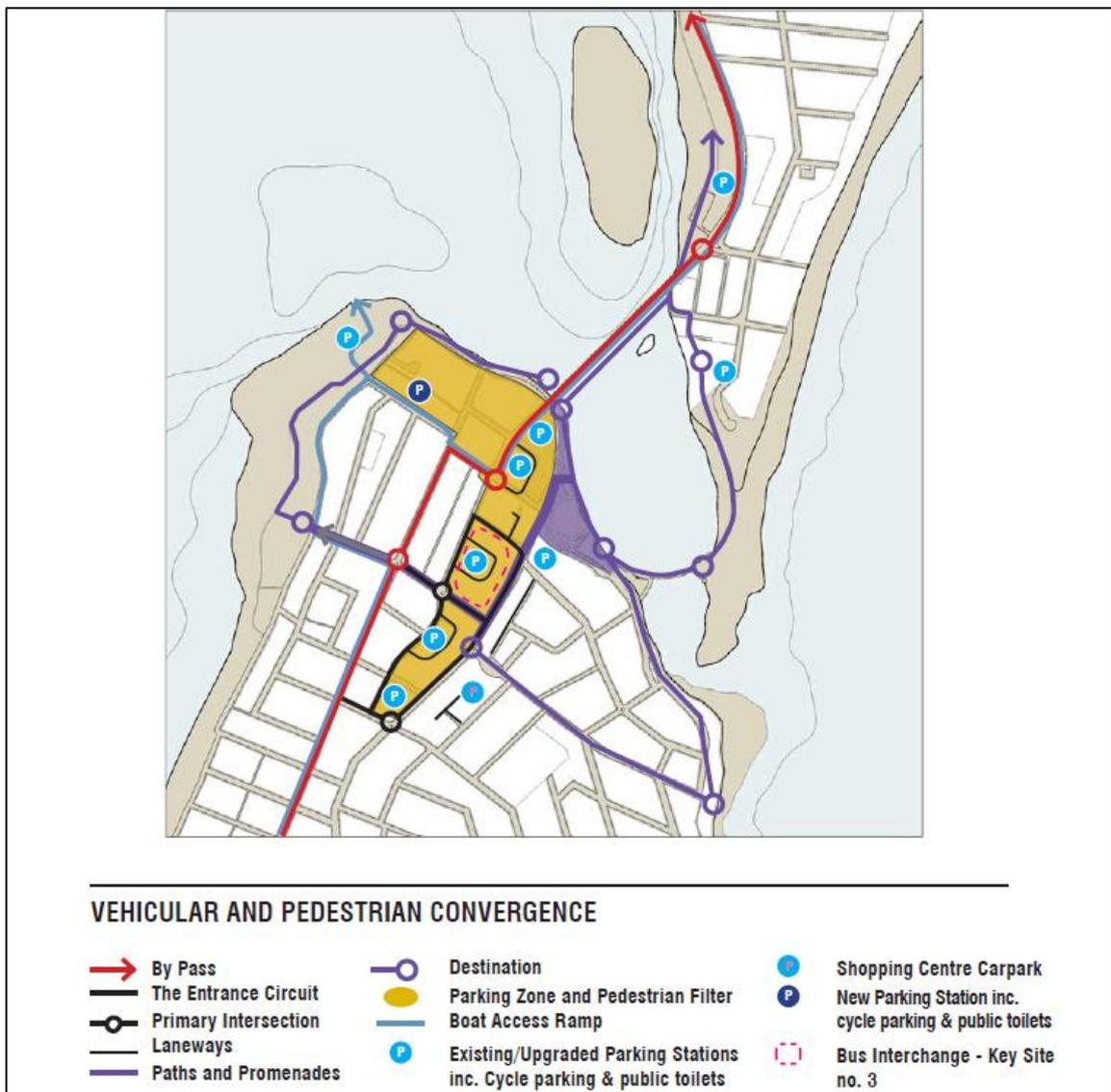
Figure 2.58: Focus Area #7 – The Entrance: Parking Occupancy (Holiday Period in April 2018)

Key points to note:

- there are in the order of 6,000 parking spaces within the study area, with 88% on-street and 12% off-street (i.e. Memorial Park car park, The Entrance Road car park, and The Entrance public car park);
- during the non-holiday period, kerbside parking was observed to be at 20% capacity, whilst the off-street parking was observed to be at 16%, which is below practical capacity of 85%;
- during the holiday period, kerbside parking was observed to be at 21% capacity, whilst the off-street parking was observed to be at 44%, which is below practical capacity of 85%; and
- whilst off-street parking demands increased during the holiday period, the survey recorded spare parking capacity at all off-street parking locations.

2.7.6 Planning Considerations

In December 2011, the former Wyong Shire Council released “The Entrance Town Centre Masterplan” to ‘establish a direction and vision for the future of the town’. Figure 2.54 provides an overview of the parking strategy outlined for town centre in the master plan.



Source: The Entrance Town Centre Master Plan

Figure 2.59: Focus Area #7 – The Entrance: Town Centre Master Plan: Parking

Key points to note:

- existing parking stations will be upgraded to include cycle parking and public toilets;
- a future parking station location is identified to the west of the commercial core on Manning Road in proximity to Lakeside Parade and McGirr Avenue;
- Council has purchased sites towards the western edge of the area for the proposed parking station;

- the intersection of Torrens Avenue and Fairview Avenue is planned to be upgraded to create a four (4) way intersection with Copnor Avenue;
- Copnor Avenue is planned to be extended to Campbell Avenue;
- the intersection of Campbell Avenue and The Entrance Road is planned to be upgraded to create a four (4) way intersection with Warrigal Street;
- an east–west pedestrian and cycle link is proposed across the bay connecting Marine Parade and Lakeside Circuit; and
- a bus interchange is proposed as part of the Ebbtide Mall development site at Torrens Avenue.

2.7.7 Summary

The Entrance is an established centre and tourist destination located 22km north-east of Gosford.

Based on a detailed review of the parking arrangements for The Entrance, the following is noted:

- parking demands within the study area are moderate (i.e. approximately 1,500 vehicles);
- The Entrance Commercial Core is a key ‘hot spot’ within the study area;
- there is spare capacity within all off-street parking areas including during the surveyed holiday period (i.e. Memorial Park car park, The Entrance Road car park, and The Entrance public car park); and
- The Entrance Town Centre Masterplan nominates a parking strategy for The Entrance, including the establishment of a new parking station on the western fringe of the commercial core. It is understood Council has acquired some sites at the nominated location to facilitate this future outcome.

Figure 2.60 illustrates the existing hot spot, spare off-street parking capacity, as well as the indicative location for a future parking station.



Figure 2.60: Focus Area #7 – The Entrance: Parking Analysis

In summary, there is no immediate requirement for additional parking within The Entrance. Furthermore, The Entrance Town Centre Master Plan sets out clear objectives and parking strategies for the town centre to facilitate predicted growth and development patterns. It will be important that the parking strategies are realised as the master plan comes to fruition.

It is also important to note that there appears to be spare off-street parking capacity within existing Council car parks (i.e. Memorial Park car park, The Entrance Road car park, and The Entrance public car park). These facilities should be better utilised now, potentially via improve signage and wayfinding.

2.8 FOCUS AREA #8: TERRIGAL

2.8.1 Land Use

Figure 2.61 illustrates the focus area boundary, existing land use zoning, and key trip attractors.

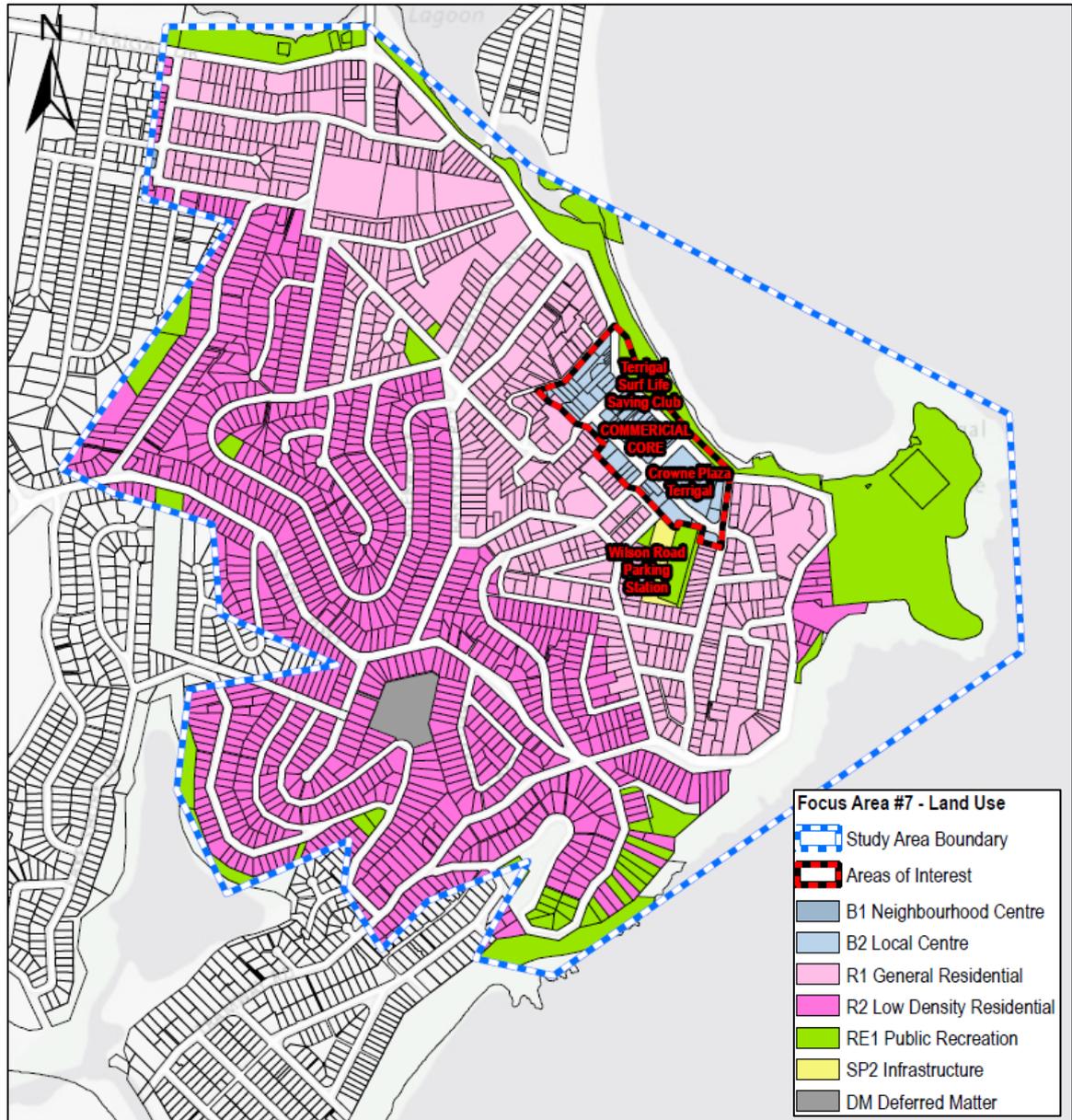


Figure 2.61: Focus Area #8 – Terrigal: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 8km and an area of approximately 210ha;
- the predominate land uses include local centre, low density residential, and general residential;
- there are several key trip attractors including the commercial core, and Terrigal Surf Life Saving Club.

2.8.2 Road Network

Figure 2.62 illustrates key elements of the road network within the study area.

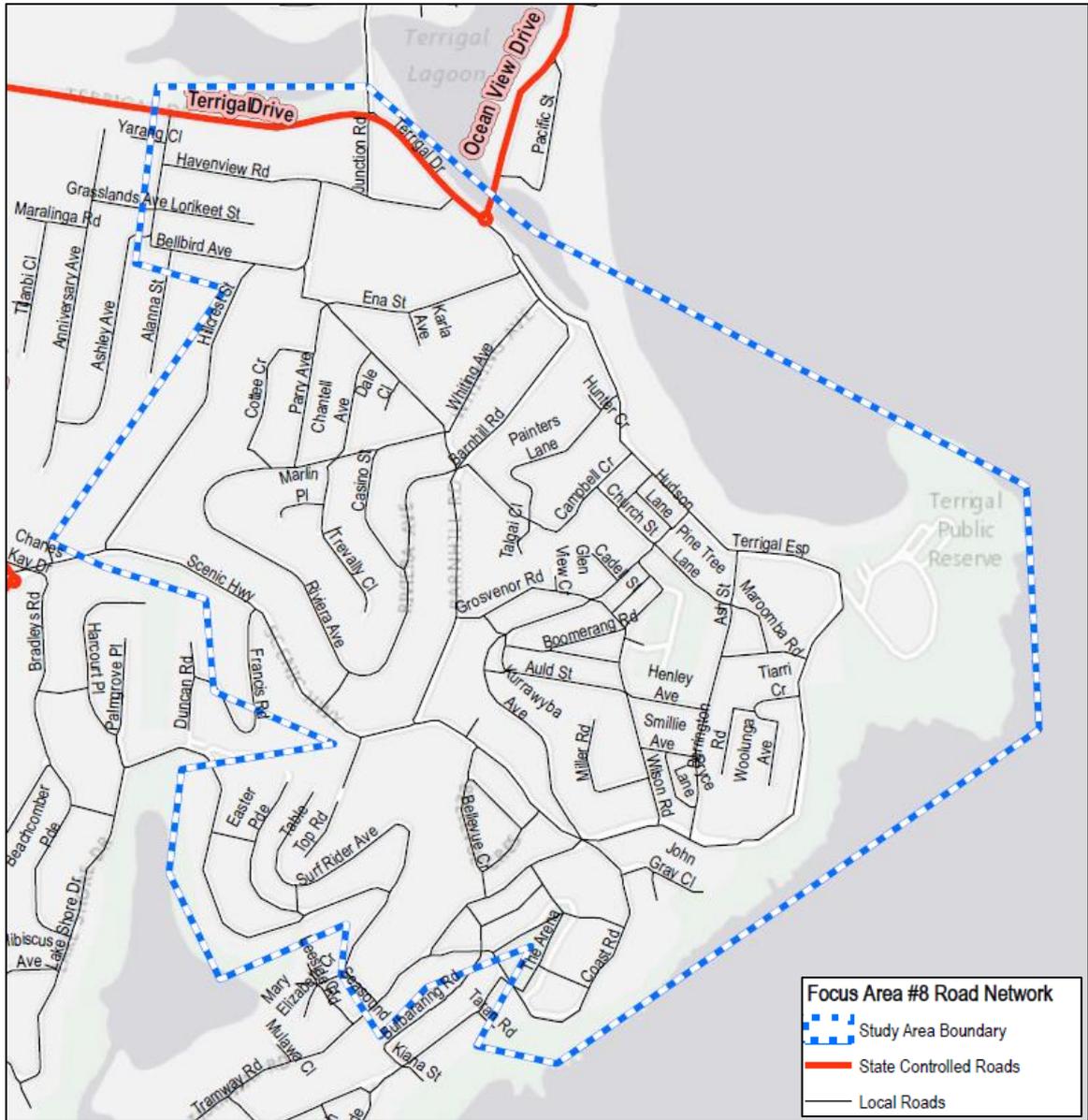


Figure 2.62: Focus Area #8 – Terrigal: Road Network

Table 2.34 provides a summary of key characteristics of the road network within the study area.

Table 2.34: Focus Area #8 – Terrigal: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Terrigal Drive	RMS	Arterial	2 lanes, two-way	50km/h
Terrigal Esplanade	Council	Local	2 lanes, two-way	40 - 60km/h
Scenic Highway	Council	Local	2 lanes, two-way	50km/h

RMS = NSW Department of Roads and Maritime Services

Key points to note are:

- there are two (2) routes into Terrigal, including via the Terrigal Esplanade and Scenic Highway; and
- most streets within the study area boundary are governed by the default urban speed limit of 50km/h.

2.8.3 Public Transport

Figure 2.63 illustrates bus routes and bus stops within the study area.



Figure 2.63: Focus Area #8 – Terrigal: Bus Routes and Stops

Table 2.35 provides a summary of relevant bus routes and their frequencies.

Table 2.35: Focus Area #8 – Terrigal: Bus Routes Details

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
67	Busways	Gosford, Erina Fair, Terrigal, North Avoca	15	23
68	Busways	Gosford, Erina Fair, Wamberal, Terrigal	20	32

Key points to note are:

- two (2) bus services operated by “Busways” run between Gosford and Terrigal via Erina Fair;
- most of the study area is within 400m (5-minute walk) of a bus stop; and
- the number and frequency of bus services within the study area is relatively low.

2.8.4 Active Transport

Figure 2.64 illustrates the existing active transport (walking and cycling) network in the study area.

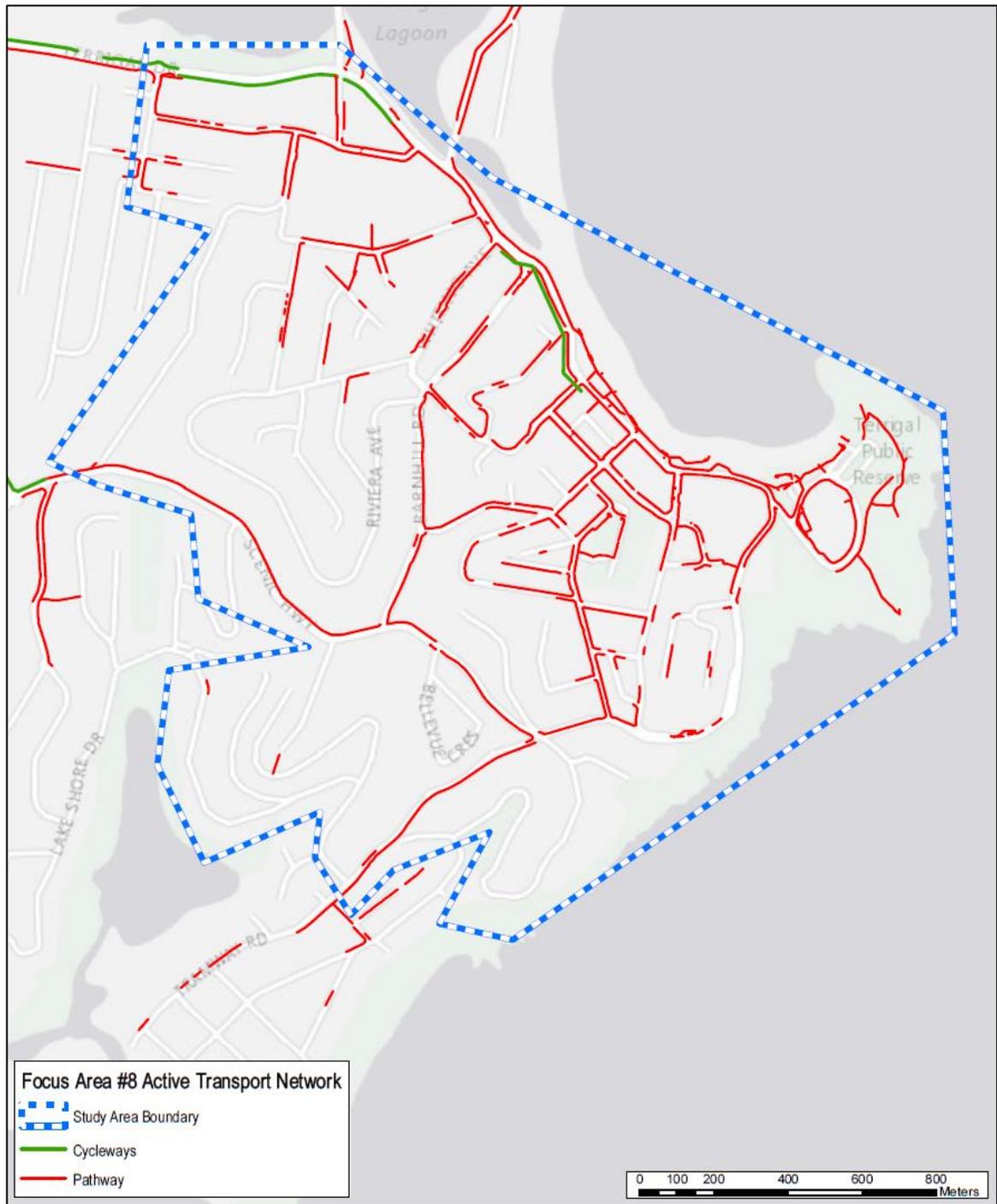


Figure 2.64: Focus Area #8 – Terrigal: Active Transport Network

Key points to note:

- there is a comprehensive pathway network within the commercial core and surrounds; and
- the existing cycle network is limited to sections along Terrigal Drive and Terrigal Esplanade.

2.8.5 Parking

Supply

Figure 2.65 illustrates the existing parking allocation within the study area.



Figure 2.65: Focus Area #8 – Terrigal: Parking Allocation

Table 2.36 provides a summary of the kerbside allocation by parking type.

Table 2.36: Focus Area #8 – Terrigal: Parking Allocation

Parking Type	Restriction	TOTAL (Spaces)
On-Street	5minP, 10minP, 1/2P, 1/4P, 1P, 2P, 4P, accessible, unrestricted	2,678
Wilson Road Parking Station (C1)	Unrestricted	425
Surf Life Saving Club Car Park (C2)	Unrestricted	73*
TOTAL		3,176
Walking Catchment	5minP, 1/2P, 1/4P, 1P, 2P, 4P, accessible, unrestricted	1,263

* C2 includes 5 x Council car parking spaces

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Demand

Figure 2.66 illustrates parking demands within the study area during a non-holiday period (June 2018) based on detailed survey data. Figure 2.67 illustrates parking demands during a holiday period (April 2018) based on desktop observations. The results are also summarised in Table 2.37 and Table 2.38 respectively.



Figure 2.66: Focus Area #8 – Terrigal: Parking Occupancy (Non-Holiday Period in June 2018)

Table 2.37: Focus Area #8 – Terrigal: Parking Occupancy (Non-Holiday Period in June 2018)

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street	5minP, 10minP, 1/2P, 1/4P, 1P, 2P, 4P, accessible, unrestricted	2,678	831	31%
Wilson Road Parking Station (C1)	Unrestricted	425	155	37%
Surf Life Saving Club Car Park (C2)	Unrestricted	73*	61	89%
TOTAL		3,176	1,047	33%
Walking Catchment	5minP, 1/2P, 1/4P, 1P, 2P, 4P, accessible, unrestricted	1,263	576	46%

* C2 includes 5 x Council car parking spaces

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere



Figure 2.67: Focus Area #8 – Terrigal: Parking Occupancy (Holiday Period in April 2018)

Table 2.38: Focus Area #8 – Terrigal: Parking Occupancy (Holiday Period in April 2018)

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street	5minP, 10minP, 1/2P, 1/4P, 1P, 2P, 4P, accessible, unrestricted	2,678	900	34%
Wilson Road Parking Station (C1)	Unrestricted	425	197	46%
Surf Life Saving Club Car Park (C2)	Unrestricted	73	61	89%
TOTAL		3,176	1158	37%
Walking Catchment	5minP, 1/2P, 1/4P, 1P, 2P, 4P, accessible, unrestricted	1,263	649	51%

* C2 includes 5 x Council car parking spaces

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Key points to note:

- there are in the order of 3,000 parking spaces within the study area, with 84% on-street and 16% off-street (i.e. Wilson Road parking station; and Terrigal Surf Life Saving Club car park);
- during the non-holiday period, kerbside parking was observed to be at 31% capacity, whilst the off-street parking was observed to be at 45%, which is below the practical capacity of 85%;
- during the holiday period, kerbside parking was observed to be at 34% capacity, whilst the off-street parking was observed to be at 69%, which is below the practical capacity of 85%;
- whilst off-street parking demands increased during the holiday period, the survey recorded spare parking capacity at all off-street parking locations; and
- there is significant spare capacity within walking distance of the foreshore (circa 550 to 700 spaces).

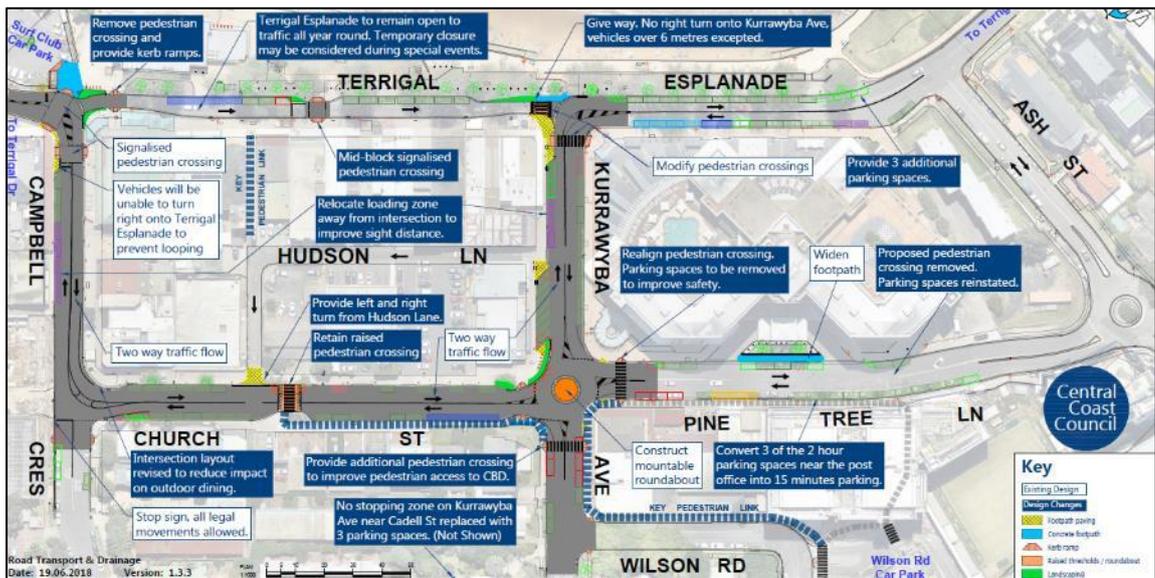
2.8.6 Planning Considerations

Figure 2.68 and Figure 2.69 illustrate the recently implemented improvements to traffic flows within Terrigal.



Source: Central Coast Council – Let's Talk Terrigal

Figure 2.68: Focus Area #8 – Terrigal CBD Traffic Flow Improvements (Overview)



Source: Terrigal CBD Traffic Flow Improvement Stage 1 Final Concept Design (May 2018)

Figure 2.69: Focus Area #8 – Terrigal: CBD Traffic Flow Improvements (Detail)

Key points in relation to the Terrigal parking plans are summarised below:

- Campbell Crescent, Church Street, Kurrawyba Avenue and Terrigal Esplanade have been converted back to two-way streets to improve traffic flows and parking opportunities;
- the Church Street / Kurrawyba Avenue / Pine Tree Lane intersection is now a roundabout;
- the intersection of Terrigal Esplanade / Campbell Crescent has been upgraded to include a signalised pedestrian crossing with banned right turns from Campbell Crescent towards Terrigal Esplanade;
- the intersection of Terrigal Esplanade / Kurrawyba Avenue has been modified to allow all movements with improved pedestrian crossings;
- a midblock signalised pedestrian crossing has been installed on Terrigal Esplanade;
- smart parking sensors have been installed at the Terrigal Surf Life Saving Club and The Haven; and
- Council to investigate a possible expansion of the existing Wilson Road Parking Station.

2.8.7 Summary

Terrigal is an established centre and tourist destination located 12km east of Gosford.

Based on a detailed review of the parking arrangements for Terrigal, the following is noted:

- parking demands within the study area are moderate (i.e. approximately 1,200 vehicles);
- the Terrigal Surf Life Saving Club is a key parking 'hot spot' within the study area and is at practical capacity (i.e. parking occupancy > 85%);
- there is significant spare parking capacity at the Wilson Road Parking Station which provides free all-day parking on the fringe of the commercial core and within 250m of the foreshore;
- Council is currently implementing traffic flow improvements within the commercial core, which will improve pedestrian access to the Wilson Road Parking Station; and
- Council has plans to investigate a possible expansion of the existing Wilson Road Parking Station.

Figure 2.70 illustrates the existing hot spot as well as the location of the Wilson Road Parking Station in proximity to the commercial core (i.e. walking distance).



Figure 2.70: Focus Area #8 – Terrigal: Parking Analysis

In summary, there is no immediate requirement for additional parking within Terrigal. Furthermore, the Wilson Road Parking Station is an existing Council asset which should be better utilised now, potentially via improved wayfinding signage and marketing. The parking station is ideally located on the fringe of the commercial core and within 250m of the foreshore, and with approximately 150 to 250 spare parking spaces, it provides capacity to accommodate future growth and development and tourism demands.

2.9 FOCUS AREA #9: WOY WOY

2.9.1 Land Use

Figure 2.71 illustrates the focus area boundary, existing land use zoning, and key trip attractors.



Figure 2.71: Focus Area #9 – Woy Woy: Study Boundary & Land Uses

Key points to note regarding the study area are:

- the study area has a perimeter of approximately 7.5km and an area of approximately 275ha;
- the predominate land uses include low density and general residential, and neighbourhood centre;
- there are several key trip attractors including the commercial core, Deepwater Plaza, Brisbane Water Secondary College, Brisbane Water Private Hospital, Woy Woy Public Hospital, Woy Woy Oval and the Peninsular Leisure Centre.

2.9.2 Road Network

Figure 2.72 illustrates key elements of the road network within the study area.

Table 2.39 provides a summary of key characteristics of the road network within the study area.

Table 2.39: Focus Area #9 – Woy Woy: Road Network

Road Name	Jurisdiction	Hierarchy	Typical Cross Section	Speed Limit
Railway Street	RMS	Arterial	3 / 4 lane, two-way	50km/h
Blackwall Road	RMS	Arterial	2 lanes, two-way	50km/h
Ocean Beach Road	RMS	Arterial	2 lanes, two-way	50km/h
Rawson Road	RMS	Arterial	2 lanes, two-way	50km/h
Woy Woy Road	RMS	Arterial	2 lanes, two-way	50km/h

RMS = NSW Department of Roads and Maritime Services

Key points to note are:

- Woy Woy is a peninsula, with access predominately via the Brisbane Water Drive;
- Ocean Beach Road is the main north-south route through the focus area; and
- most streets within the study area boundary are governed by the default urban speed limit of 50km/h.

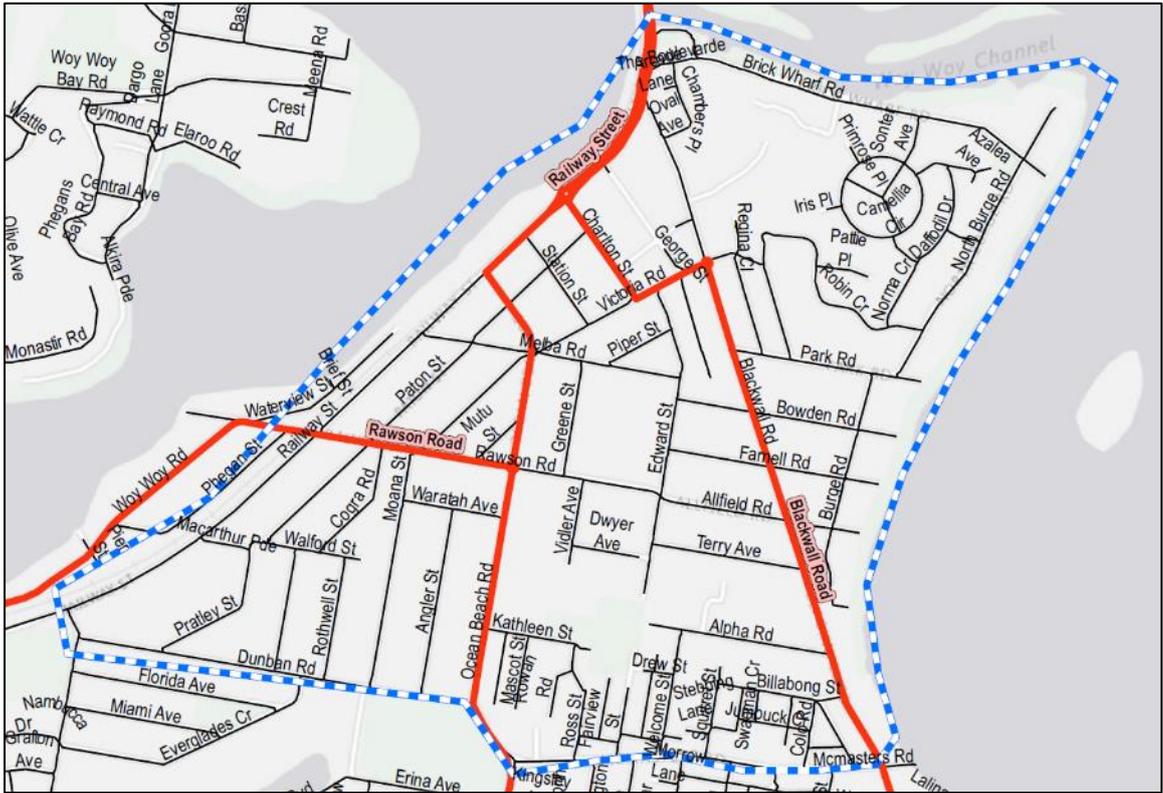


Figure 2.72: Focus Area #9 – Woy Woy: Road Network

2.9.3 Public Transport

Figure 2.73 illustrates bus routes and bus stops within the study area.

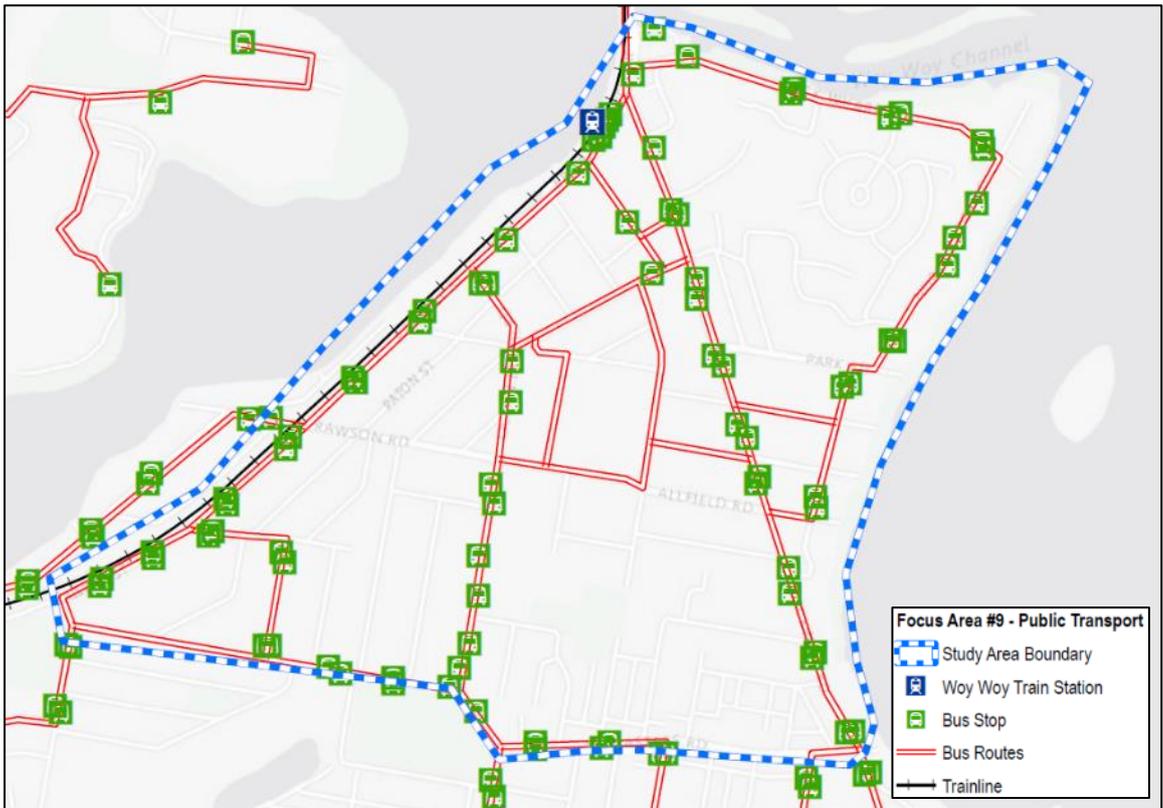


Figure 2.73: Focus Area #9 – Woy Woy: Bus Routes and Stops

Table 2.40 provides a summary of relevant bus routes and their frequencies.

Table 2.40: Focus Area #9 – Woy Woy: Bus Routes Details

Route No.	Provider	Servicing	No. of Weekday Services	No. of Weekends & Public Holiday Services
50	Busways	Woy Woy, Umina Beach via Ocean Beach Rd	39	27
54	Busways	Woy Woy, Umina Beach, Pearl Beach, via Cogra Rd	14	8
55	Busways	Gosford, Woy Woy, Umina Beach, Ettalong Beach	33	40
57	Busways	Woy Woy, Umina Beach, via Umina West	35	13
58	Busways	Woy Woy, Woy Woy Bay via Phegans Bay	10	2
59	Busways	Woy Woy, Wagstaffe via Ettalong Beach & Booker Bay	8	2
64	Busways	Gosford, Kincumber, Woy Woy via Booker Bay	23	27
70	Busways	Gosford, Woy Woy, Ettalong Beach via Priestley	11	10

Key points to note are:

- the “Central Coast and Newcastle Line” runs north–south along the western edge of the study area, with the Woy Woy Station Interchange (rail and bus) located adjacent to the commercial core;
- the number and frequency of bus services within the study area is relatively good; and
- there are eight (8) bus services operated by “Busways” which service the interchange.

2.9.4 Active Transport

Figure 2.74 illustrates the existing active transport (walking and cycling) network in the study area.

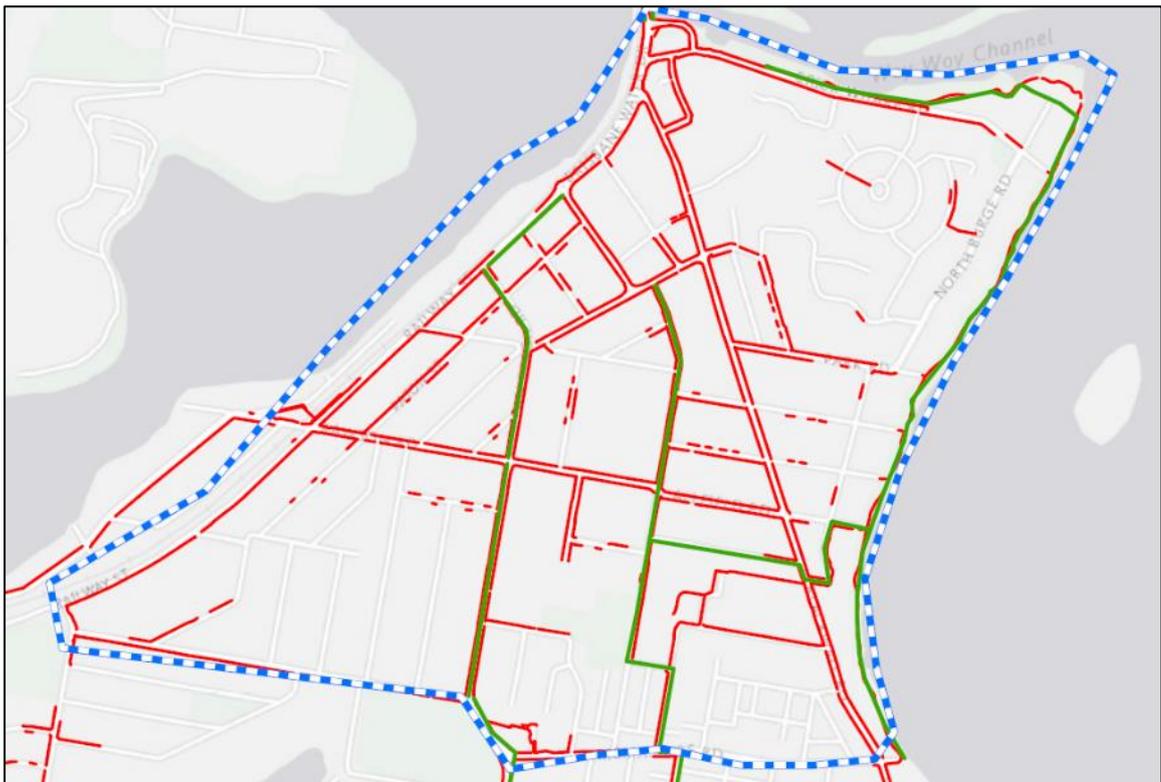


Figure 2.74: Focus Area #9 – Woy Woy: Active Transport Network

Key points to note:

- there is a comprehensive pathway network in the commercial core and around the Train Station;
- all roads within 800m walking distance (i.e. 10 minutes) of the Woy Woy Train Station generally have pathways on both sides of the road; and
- the cycle network is limited to sections along Ocean Beach Road, Edward Street, and the foreshore.

2.9.5 Parking

Supply

Figure 2.75 illustrates the existing parking allocation within the study area.



Figure 2.75: Focus Area #9 – Woy Woy: Parking Allocation

Table 2.41 provides a summary of the parking allocation by parking type.

Table 2.41: Focus Area #9 – Woy Woy: Parking Allocation

Parking Type	Restriction	TOTAL
On-Street (Commercial Core)	5minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted	249
On-Street (Other)	5minP, 10minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted	4,458
Commuter Car Park (C1)	Unrestricted	148
Deepwater Plaza (C2)	Unrestricted, except 212 x 4P spaces on ground level and 40 accessible spaces	1,541
Southern Overflow (C3)	Unrestricted, except 36 x 3P spaces	144
Northern Overflow (C4)	Unrestricted, except 31 x 2P spaces and two (2) accessible spaces	451
TOTAL		6,991
Walking Catchment	5minP, 10minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted	5,036

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Demand

Figure 2.76 illustrates the observed parking demand within the study area based on desktop observations.



Figure 2.76: Focus Area #9 – Woy Woy: Parking Occupancy

Table 2.42 provides a summary of the peak kerbside occupancy at 12.00pm on 2nd May 2018.

Table 2.42: Focus Area #9 – Woy Woy: Parking Occupancy

Parking Type	Restriction	Supply (spaces)	Demand (vehicles)	Occupancy (%)
On-Street (Commercial Core)	5minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted	249	133	53%
On-Street (Other)	5minP, 10minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted	4,458	1,158	26%
Commuter Car Park (C1)	Unrestricted	148	148	100%
Deepwater Plaza (C2)	Unrestricted, except 212 x 4P spaces on ground level and 40 accessible	1,541	1,373	89%
Southern Overflow (C3)	Unrestricted, except 36 x 3P spaces	144	99	69%
Northern Overflow (C4)	Unrestricted, except 31 x 2P spaces and two (2) accessible spaces	451	393	87%
TOTAL		6991	3,304	47%
Walking Catchment	5minP, 10minP, 1/2P, 1/4P, 1P, 2P, accessible, unrestricted	5,036	2,931	58%

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Key points to note:

- there are in the order of 7,000 parking spaces within the study area, with approximately 68% located on-street and approximately 32% off-street (i.e. commuter car park, Deepwater Plaza etc.);
- during the survey period, the kerbside parking supply was observed to be at 27% capacity (which is below the practical capacity of 85%), whilst the off-street parking supply was observed to be at 88% (which is close to fully occupied);
- there was limited spare capacity parking capacity in and around the Woy Woy Train Station and commercial core; and
- there is spare capacity on-street within walking distance from the train station (i.e. 2,100 spaces).

2.9.6 Planning Considerations

Council is currently preparing a master plan for Woy Woy. Key points to note:

- the master plan is due for completion by 30th June 2020;
- the aim of the master plan will be to “develop the Woy Woy Town Centre as a major growth centre”; and
- whilst there is limited publicly available data in relation to the master plan, it is reasonable to assume it will encourage increased development and associated economic activity within the commercial core, resulting in increased demand for parking within the study area.

2.9.7 Summary

Woy Woy is a developing centre located 12km south of Gosford. It benefits from access to an established urban transport network, including passenger rail services to the Sydney CBD.

Based on a detailed review of the parking arrangements for Woy Woy, the following is noted:

- parking demands within the study area are high (i.e. approximately 3,300 vehicles);
- the Woy Woy Train Station and Woy Woy Commercial Core are both key parking ‘hot spots’ within the study area and are both reaching practical capacity;
- the Woy Woy Train Station is a key commuter train station within the LGA;
- there is limited spare capacity in the all-day parking supply within the study area; and
- parking demands at Woy Woy Train Station appears to be spilling into surrounding areas, which is undesirable. This will get worse as patronage and parking demands increase in the future.

Figure 2.77 illustrates the existing hot spots as well as the ‘overflow’ parking around the station.



Figure 2.77: Focus Area #9 – Woy Woy: Parking Analysis

In summary, additional all-day parking supply in Woy Woy is required now. To plan for and mitigate the future all-day parking shortfall within the Woy Woy CBD, Council will need to:

- protect short-term on-street parking within the commercial core for business customers; and
- provide more all-day parking opportunities, quickly.

3. FORECAST PARKING DEMAND ANALYSIS

3.1 TRAIN STATIONS PARKING DEMANDS

3.1.1 Overview

The “Central Coast and Newcastle Line” runs through the LGA on an alignment approximately 10km west of the coastline. There are 13 stations on the rail line within the LGA of which seven (7) are identified as ‘focus areas’ in this study. Whilst Niagara Park, Narara, Point Clare, Tascott, and Koolewong are outside the scope of this study, for completeness and to provide a holistic assessment of ‘Park n Ride’ demands, estimated parking supply and demand figures for these stations are documented herein based on aerial photography.

Figure 3.1 indicatively illustrates the location of each train station and proximity to the Sydney CBD.



Source: www.sydneyrains.info/stations/network_map

Figure 3.1: Regional Train Network

Figure 3.2 illustrates the location of each train station in relation to the focus areas.

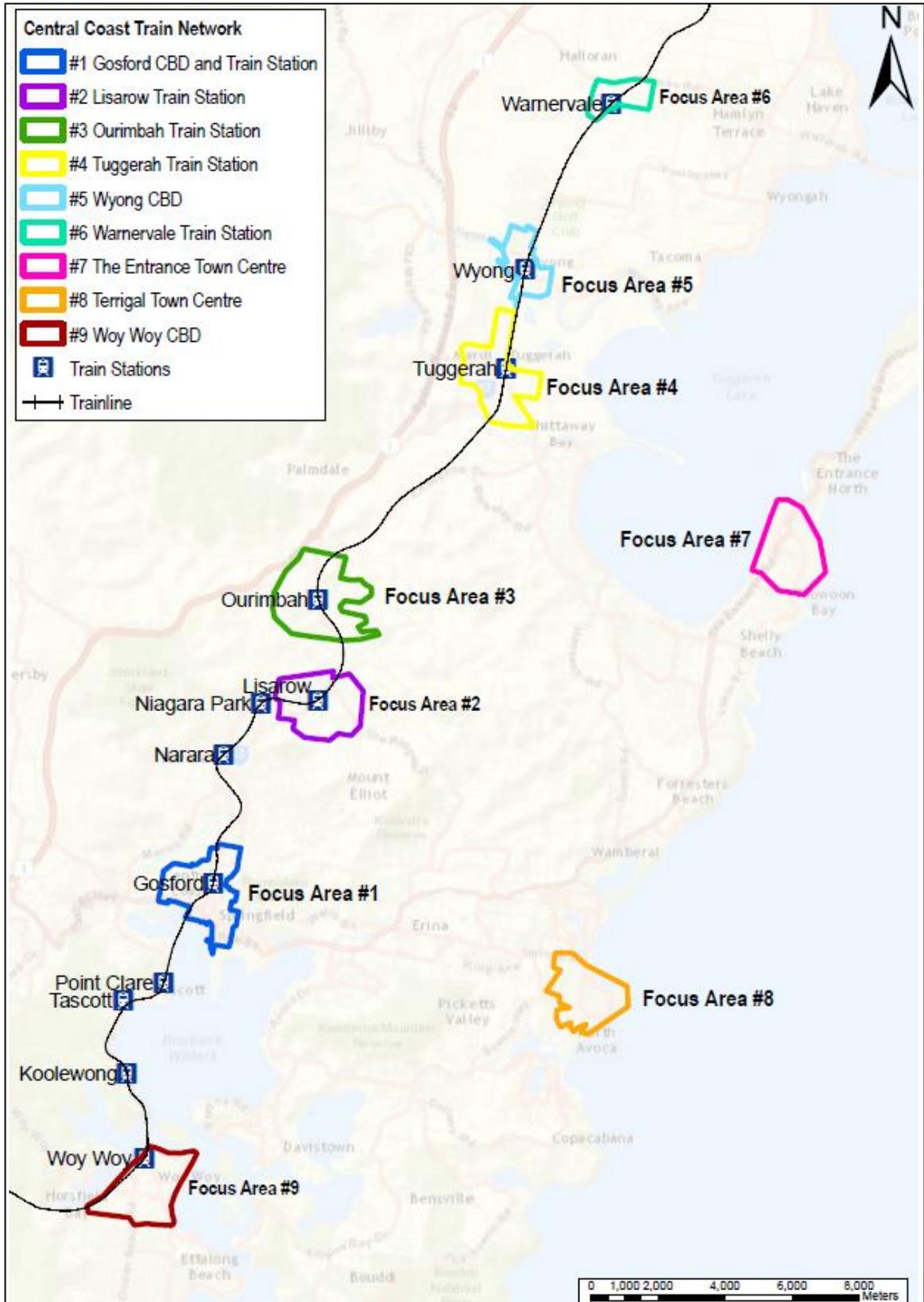


Figure 3.2: Central Coast Train Network

3.1.2 Existing Demands

Table 3.1 provides a summary of the existing parking supply and demand at each station. It is noted that Niagara Park, Narara, Point Clare, Tascott, and Koolewong are outside the scope of this study. Nevertheless, existing parking supply and demand figures are documented herein based on recent aerial photography.

Table 3.1: Train Station - Parking Review

Train Station	Focus Area	Parking Supply (spaces)	Parking Demand (vehicles)	% Occupied	Comment
Warnervale	6	78	71	91%	At practical capacity
Wyong (Commuter)	5	389	335	86%	At practical capacity
Wyong (Rose Street)		207	27	13%	Underutilised
Tuggerah	4	510	483	95%	At practical capacity
Ourimbah	3	140	95	68%	Underutilised
Lisarow	2	47	40	85%	At practical capacity with undesirable overflow onto Pacific Highway
Niagara Park	n/a	50	20	40%	Underutilised
Narara	n/a	80	100	>100%	At capacity with illegal parking in car park and overflow onto local road network
Gosford	1	1,119	1,058	95%	At practical capacity
Point Clare	n/a	100	50	50%	Underutilised
Tascott	n/a	60	30	50%	Underutilised
Koolewong	n/a	35	20	57%	Underutilised
Woy Woy	9	1,522	1,373	90%	At practical capacity
TOTAL Network	-	4,337	3,702	85%	At practical capacity

Key points to note:

- all major commuter train stations within the Central Coast LGA (i.e. Wyong, Tuggerah, Gosford, and Woy Woy) are currently at practical capacity (i.e. > 85% parking occupancy);
- the Rose Street Car Park has significant spare parking capacity (i.e. 180 spaces). Given its proximity to the Wyong Train Station (i.e. approximately 300 to 350m walking distance), it is an existing asset that could facilitate future growth in patronage at the Wyong Train Station (and surrounds);
- whilst only a minor train station, the Lisarow commuter car park is at practical capacity with undesirable / unsafe overflow parking occurring on the Pacific Highway; and
- whilst only a minor train station, the Narara commuter car park has exceeded its capacity threshold resulting in illegal parking within the car park (i.e. parallel parking within aisles etc.) as well as undesirable overflow parking into the adjacent local road network.

3.1.3 Timetable Review

Table 3.2 and Table 3.3 provide a summary of train services during June 2018. Whilst minor amendments have subsequently been made to the timetable, the following details are still relevant to this study.

Table 3.2: Train Station - Timetable Review: Inbound Train Service Details

Route	Weekday Inbound Services	Weekday Inbound Services to Sydney CBD	Weekday Inbound Services to Sydney Arriving 6–9am	Average Travel Time to Sydney CBD	Quickest Travel Time to Sydney CBD
Warnervale	26	18	1	1:51	1:43
Wyong	57	42	9	1:42	1:32
Tuggerah	57	42	9	1:39	1:29
Ourimbah	35	21	4	1:39	1:37
Lisarow	30	18	1	1:36	1:34
Niagara Park	30	18	1	1:33	1:32
Narara	35	21	4	1:31	1:30
Gosford	50	50	15	1:24	1:15
Point Clare	25	25	5	1:23	1:22
Tascott	25	25	5	1:21	1:20
Koolewong	25	25	5	1:18	1:17
Woy Woy	50	50	15	1:14	1:08
Wondabyne	20	20	5	1:09	1:08

Table 3.3: Train Station - Timetable Review: Outbound Train Service Details

Route	Weekday Outbound Services	Weekday Outbound Services from Sydney CBD	Weekday Outbound Services from Sydney 4–7pm	Average Travel Time from Sydney CBD	Quickest Travel Time from Sydney CBD
Wondabyne	21	21	5	1:08	1:08
Woy Woy	52	52	16	1:14	1:09
Koolewong	27	27	5	1:17	1:15
Tascott	27	27	5	1:21	1:17
Point Clare	27	27	5	1:23	1:19
Gosford	52	52	16	1:25	1:18
Narara	34	25	5	1:32	1:26
Niagara Park	34	25	5	1:34	1:28
Lisarow	34	25	5	1:36	1:30
Ourimbah	34	25	5	1:40	1:34
Tuggerah	52	43	10	1:40	1:30
Wyong	52	43	10	1:43	1:33
Warnervale	30	22	2	1:49	1:41

Key points to note are:

- Gosford and Woy Woy Train Stations are the main commuter stations within the Central Coast LGA, with 15 direct inbound services to Sydney CBD in the morning peak (6:00 to 9:00) and 16 direct outbound services from CBD in the afternoon peak (16:00 to 19:00);
- Wyong and Tuggerah Train Stations are also commuter stations with 10 direct inbound and outbound services to Sydney CBD in the morning peak and 10 outbound services in the afternoon peak;
- the travel time to / from Sydney CBD via Woy Woy and Gosford is approximately 70 and 80 minutes respectively, compared to approximately 90 to 100 minutes via Tuggerah and Wyong; and
- stations either side of the four (4) main commuter stations have very limited daily and peak services.

3.1.4 Patronage Review

Table 3.4 and Figure 3.3 provide a summary of train patronage data sourced from TfNSW for a seven (7) day period between the 21st and 27th November 2016. Data was recorded for each OPAL card 'tap on' or 'tap off' at each station within the Central Coast LGA.

Table 3.4: Train Station - Patronage Review

Route	TAP ON's	TAP OFF's	TAP ON's + OFF's	Estimated Patronage	Proportion
Warnervale	71	89	160	80	0.6%
Wyong	1,141	1,131	2,272	1,136	9.2%
Tuggerah	1,078	1,044	2,122	1,061	8.6%
Ourimbah	96	104	200	100	0.8%
Lisarow	67	62	129	64	0.5%
Niagara Park	13	27	40	20	0.2%
Narara	206	264	470	235	1.9%
Gosford	5,167	5,229	10,396	5,198	42.0%
Point Clare	48	58	106	53	0.4%
Tascott	31	43	75	37	0.3%
Koolewong	4	23	27	14	0.1%
Woy Woy	4,491	4,402	8,893	4,446	36.0%
TOTAL	12,342	12,388	24,730	12,365	100%

Note: No data available for Wondabyne Train Station

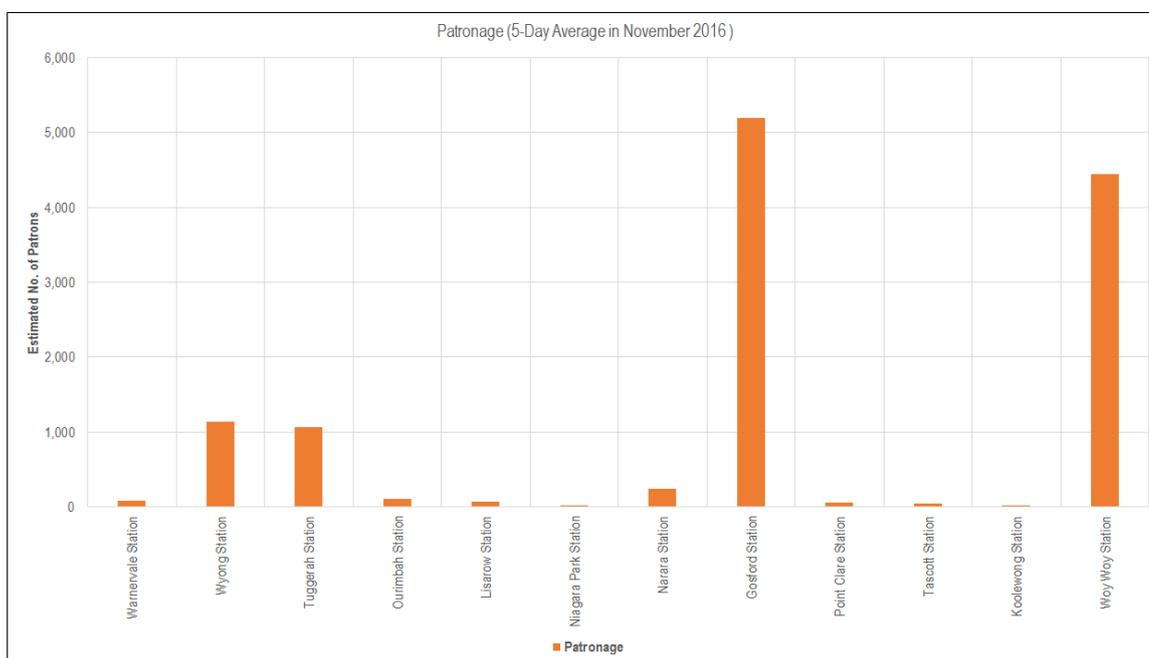


Figure 3.3: Train Station - Patronage Details (5-Day Average in November 2016)

Key points to note are:

- 80% of all trips (i.e. 19,289 / 24,730) either started or finished at Gosford or Woy Woy Train Stations;
- 50% of all 'tap ons' (i.e. 5,813 / 12,413) occurred at either Gosford or Woy Woy Train Stations before 8:00AM in the morning, which confirms these stations are commuter stations;
- Wyong and Tuggerah Train Stations both attract over 1,000 patrons per day; and
- stations either side of the four (4) main commuter stations have very limited patronage (i.e. less than 100 patronages per day).

3.1.5 Future Demands

In order to forecast potential future parking demands at each station, we have considered two (2) methods:

- **Method A:** based on forecast population growth within the Central Coast LGA; and
- **Method B:** based on historical recorded growth in rail patronage on the Central Coast Newcastle Line.

As noted previously, the existing population of 340,000 people (2016) within the Central Coast LGA is predicated to increase by 22% to 415,000 people over the next 20 years (2036), at a rate of 1.1% per annum.

Figure 3.4 illustrates the total monthly trips on the Central Coast Newcastle Line based on OPAL card data sourced from TfNSW between July 2016 and July 2018. Table 3.5 provides a summary of the annual trips as well as the annual patronage growth rate.

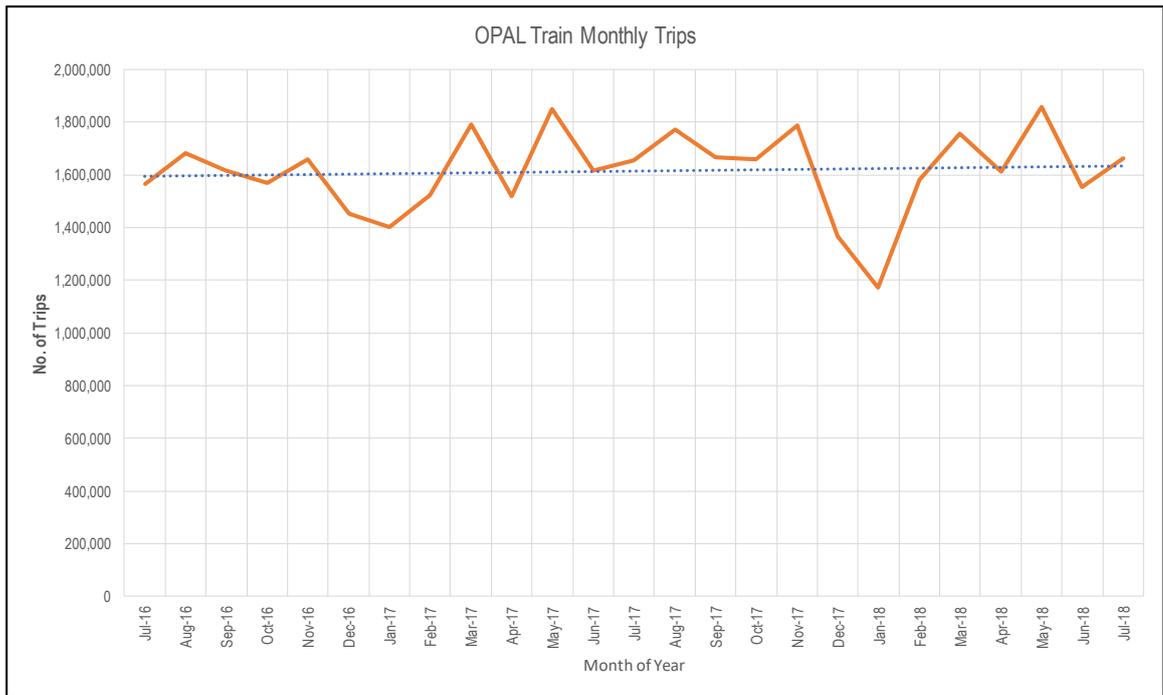


Figure 3.4: Monthly Trips on Central Coast Newcastle Line

Table 3.5: Train Station - Patronage: Historical Growth

Year	Total Annual Trips	Increase in Month Trips	No. of Years	Growth Rate
2016	19,250,183	-	-	-
2017	19,441,239	191,056	1	1.0%

Source: <https://opendata.transport.nsw.gov.au/dataset/opal-trips-train/resource/a7ca1e62-a4b9-432e-8a60-6aca1a6311eb#{}>

Key points are:

- the monthly patronage on the Central Coast Newcastle Line fluctuates throughout the year, with reduced demands in December / January, and increased demands in May;
- the monthly patronage ranged from 1.2 to 1.8 million trips per month, with an average of 1.6 million; and
- patronage on the Central Coast Newcastle Line has increased by 1.0% per annum (p.a.) over the past two (2) years. This aligns with the forecast Central Coast LGA population growth (1.1% p.a.)

Based on the above, a linear growth rate of 1.0% p.a. has been applied to the 2018 commuter car parking demands at each train station within the Central Coast LGA to forecast potential future demands in 2038. This equates to a growth factor of 20% (i.e. 1.0% p.a. for 20 years).

Results of this analysis are summarised in Table 3.6.

Table 3.6: Train Station Parking Demand Forecast (2038)

Train Station	Focus Area	Parking Supply (spaces)	2018 Demand (vehicles)	2038 Demand (vehicles)	2038 % Occupied	Comment
Warnervale	6	78	71	85	>100%	At capacity
Wyong (Commuter)	5	389	335	402	>100%	At capacity
Wyong (Rose Street)		207	27	32	16%	Underutilised
Tuggerah	4	510	483	580	>100%	At capacity
Ourimbah	3	140	95	114	81%	Reaching practical capacity
Lisarow	2	47	40	48	>100%	At capacity
Niagara Park	n/a	50	20	24	48%	Underutilised
Narara	n/a	80	100	120	>100%	At capacity
Gosford	1	1,119	1,058	1,270	>100%	At capacity
Point Clare	n/a	100	50	60	60%	Underutilised
Tascott	n/a	60	30	36	60%	Underutilised
Koolewong	n/a	35	20	24	69%	Underutilised
Woy Woy	9	1,522	1,373	1,648	>100%	At capacity
TOTAL Network	-	4,337	3,702	4,442	>100%	At capacity

Key points to note:

- there could be a significant shortfall in parking at all major commuter train stations within the Central Coast LGA, particularly at stations which are already at practical capacity; and
- the future parking demands listed for Warnervale and Ourimbah do not take into consideration the respective master plans which are currently in place. Whilst it is difficult to estimate patronage and parking demands at these stations in the future, it is reasonable to assume the master planning process would include provision for future parking requirements.

3.1.6 Summary

In summary:

- there is a total of 13 train stations within the LGA, including four (4) major commuter train stations (i.e. Wyong, Tuggerah, Gosford and Woy Woy);
- 96% of all passenger trips on the Central Coast typically start or finish at one (1) of the four (4) major commuter train stations, of which 80% occur at either Gosford or Woy Woy Train Stations;
- the travel time to / from Sydney CBD via Woy Woy and Gosford is approximately 70 and 80 minutes respectively, compared to approximately 90 to 100 minutes via Tuggerah and Wyong;
- the parking demands at all major commuter train stations within the Central Coast LGA (i.e. Wyong, Tuggerah, Gosford, and Woy Woy) are currently at practical capacity (i.e. > 85% parking occupancy);
- all non-commuter train stations have limited train services, low patronage, and low parking demands;
- parking demands at Gosford and Woy Woy Train Stations appears to be spilling into surrounding areas, which is undesirable. This will get worse as patronage and parking demands increase;
- the Rose Street Car Park in Wyong has significant spare parking capacity (i.e. 180 spaces). Given its proximity to the train station (i.e. approximately 300 to 350m walking distance), it is a key asset that could facilitate future growth in patronage at the Wyong and Tuggerah Train Station;
- whilst only a minor train station, the Lisarow commuter car park is at practical capacity with undesirable / unsafe overflow parking occurring on the Pacific Highway; and
- whilst it is difficult to estimate patronage and parking demands at Ourimbah and Warnervale Train Stations (existing and new), it is reasonable to assume that the roll out of the respective master plans process would include provision for future parking requirements.

3.2 FOCUS AREA PARKING DEMANDS

3.2.1 Future Demands

In order to forecast potential future parking demands within each focus area in the short (2023), medium (2028), and long (2038) term, the following methodology has been adopted and agreed with Council:

- **At Train Stations:** 1.1% p.a. (linear) based on historical train patronage growth; and
- **All other areas within the Focus Area:** based on focus area specific population growth (linear).

Table 3.7 provide a summary of the population forecast and resultant 'growth factors' for each focus area.

Table 3.7: Forecast Population Growth by Focus Area

Population Area	Population Forecast					Growth Factor (Linear)		
	2016	2021	2026	2031	2036	2018 to 23	2018 to 28	2018 to 38
1 – Gosford Central District	20,576	23,066	24,908	27,154	29,435	110.5%	118.9%	136.0%
2 – Lisarow / Mt Elliot	5,419	5,398	5,414	5,590	5,900	99.9%	101.4%	111.1%
3 – Ourimbah / Palmdale / Kangy Angy	4,585	4,634	4,710	4,897	5,208	101.3%	103.9%	115.1%
4 – Tuggerah / Mardi	5,975	5,932	5,987	6,632	7,839	99.9%	104.8%	136.7%
5 – Wyong	4,329	5,209	5,512	5,828	6,747	114.5%	120.3%	145.8%
6 – Warnervale / Wallarah / Bushells / Ridge	1,107	2,188	4,931	8,089	11,648	208.7%	309.6%	409.6%
7 – The Entrance / The Entrance North	5,788	6,551	7,521	8,261	9,007	113.8%	126.6%	145.2%
8 – Terrigal / North Avoca	14,126	15,339	15,265	15,219	15,103	105.0%	104.5%	103.3%
9 – Woy Woy / Blackwall	12,775	12,966	13,300	13,419	13,619	101.9%	103.8%	106.5%

Source: <http://forecast.id.com.au>

why half of previous report?

Table 3.9 provides a summary of the forecast parking demands for each focus area.

Table 3.8: Forecast Parking Demands by Focus Area

Focus Area	Supply (spaces)	Demand		Forecast Demand (spaces occupancy)						Total Growth (p.a.)
		2018		Short Term (2023)		Medium Term (2028)		Long Term (2038)		
#1 Gosford	7,024	5,368	76%	5,876	84%	6,297	90%	7,149	102%	1.7%
#2 Lisarow	2,532	280	11%	281	11%	284	11%	301	12%	0.4%
#3 Ourimbah	2,491	511	21%	515	21%	531	21%	587	24%	0.7%
#4 Tuggerah	5,688	2,907	51%	2,933	52%	3,071	54%	3,899	69%	1.7%
#5 Wyong	3,351	1,151	34%	1,277	38%	1,344	40%	1,594	48%	1.9%
#6 Warnervale	771	120	17%	182	26%	238	33%	298	42%	7.4%
#7 The Entrance	6,017	1,149	19%	1,295	22%	1,463	24%	1,644	27%	2.2%
#8 Terrigal	3,176	1,056	33%	1,112	35%	1,147	36%	1,172	37%	0.5%
#9 Woy Woy	6,991	3,304	47%	3,343	48%	3,403	49%	3,506	50%	0.3%

why half of previous report?

Key points to note:

- parking demands within Gosford are likely to reach practical capacity in the short term (i.e. >85%) and exceed theoretical capacity in the long term (i.e. > 100%); and
- there is likely to be capacity available within all other focus areas in the short, medium, and long term.

In reviewing the forecast results, the following limitations should be noted:

- the methodology is very simplistic and does not consider specific developments / master plans etc.; and
- the forecast parking demands for each focus area represent a 'global statistic' and are somewhat misleading. That is, any spare parking capacity is likely to be on the fringe of the focus area away from key parking generators within the commercial cores.

3.2.2 Focus Area #1: Gosford

Figure 3.5, Figure 3.6, and Figure 3.7 illustrate the estimated future parking occupancy within Gosford in the short (2023), medium (2028), and long (2038) term respectively.

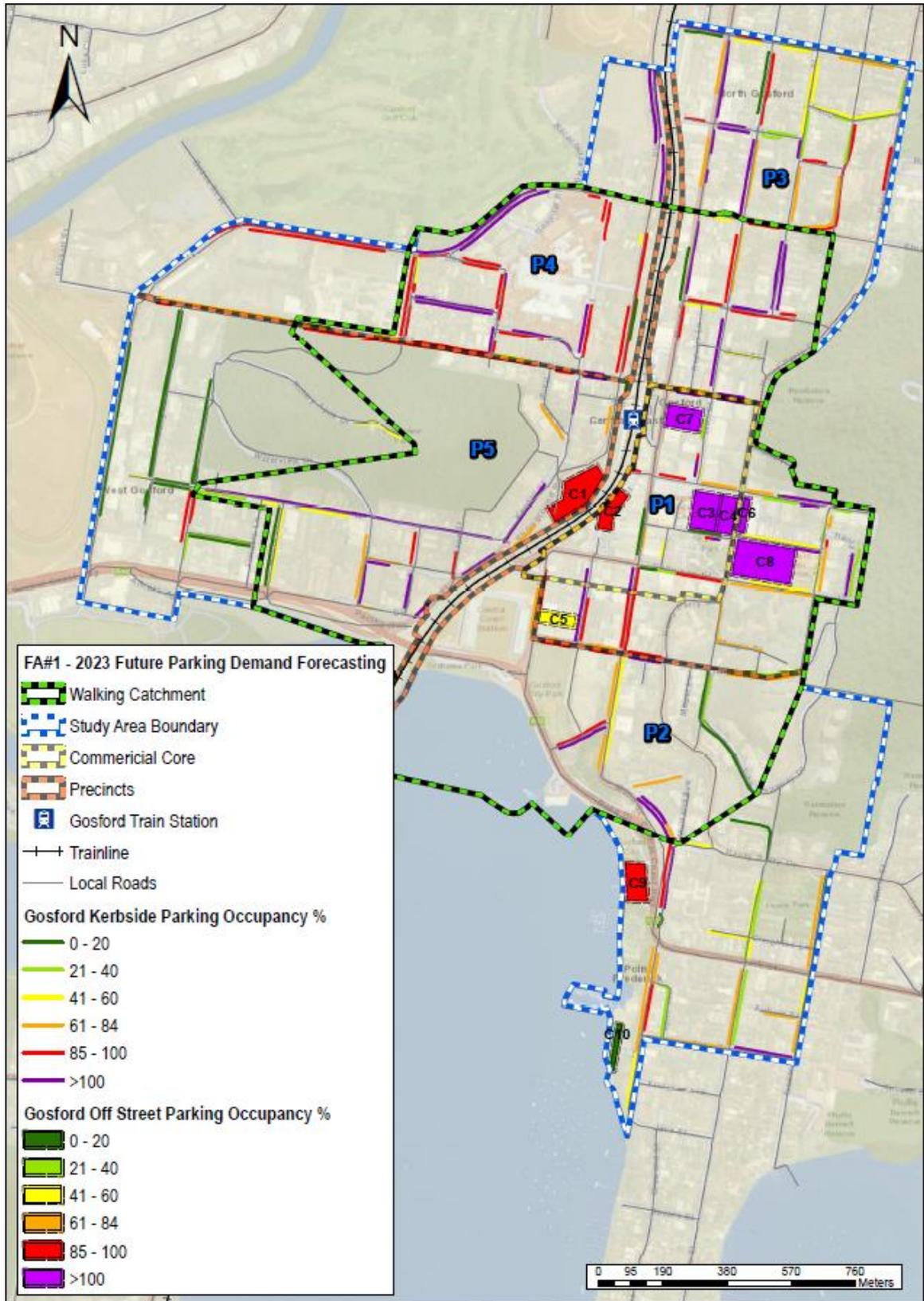


Figure 3.5: Focus Area #1 – Gosford: Forecast Parking Demand | Short Term (2023)

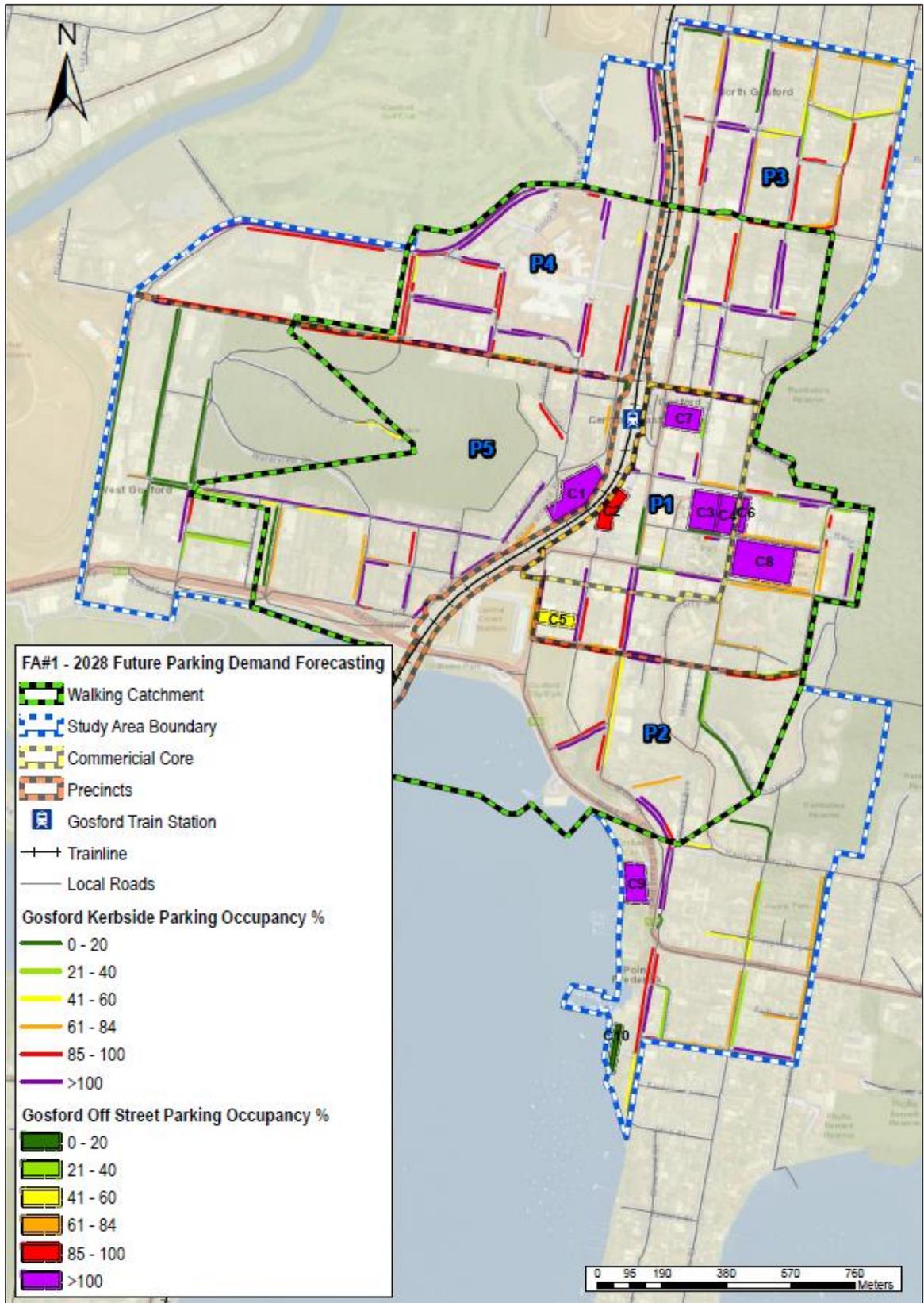


Figure 3.6: Focus Area #1 – Gosford: Forecast Parking Demand | Medium Term (2028)

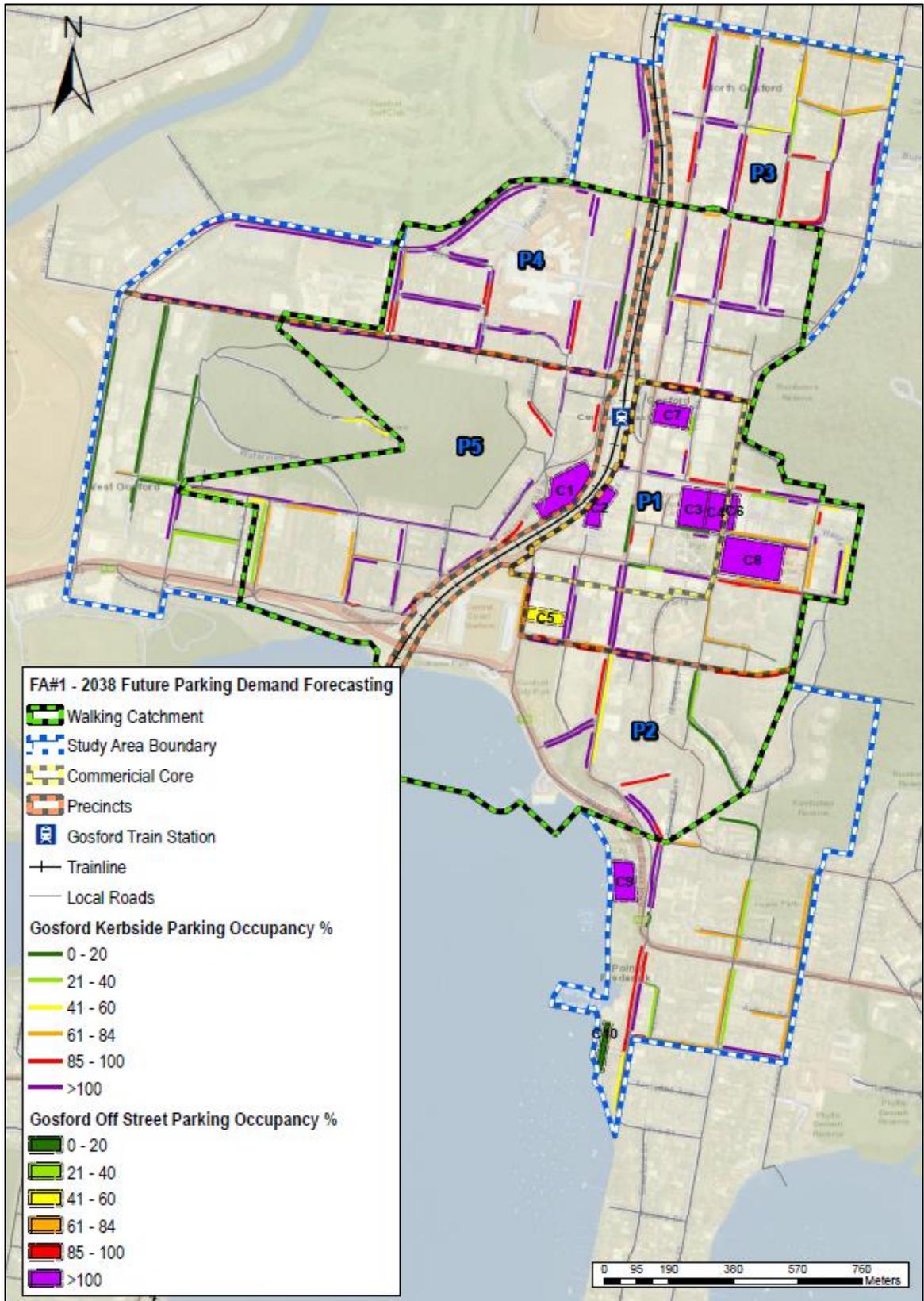


Figure 3.7: Focus Area #1 – Gosford: Forecast Parking Demand | Long Term (2038)

Table 3.9: Focus Area #1 – Gosford: Forecast Parking Demand

Precinct	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
1 – Commercial Core	2,804	2,230 (80%)	2,461 (88%)	2,650 (95%)	3,033 (108%)	Yes
2 – CBD South	752	444 (59%)	489 (65%)	528 (70%)	602 (80%)	No
3 – CBD North	685	477 (70%)	524 (76%)	567 (83%)	648 (95%)	Yes
4 – Health & Education	856	739 (86%)	819 (96%)	877 (102%)	1,004 (117%)	Yes
5 – Station & Surrounds	1,927	1,478 (77%)	1,583 (82%)	1,675 (87%)	1,862 (97%)	Yes
TOTAL	7,024	5,368	5,876	6,297	7,149	Yes
Walking Catchment	5,415	4,416 (82%)	4,826 (89%)	5,165 (95%)	5,856 (108%)	Yes

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Key points to note:

- parking demands within the study area are currently extremely high (i.e. > 5,000 vehicles), with the majority of this occurring within 400m walking distance from the train station (i.e. >4,400 vehicles);
- parking demands within the study area are likely to reach practical capacity in the short term (i.e. >85%) and exceed theoretical capacity in the long term (i.e. > 100%); and
- shortfalls are likely to occur within the commercial core (Precinct 1 / Market #2), within the CCLHD (Precinct 4 / Market #3), and around the Gosford Train Station (Precinct 5 / Market #1), in the short (2023), medium (2028), and long (2038) term.

Based on the above forecasts and with a target occupancy rate of 85%, we estimate the following shortfalls:

- Precinct 1 (core) = 200, 400, and 1,000 spaces in the short, medium, and long term respectively;
- Precinct 4 (CCLHD) = 100, 200, and 400 spaces in the short, medium, and long term respectively; and
- Precinct 5 (train station) = 200, 400, and 600 spaces in the short, medium, and long term respectively.

It is important to note that the above results do not take into consideration:

- the pending redevelopment of Kibbleplex (i.e. minus 535 spaces from the core);
- the ATO and Finance Buildings operating at capacity (i.e. plus ~600 vehicles within the core); or
- the GDH redevelopment operating at capacity (i.e. plus ~200 to 300 vehicles within the CCLHD).

Noting the above and with a target occupancy rate of 85%, we estimate the following revised shortfalls:

- Precinct 1 (core) = 500, 1,500, and 2,000 spaces in the short, medium, and long term respectively;
- Precinct 4 (CCLHD) = 400, 600, and 800 spaces in the short, medium, and long term respectively; and
- Precinct 5 (train station) = 200, 400, and 600 spaces in the short, medium, and long term respectively.

3.2.3 Focus Area #2: Lisarow

Figure 3.8, Figure 3.9, and Figure 3.10 illustrate the estimated future parking occupancy within Lisarow in the short (2023), medium (2028), and long (2038) term respectively.

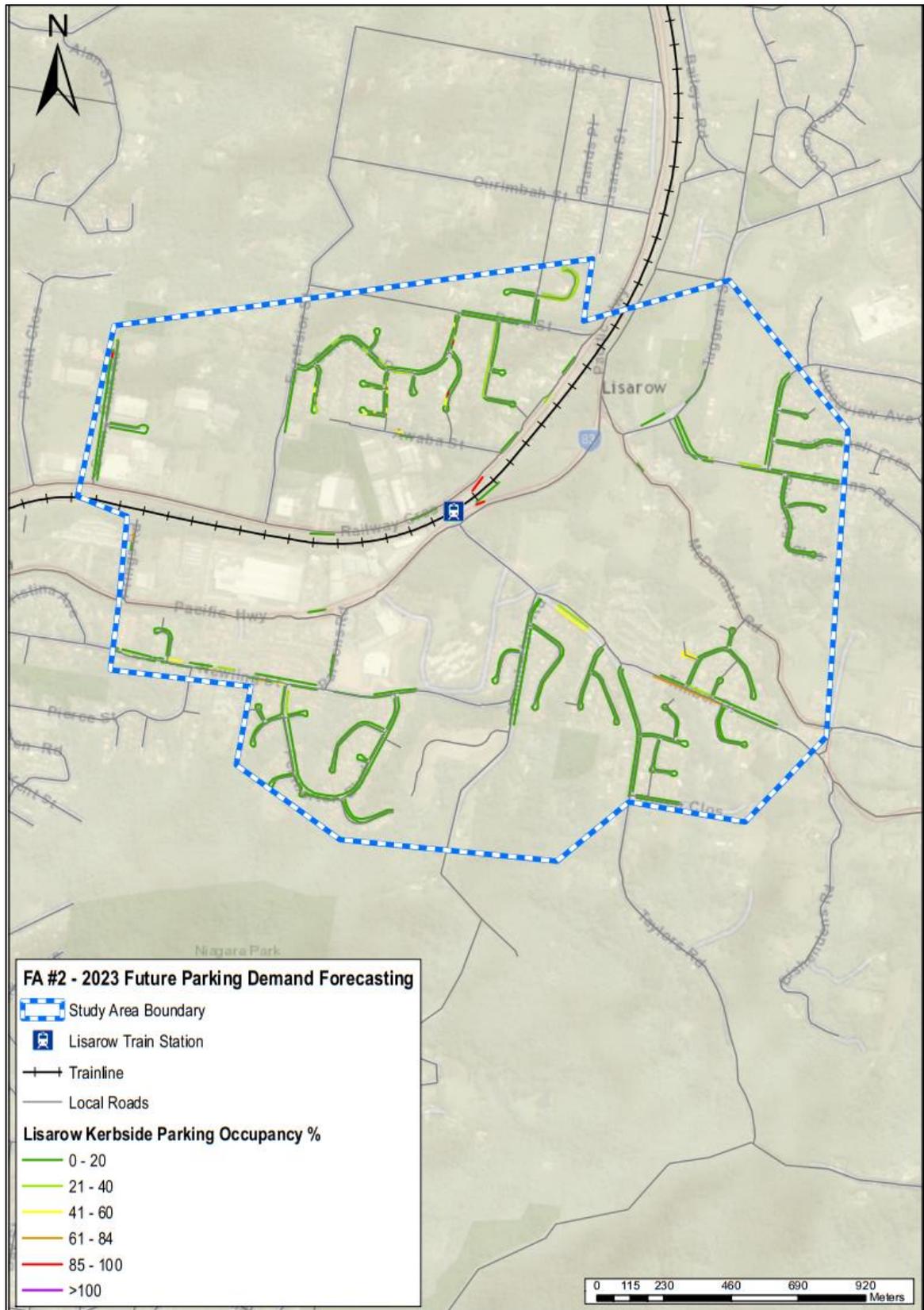


Figure 3.8: Focus Area #2 – Lisarow: Forecast Parking Demand | Short Term (2023)

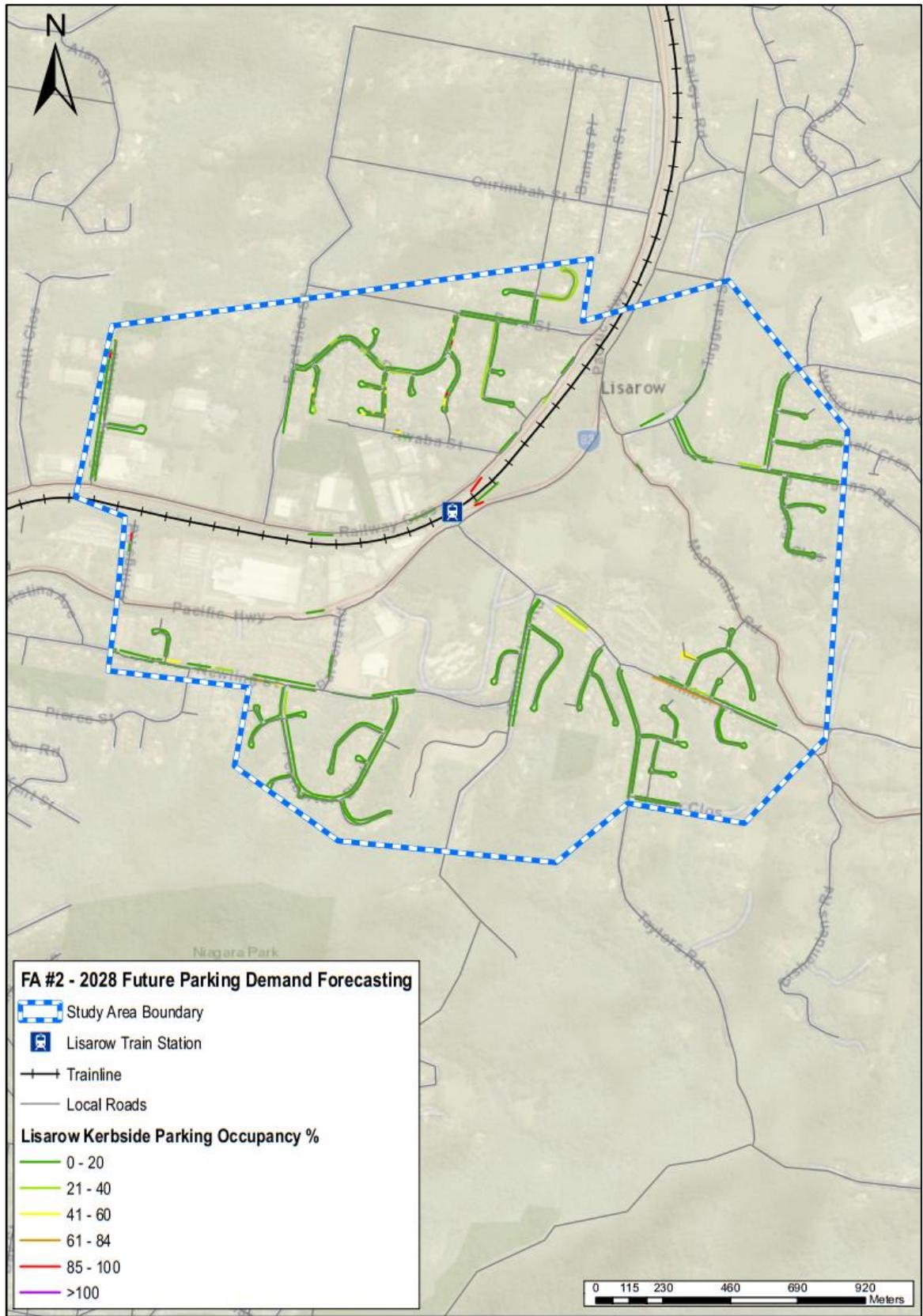


Figure 3.9: Focus Area #2 – Lisarow: Forecast Parking Demand | Medium Term (2028)

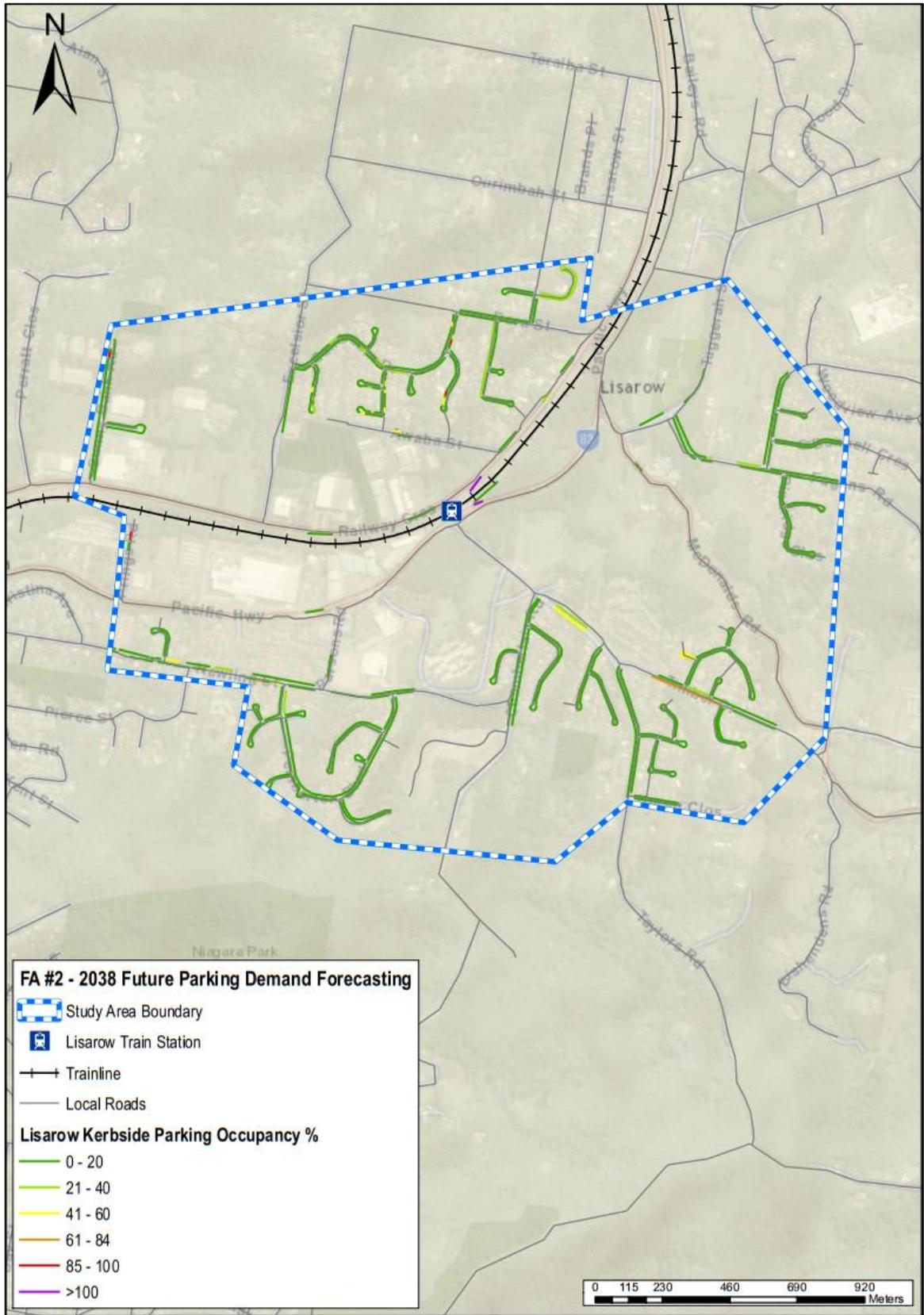


Figure 3.10: Focus Area #2 – Lisarow: Forecast Parking Demand | Long Term (2038)

Table 3.10: Focus Area #2 – Lisarow: Forecast Parking Demand

Parking Type	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
On-Street	2,485	240 (10%)	240 (10%)	240 (10%)	252 (11%)	No
Commuter Car Park (Formal)	35	30 (86%)	31 (89%)	33 (94%)	37 (106%)	Yes
Commuter Car Park (Informal)	12	10 (83%)	10 (83%)	11 (92%)	12 (100%)	Yes
TOTAL	2,532	280	281	284	301	Yes

Key points to note:

- there is likely to be capacity available within Lisarow in the short, medium, and long term;
- the commuter car park is the only parking ‘hot spot’ within the study area, with the amount of overflow parking occurring on the Pacific Highway to the south of the train station likely to increase; and
- there is limited development potential within the Lisarow study area, and as such, there are no foreseeable additional parking issues or challenges in the future for Lisarow.

The above results confirm that there are no significant exiting or foreseeable parking issues in Lisarow. Nevertheless, an additional 50 off-street parking spaces are required at the train station to cater for existing informal and overflow parking demands.

3.2.4 Focus Area #3: Ourimbah

Figure 3.11, Figure 3.12, and Figure 3.13 illustrate the estimated future parking occupancy within Ourimbah in the short (2023), medium (2028), and long (2038) term respectively.

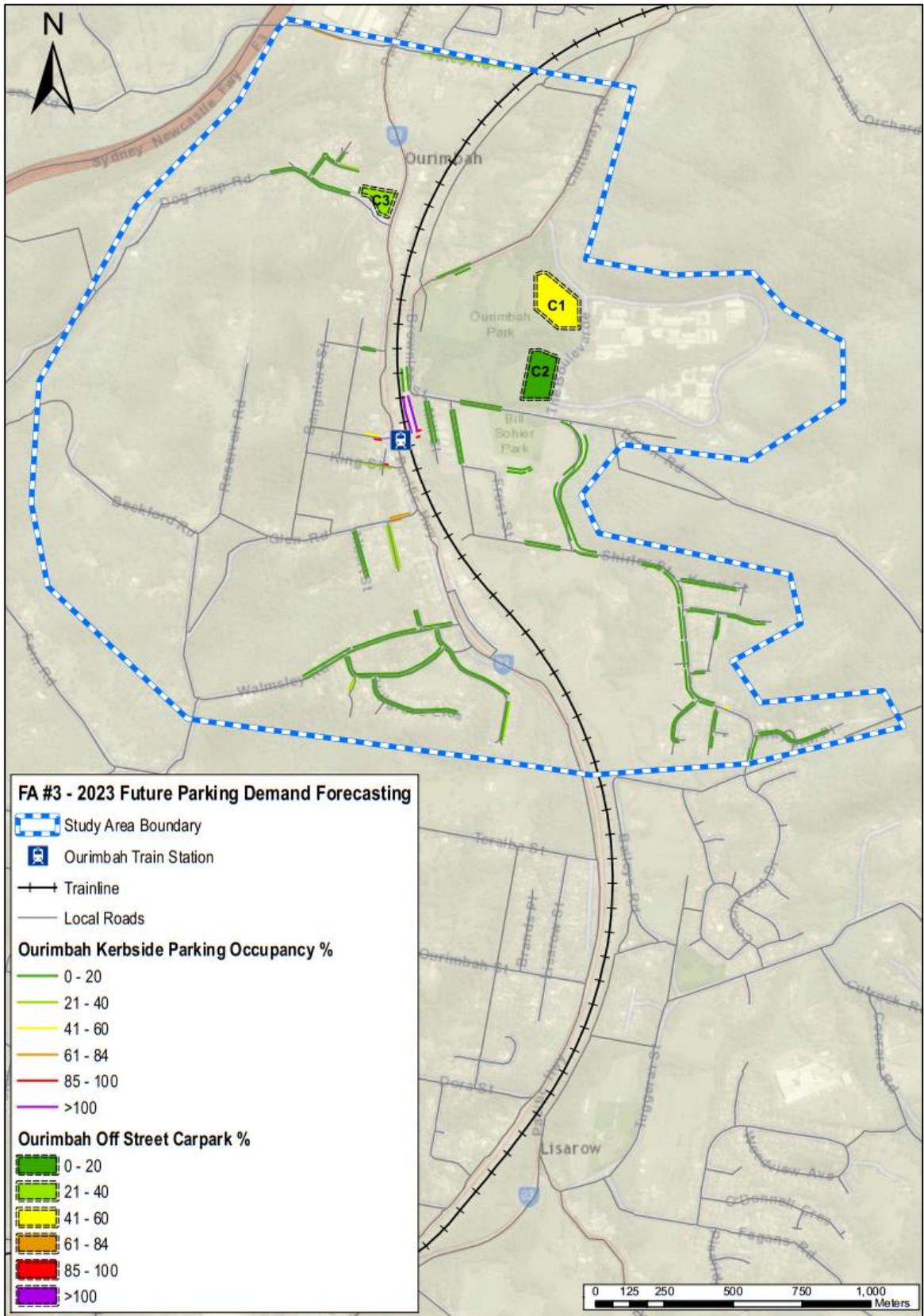


Figure 3.11: Focus Area #3 – Ourimbah: Forecast Parking Demand | Short Term (2023)

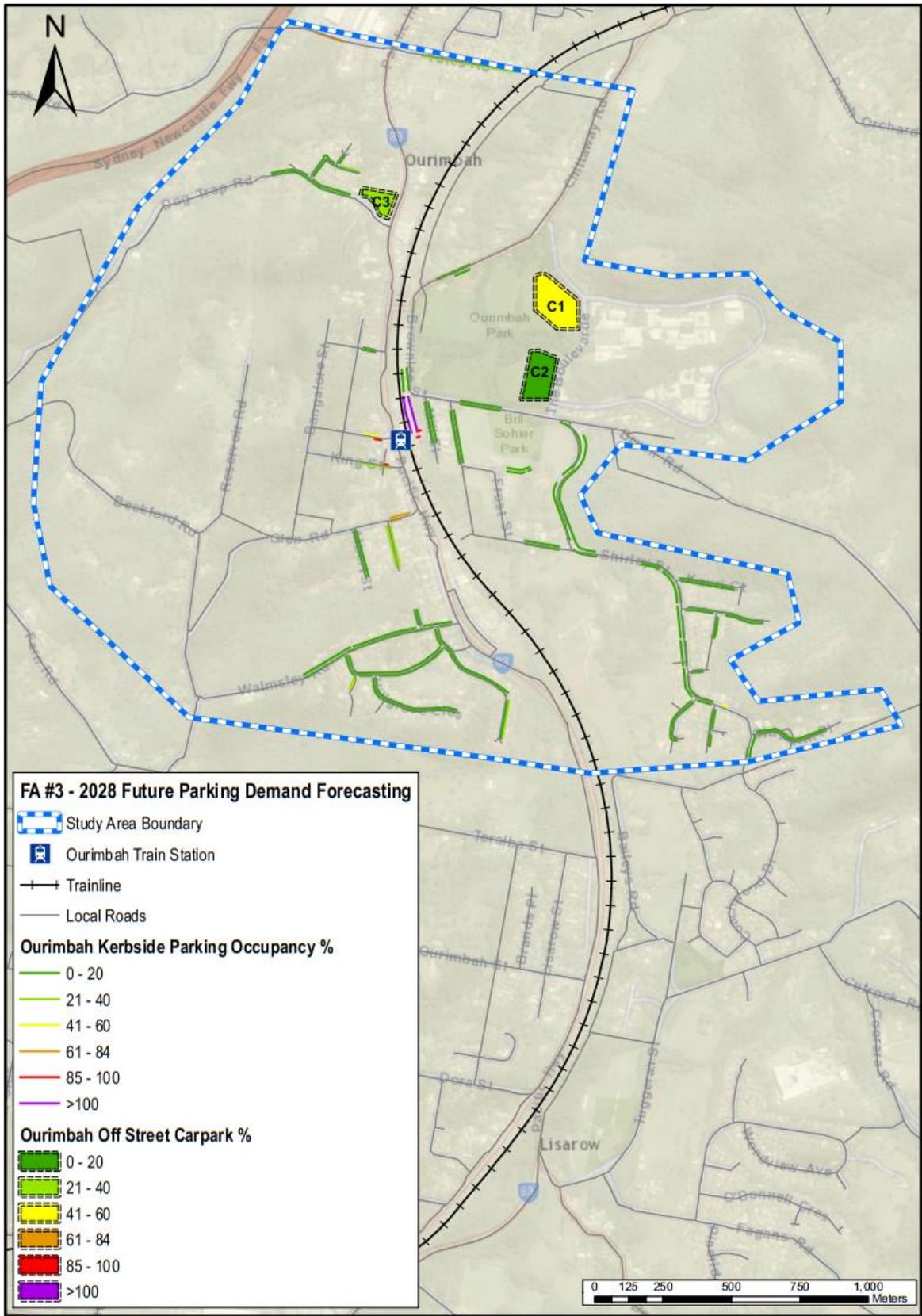


Figure 3.12: Focus Area #3 – Ourimbah: Forecast Parking Demand | Medium Term (2028)

Table 3.11: Focus Area #3 – Ourimbah: Forecast Parking Demand

Parking Type	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
On-Street	1,426	107 (8%)	107 (8%)	107 (8%)	115 (8%)	No
Off-Street (Commuter Car Park)	140	95 (68%)	99 (71%)	105 (75%)	116 (83%)	No
Off-Street (RSL Club Car Park C3)	149	36 (24%)	36 (24%)	36 (24%)	41 (28%)	No
Off-Street (University C1 & C2)	776	273 (35%)	273 (35%)	283 (36%)	315 (41%)	No
TOTAL	2,491	511	515	531	587	No

Key points to note:

- there is likely to be capacity available within Ourimbah in the short, medium, and long term; and
- the commuter car park is likely to become a ‘hot spot’ as the population increases, although it appears that additional parking is not required (i.e. <85% occupancy in 2038);

The above results confirm that there are no significant exiting or foreseeable parking issues in Ourimbah.

It is important to note that the above results do not consider the ‘Ourimbah Town Centre Masterplan’. However, the master plan identifies a number of key car parking strategies to guide future development, including strategies to achieve large consolidated parking areas in proximity to the Ourimbah Train Station.

3.2.5 Focus Area #4: Tuggerah

Figure 3.14, Figure 3.15, and Figure 3.16 illustrate the estimated future parking occupancy within Tuggerah in the short (2023), medium (2028), and long (2038) term respectively.

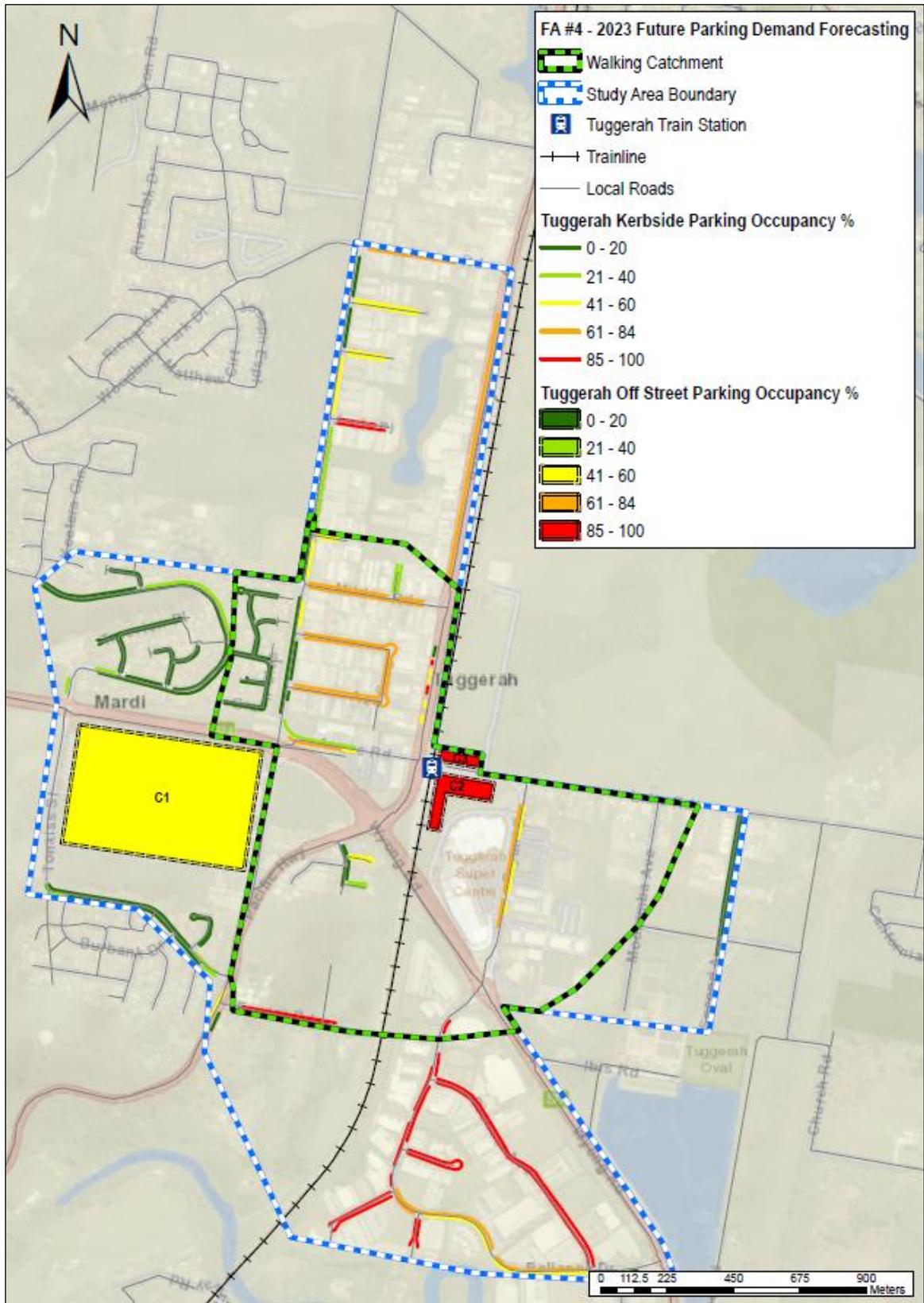


Figure 3.14: Focus Area #4 – Tuggerah: Forecast Parking Demand | Short Term (2023)

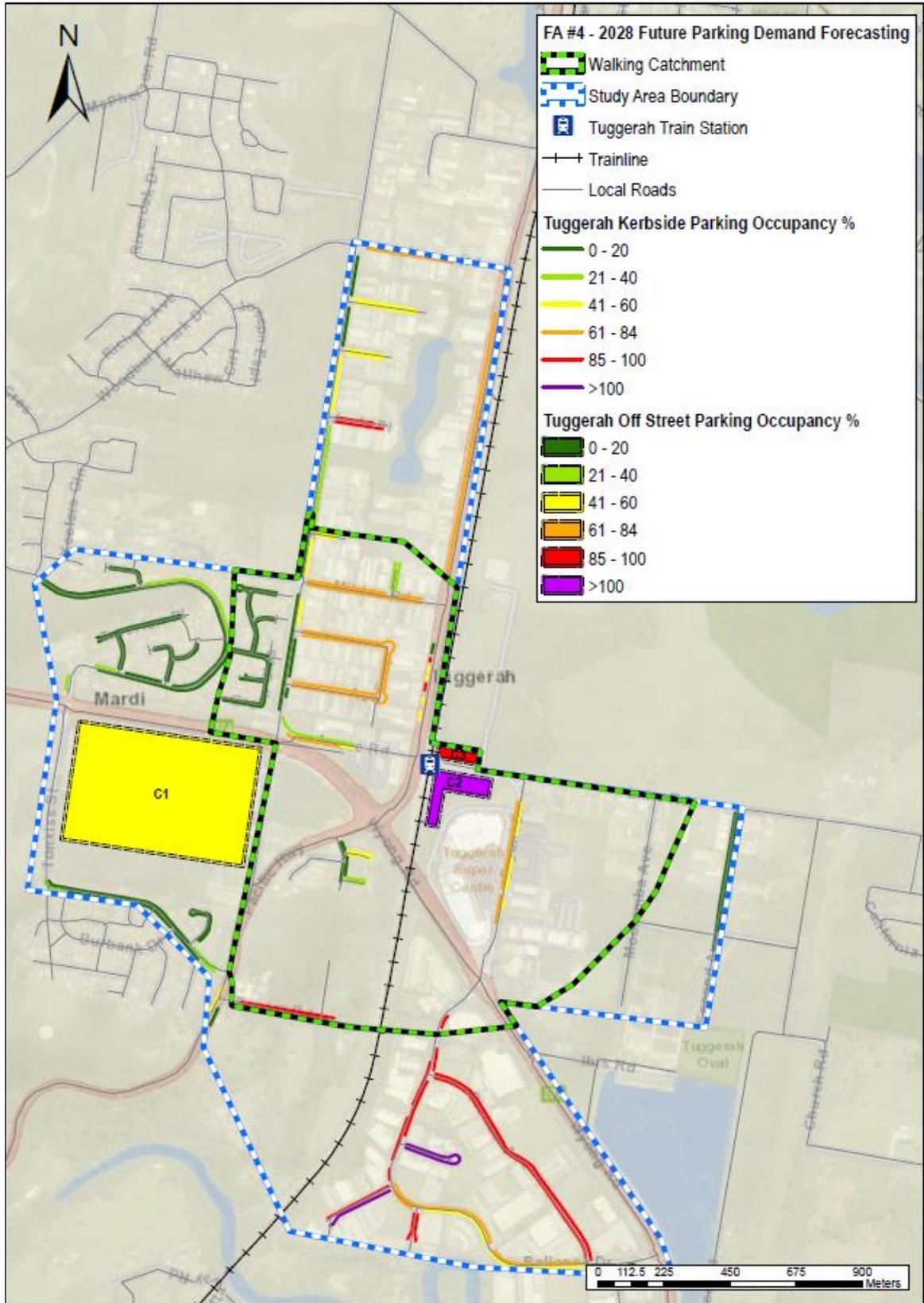


Figure 3.15: Focus Area #4 – Tuggerah: Forecast Parking Demand | Medium Term (2028)

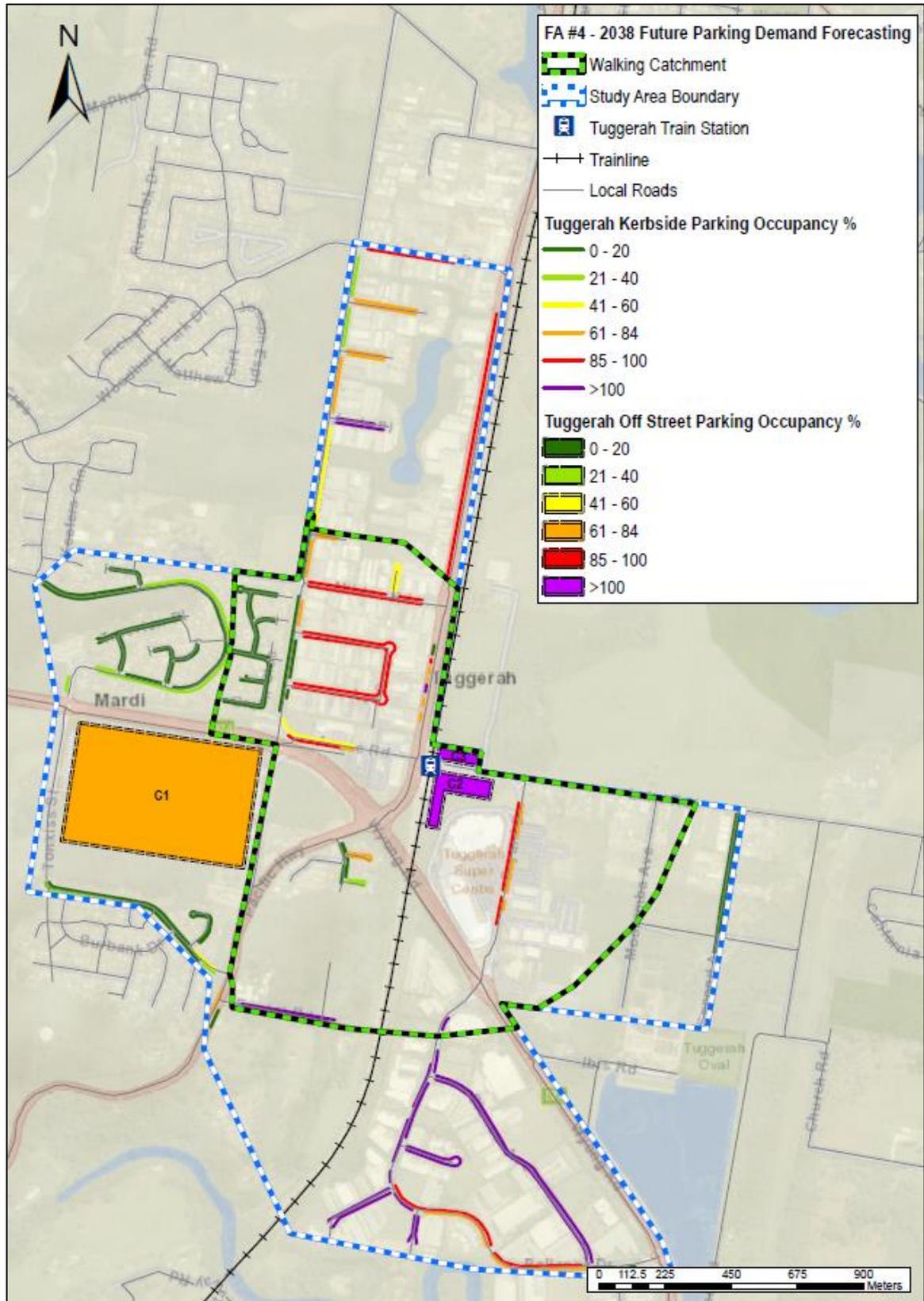


Figure 3.16: Focus Area #4 – Tuggerah: Forecast Parking Demand | Long Term (2038)

Table 3.12: Focus Area #4 – Tuggerah: Forecast Parking Demand

Parking Type	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
On-Street (Other)	1,467	497 (34%)	497 (34%)	516 (35%)	676 (46%)	No
On-Street (Business Park)	506	407 (80%)	407 (80%)	425 (84%)	557 (110%)	Yes
Off-Street (Train Station C2 & C3)	510	481 (94%)	507 (99%)	534 (105%)	586 (115%)	Yes
Off-Street (Westfield C1)	3,205	1,522 (47%)	1,522 (47%)	1,596 (50%)	2,080 (65%)	No
TOTAL	5,688	2,907	2,933	3,071	3,899	Yes
Walking Catchment	1,211	792 (65%)	818 (68%)	858 (71%)	1,010 (83%)	Yes

The Walking Catchment demands have not been added to total demands, as they have been captured elsewhere

Key points to note:

- the Tuggerah Train Station and Tuggerah Business Park are both existing 'hot spots' within the study area and are both either reaching or at practical capacity now;
- the existing 'hot spots' will experience increased parking pressure as the population increases;
- the train station is likely to reach theoretical capacity in the short term (i.e. >100% occupancy); and
- there is likely to be capacity available within all other areas in the short, medium, and long term.

Based on the above forecasts and with a target occupancy rate of 85%, we estimate a parking shortfall at Tuggerah Train Station of 200 spaces in the long term.

3.2.6 Focus Area #5: Wyong

Figure 3.17, Figure 3.18, and Figure 3.19 illustrate the estimated future parking occupancy within Wyong in the short (2023), medium (2028), and long (2038) term respectively.

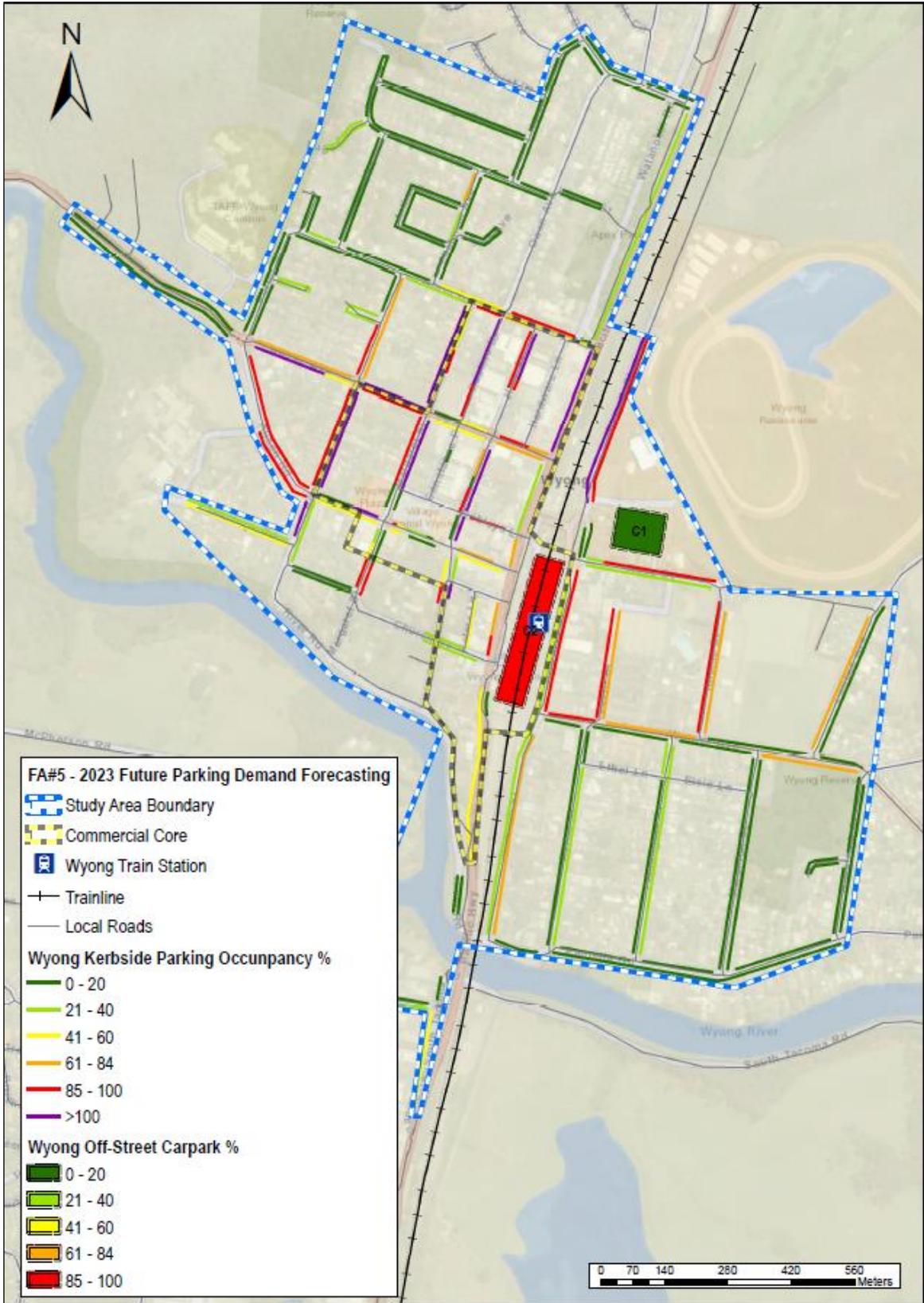


Figure 3.17: Focus Area #5 – Wyong: Forecast Parking Demand | Short Term (2023)

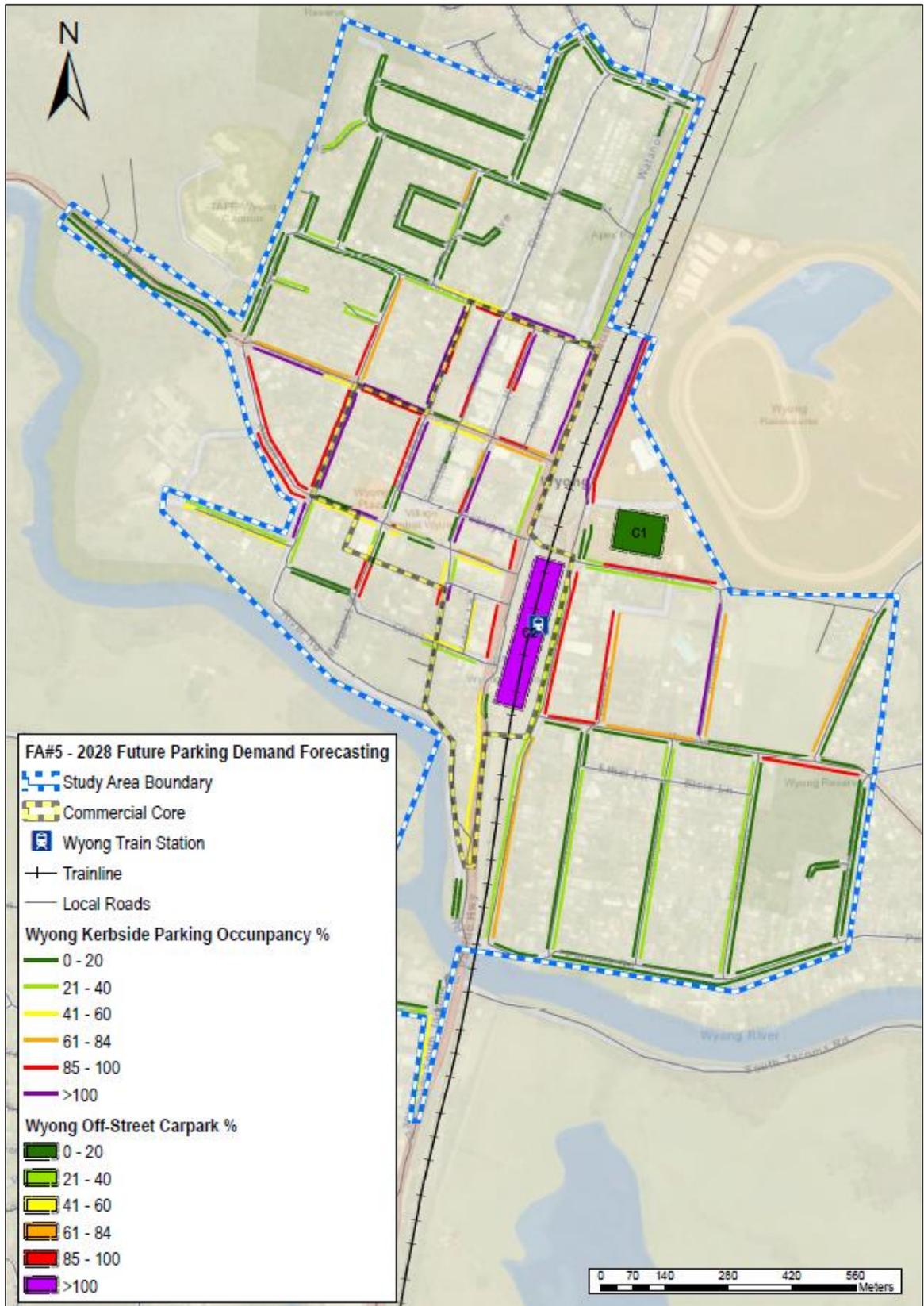


Figure 3.18: Focus Area #5 – Wyong: Forecast Parking Demand | Medium Term (2028)

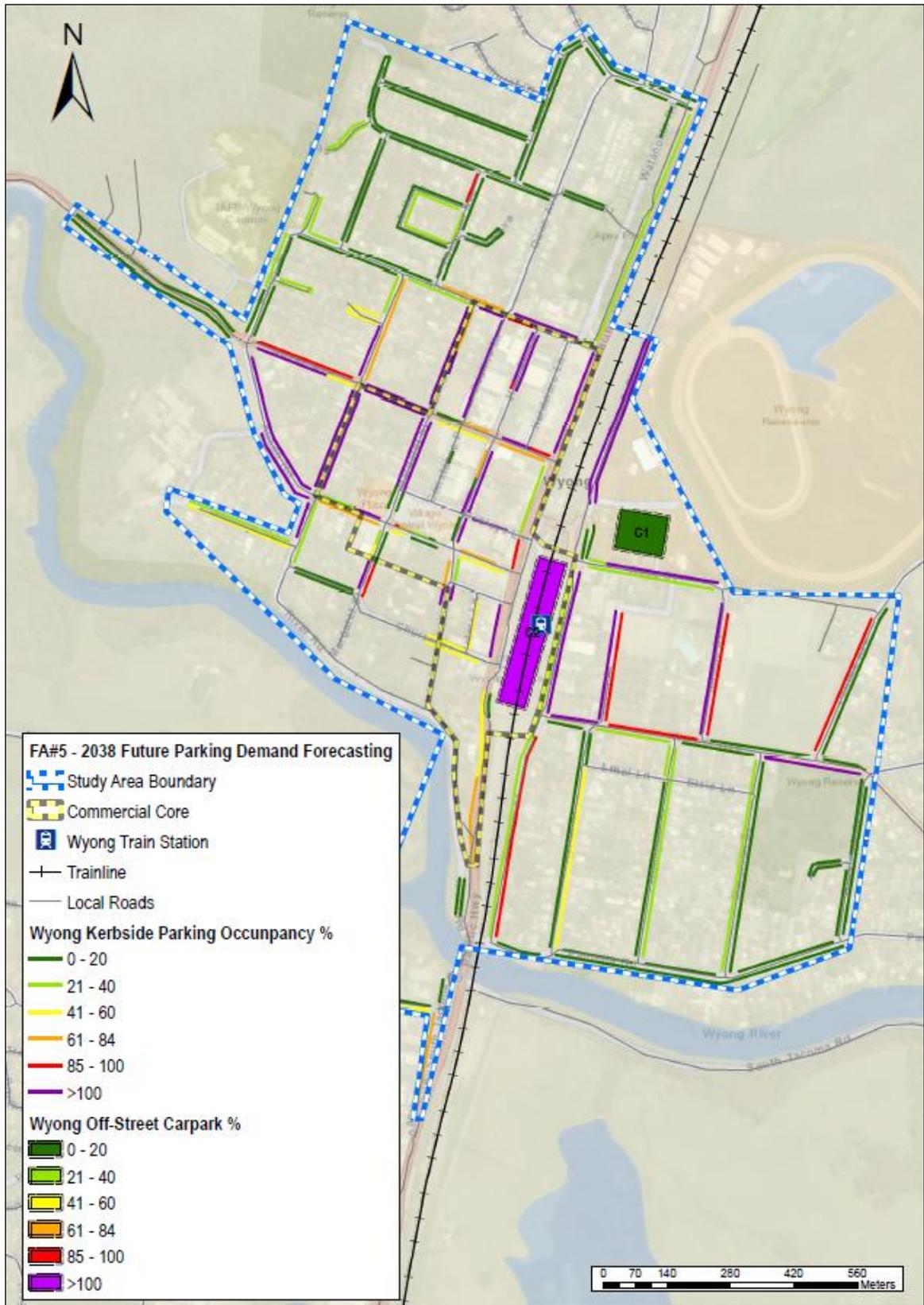


Figure 3.19: Focus Area #5 – Wyong: Forecast Parking Demand | Long Term (2038)

Table 3.13: Focus Area #5 – Wyong: Forecast Parking Demand

Parking Type	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
On-Street (Commercial Core)	498	304 (61%)	344 (69%)	361 (72%)	442 (89%)	Yes
On-Street (Outside Core)	2,257	485 (21%)	549 (24%)	581 (26%)	704 (31%)	No
Off-Street (Rose Street Car Park C1)	207	27 (13%)	31 (15%)	32 (15%)	39 (19%)	No
Off-Street (Commuter Car Park C2)	389	335 (86%)	353 (91%)	370 (95%)	409 (105%)	Yes
TOTAL	3,351	1,151	1,277	1,344	1,594	Yes

Key points to note:

- the Wyong Train Station and Wyong Commercial Core are both existing parking ‘hot spots’ within the study area and are both reaching practical capacity;
- the existing ‘hot spots’ will likely experience increased pressure as the population increases; and
- the train station is likely to exceed theoretical capacity in the long term (i.e. >100% occupancy); and
- the Rose Street car park is currently underutilised and will be a key asset to managing increased parking demands, due to its close proximity to the train station and commercial core.

Based on the above forecasts and with a target occupancy rate of 85%, we estimate the following shortfalls:

- commercial core = 50 to 100 spaces in the long term; and
- train station = 100 spaces in the long term.

It is acknowledged that the train station shortfall does not take into consideration the potential loss of parking associated with the **planned** upgrade of the Pacific Highway through the town centre. However, it is anticipated that the existing spare capacity within the Rose Street car park plus the additional capacity provided by the associated upgrade of the Rose Street car park will adequately cater for commuter demands.

3.2.7 Focus Area #6: Warnervale

Figure 3.20, Figure 3.21, and Figure 3.22 illustrate the estimated future parking occupancy within Warnervale in the short (2023), medium (2028), and long (2038) term respectively.

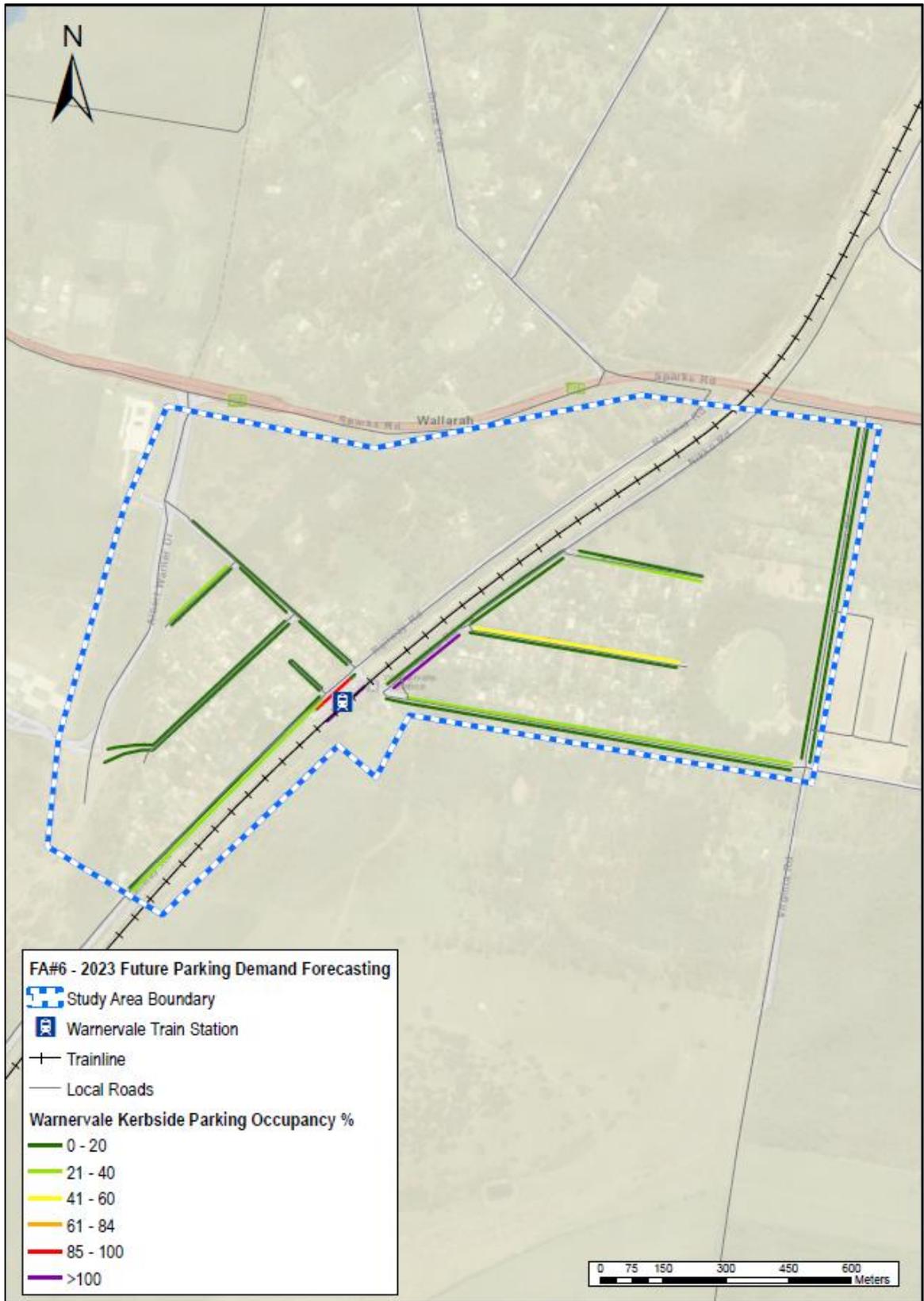


Figure 3.20: Focus Area #6 – Warnervale: Forecast Parking Demand | Short Term (2023)

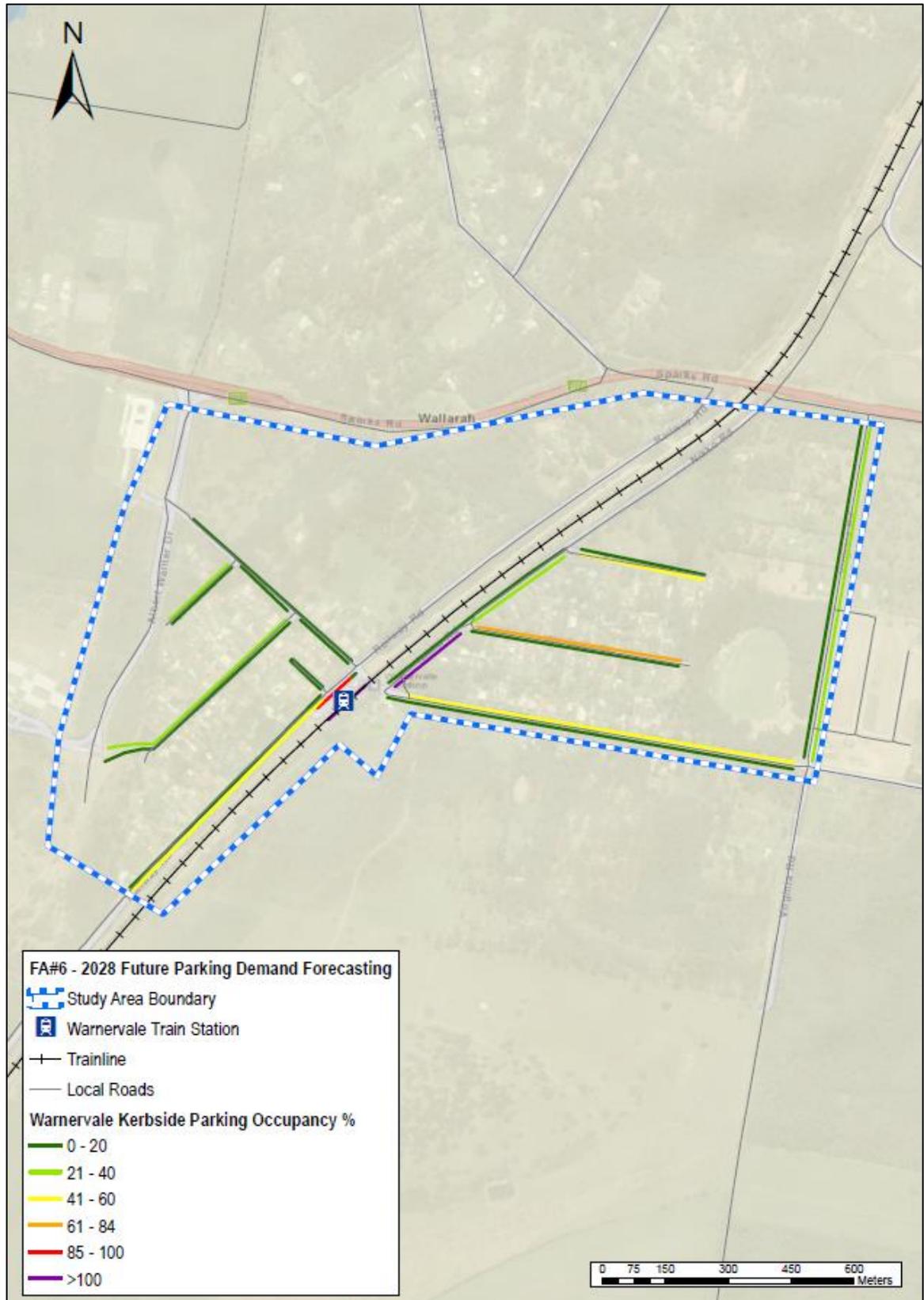


Figure 3.21: Focus Area #6 – Warnervale: Forecast Parking Demand | Medium Term (2028)

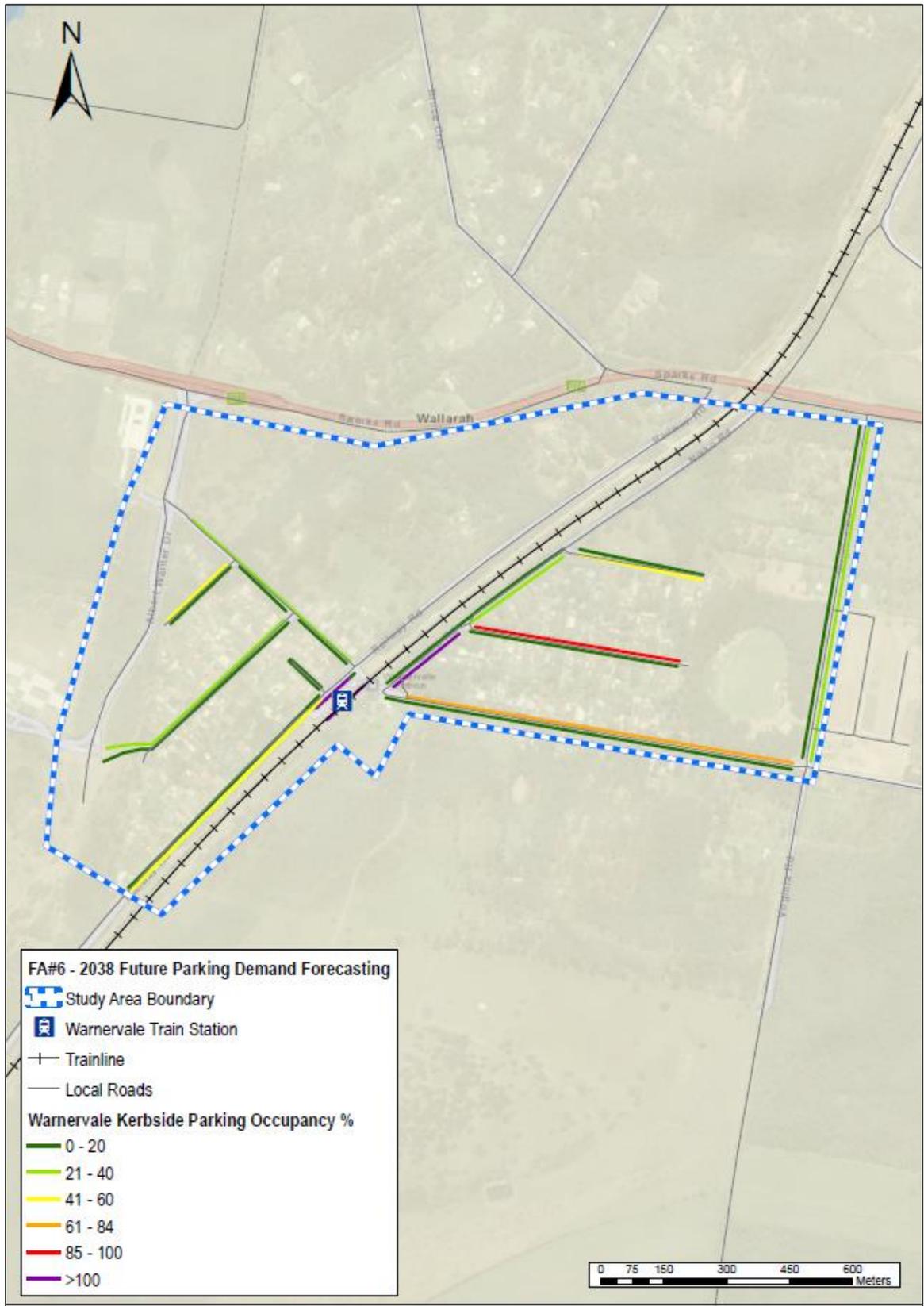


Figure 3.22: Focus Area #6 – Warnervale: Forecast Parking Demand | Long Term (2038)

Table 3.14: Focus Area #6 – Warnervale: Forecast Parking Demand

Parking Type	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
On-Street	693	49 (8%)	107 (17%)	159 (25%)	211 (33%)	No
Off-Street (Commuter Car Park)	78	71 (91%)	75 (96%)	79 (101%)	87 (112%)	Yes (now)
TOTAL	771	120	182	238	298	No

Key points to note:

- parking demands within the study area are very low (i.e. approximately 120 vehicles);
- there is likely to be capacity available within Warnervale in the short, medium, and long term; and
- the commuter car park is likely to become a ‘hot spot’ as the population increases. It requires additional parking to cater for existing and future demands.

The above results confirm that there are no significant exiting or foreseeable parking issues in Warnervale. Nevertheless, additional parking is required at the train station to cater for existing and future demands.

It is important to note that the above results do not include consideration of the ‘Warnervale Town Centre Masterplan or Precinct 7A Structure Plan. However, these documents include plans to upgrade the existing train station and construct a new train station and associated commuter parking to the north of Sparkes Road (as part of the new town centre development).

3.2.8 Focus Area #7: The Entrance

Figure 3.23, Figure 3.24, and Figure 3.25 illustrate the estimated future parking occupancy within The Entrance in the short (2023), medium (2028), and long (2038) term respectively.

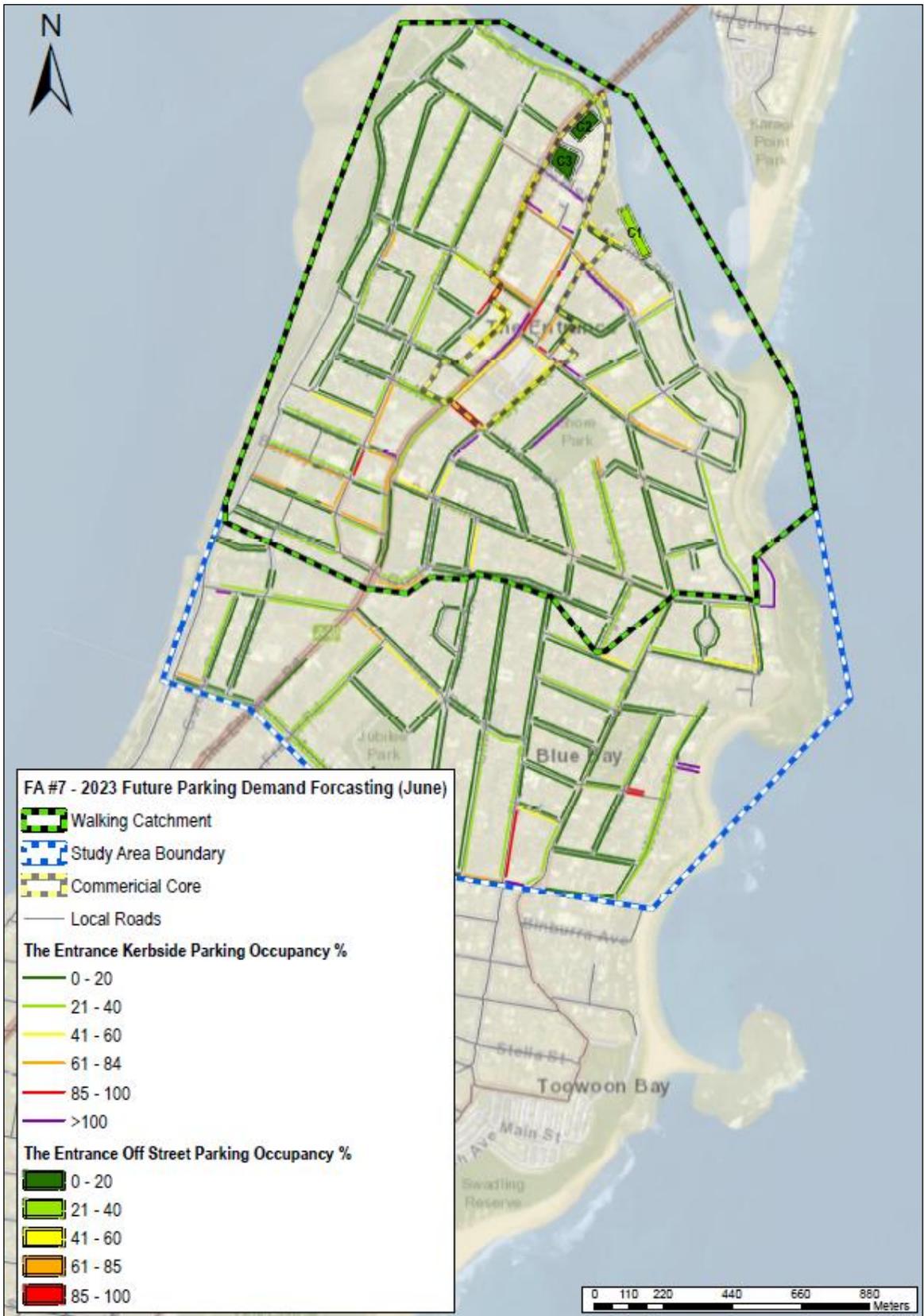


Figure 3.23: Focus Area #7 – The Entrance: Forecast Parking Demand | Short Term (2023)

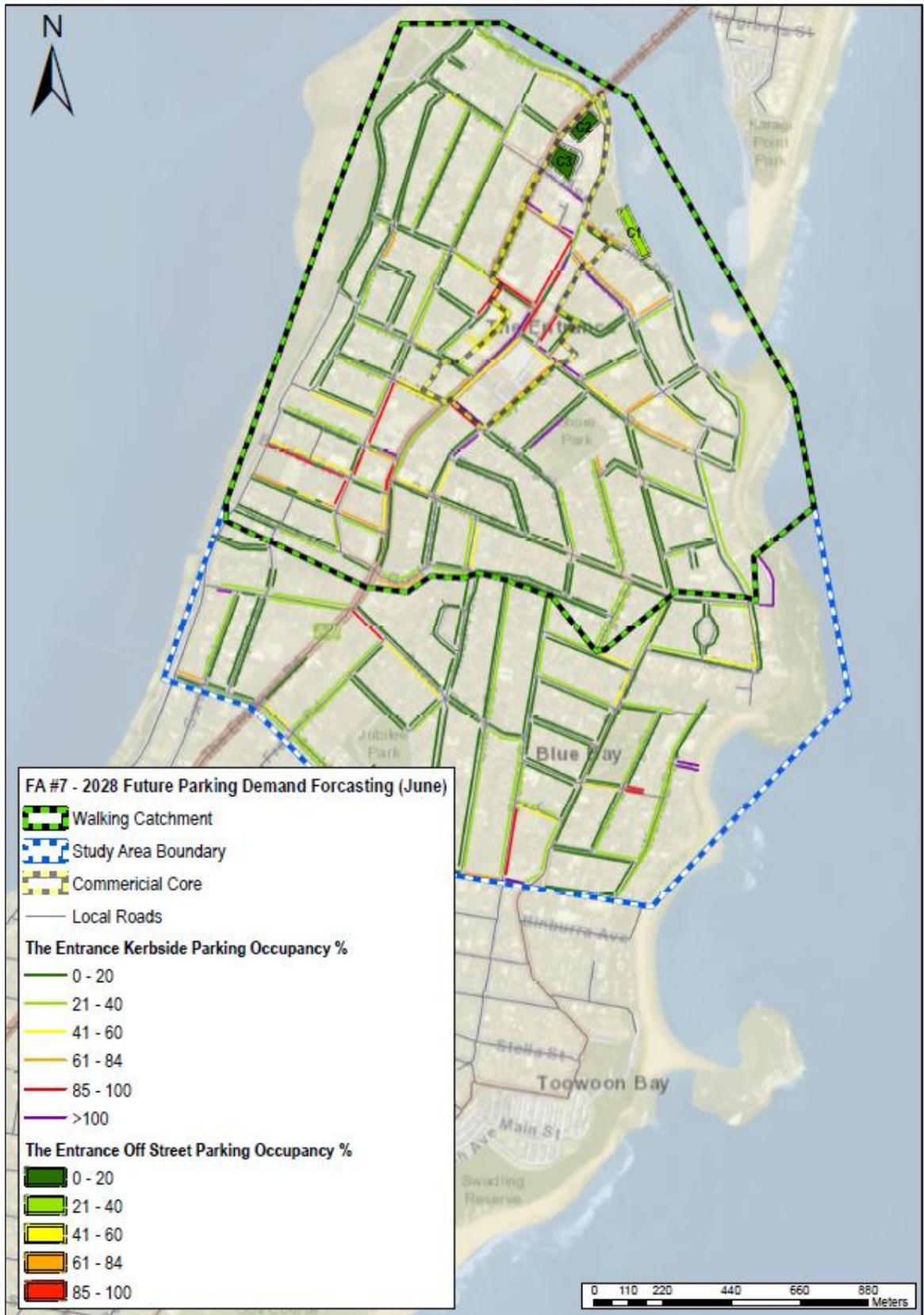


Figure 3.24: Focus Area #7 – The Entrance: Forecast Parking Demand | Medium Term (2028)

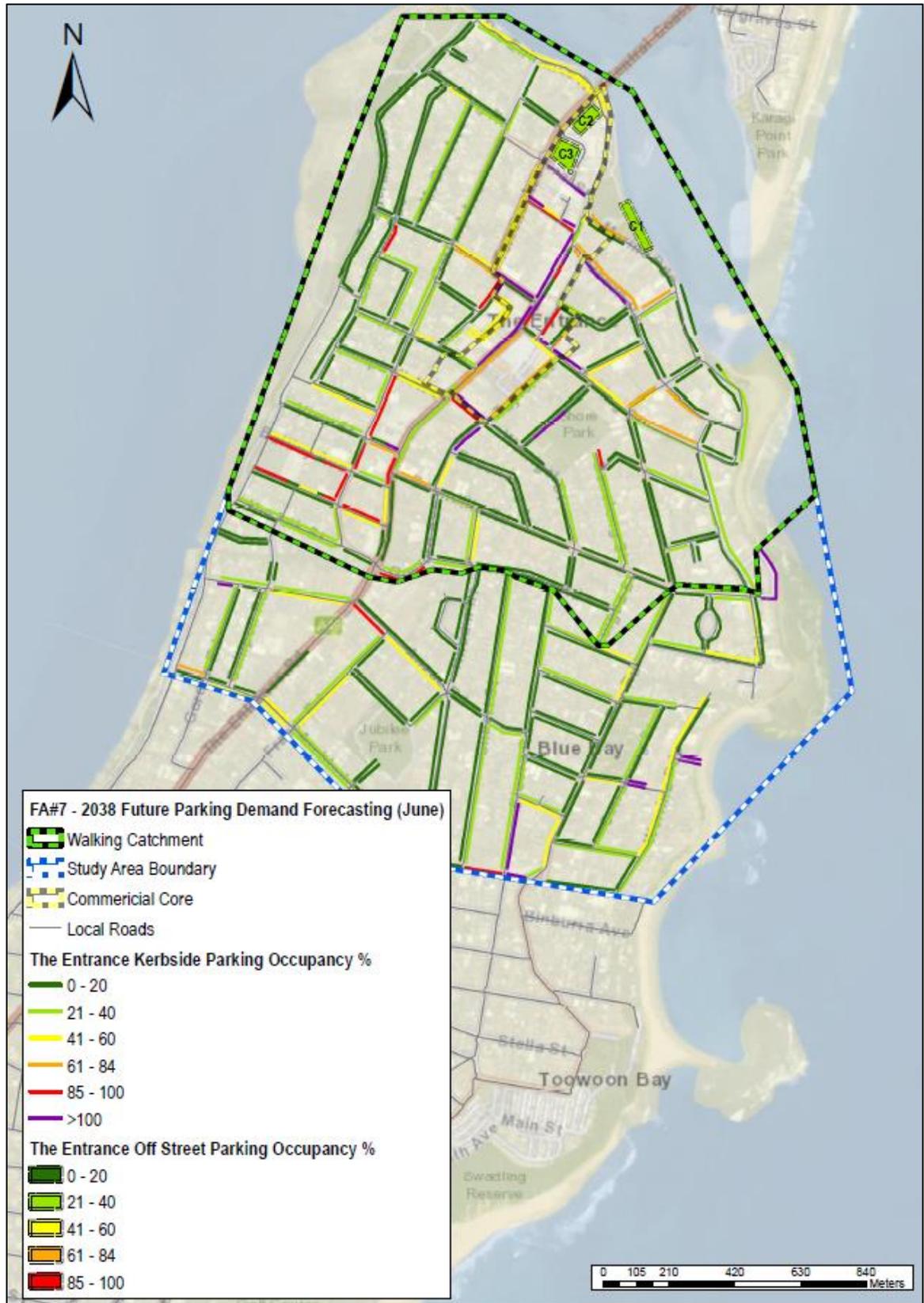


Figure 3.25: Focus Area #7 – The Entrance: Forecast Parking Demand | Long Term (2038)

Table 3.15: Focus Area #7 – The Entrance: Forecast Parking Demand

Parking Type / Area	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
On-Street (Commercial Core)	284	150 (53%)	171 (60%)	187 (66%)	214 (75%)	No
On-Street (Other)	5,032	890 (18%)	1,000 (20%)	1,139 (23%)	1,272 (25%)	No
Memorial Park Car Park (C1)	144	29 (20%)	33 (23%)	36 (25%)	42 (29%)	No
The Entrance Road Car Park (C2)	66	9 (14%)	10 (15%)	11 (17%)	13 (20%)	No
The Entrance Public Car Park (C3)	491	71 (14%)	81 (16%)	90 (18%)	103 (21%)	No
TOTAL	6,017	1,149	1,295	1,463	1,644	No
Walking Catchment	4,028	810 (20%)	915 (23%)	1,031 (26%)	1,160 (29%)	No

Key points to note:

- the commercial core is currently a key 'hot spot' within the study area, although it is not at capacity;
- the commercial core will likely experience increased parking pressure as the population increases; and
- there is likely to be capacity available within all other areas, including existing parking stations (including The Entrance Road Car Park), in the short, medium, and long term.

The above results confirm that there are no significant existing or foreseeable parking issues in The Entrance. Given the significant spare capacity available at The Entrance Road Car Park, there is limited need for an additional parking station within The Entrance within the foreseeable future.

3.2.9 Focus Area #8: Terrigal

Figure 3.26, Figure 3.27, and Figure 3.28 illustrate the estimated future parking occupancy within The Entrance in the short (2023), medium (2028), and long (2038) term respectively.

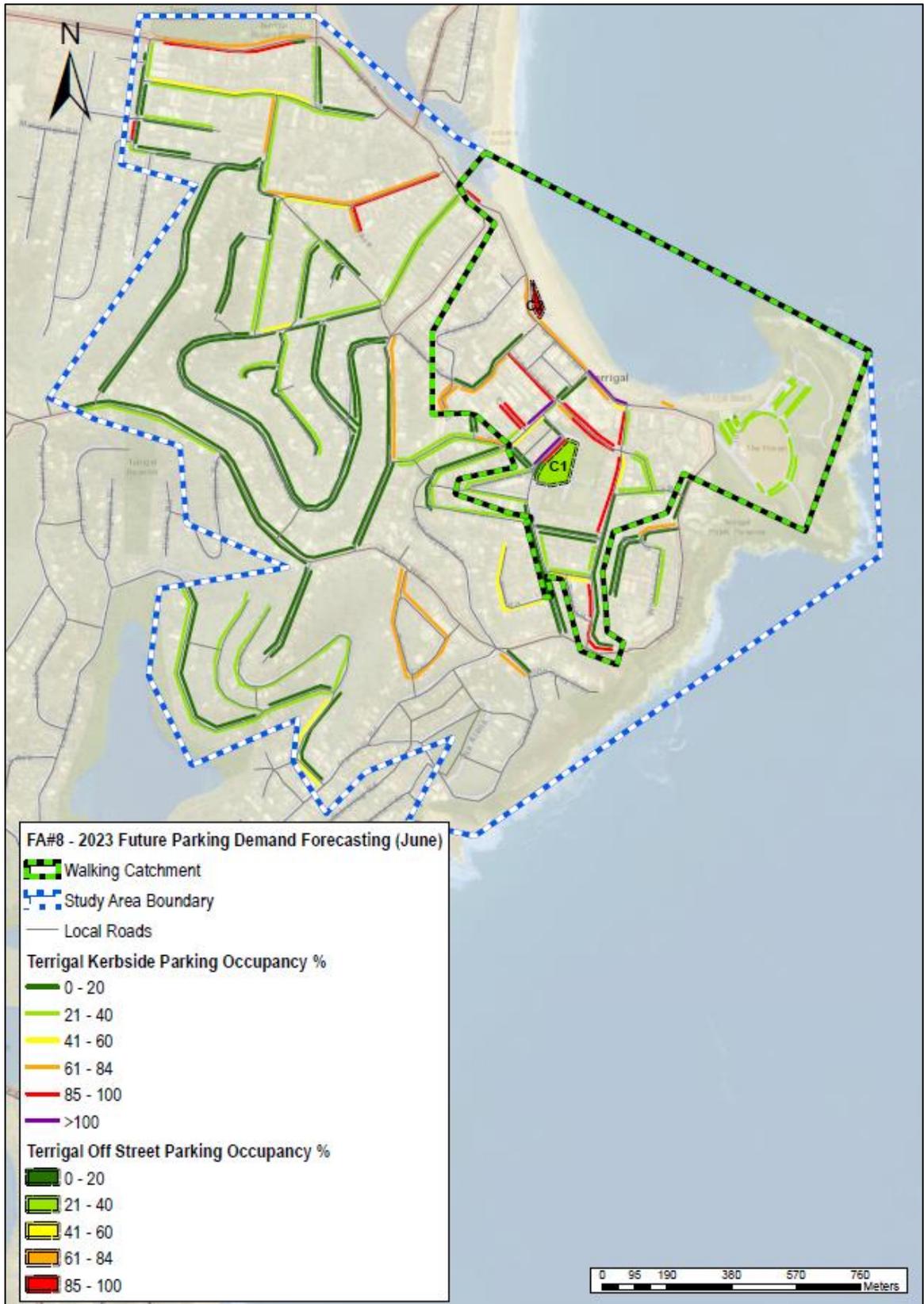


Figure 3.26: Focus Area #8 – Terrigal: Forecast Parking Demand | Short Term (2023)

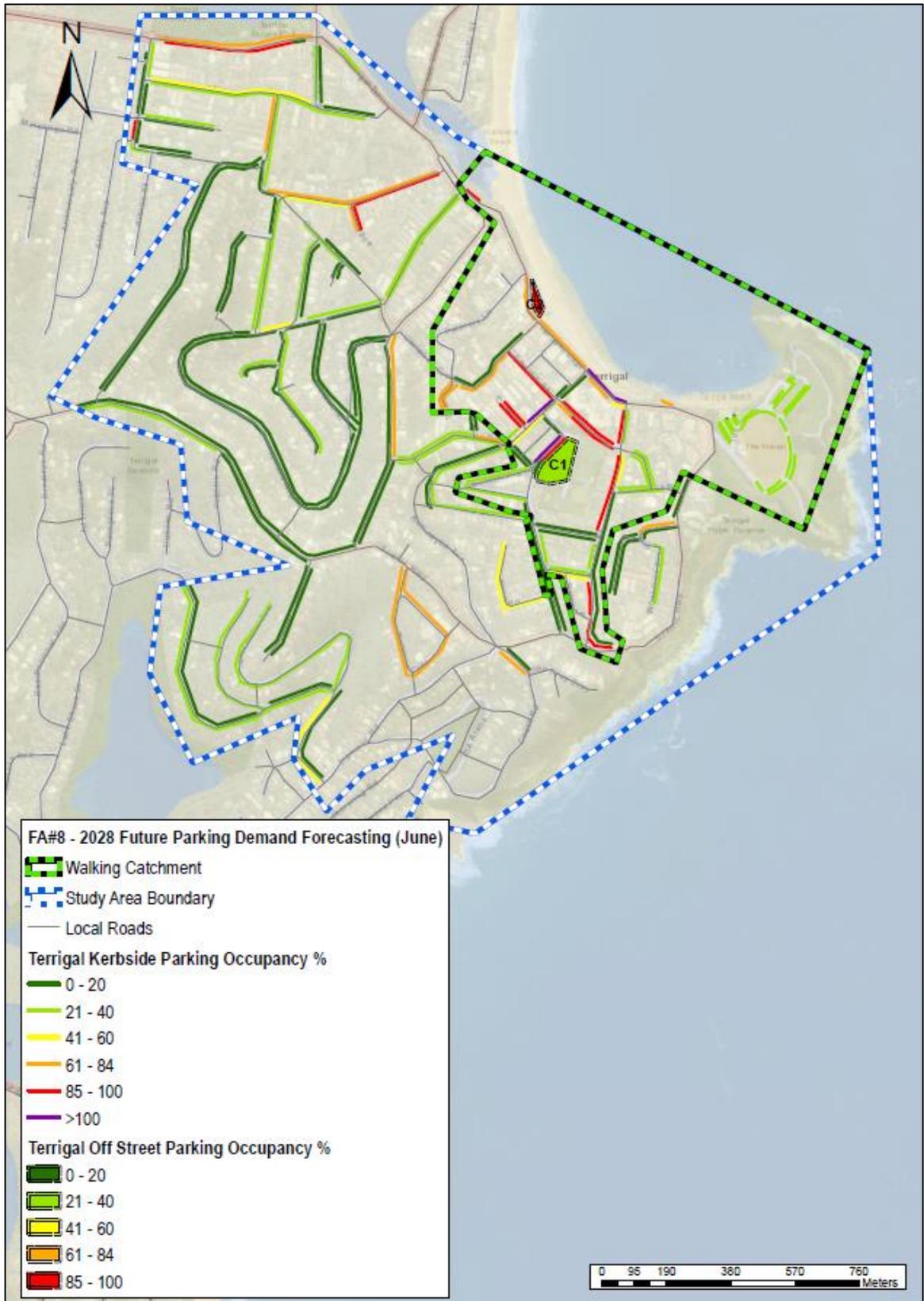


Figure 3.27: Focus Area #8 – Terrigal: Forecast Parking Demand | Medium Term (2028)

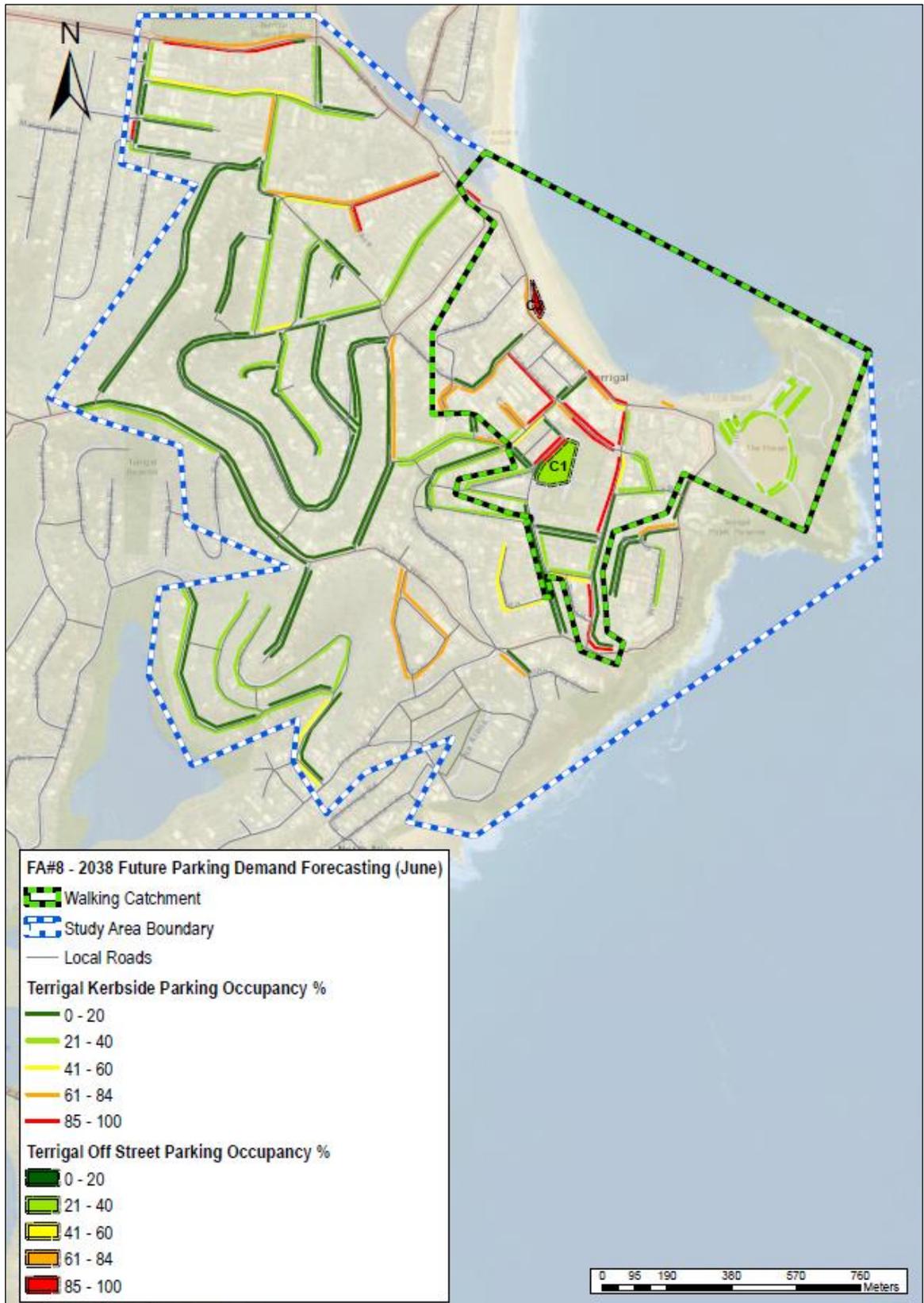


Figure 3.28: Focus Area #8 – Terrigal: Forecast Parking Demand | Long Term (2038)

Table 3.16: Focus Area #8 – Terrigal: Forecast Parking Demand

Parking Location	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
On-Street	2,678	831 (31%)	857 (32%)	856 (32%)	844 (32%)	No
Wilson Road C1	425	157 (37%)	165 (39%)	164 (39%)	162 (38%)	No
Surf Life Saving Club C2	73*	68 (93%)	71 (98%)	71 (97%)	70 (96%)	Yes
TOTAL	3,176	1,056	1,112	1,147	1,172	No
Walking Catchment	1,263	576 (46%)	600 (48%)	598 (47%)	588 (47%)	No

* C2 includes 5 x Council car parking spaces

Key points to note:

- the surf life-saving club is currently a key ‘hot spot’ within the study area, and is at capacity now;
- the “walking catchment” will experience increased parking pressure as the population increases, however there will still be spare capacity available in the short, medium, and long term; and
- there is likely to be significant capacity available within all other areas, except the Terrigal Life Saving Club (C2), in the short, medium, and long term. It is likely that the excess demand at C2 will relocate to the Wilson Road Car Park (C2), which has significant spare capacity.

The above results confirm that there are no existing or foreseeable parking issues in Terrigal. Given the significant spare capacity available at the Wilson Road Car Park, there is limited need for expansion.

3.2.10 Focus Area #9: Woy Woy

Figure 3.29, Figure 3.30, and Figure 3.31 illustrate the estimated future parking occupancy within The Entrance in the short (2023), medium (2028), and long (2038) term respectively.

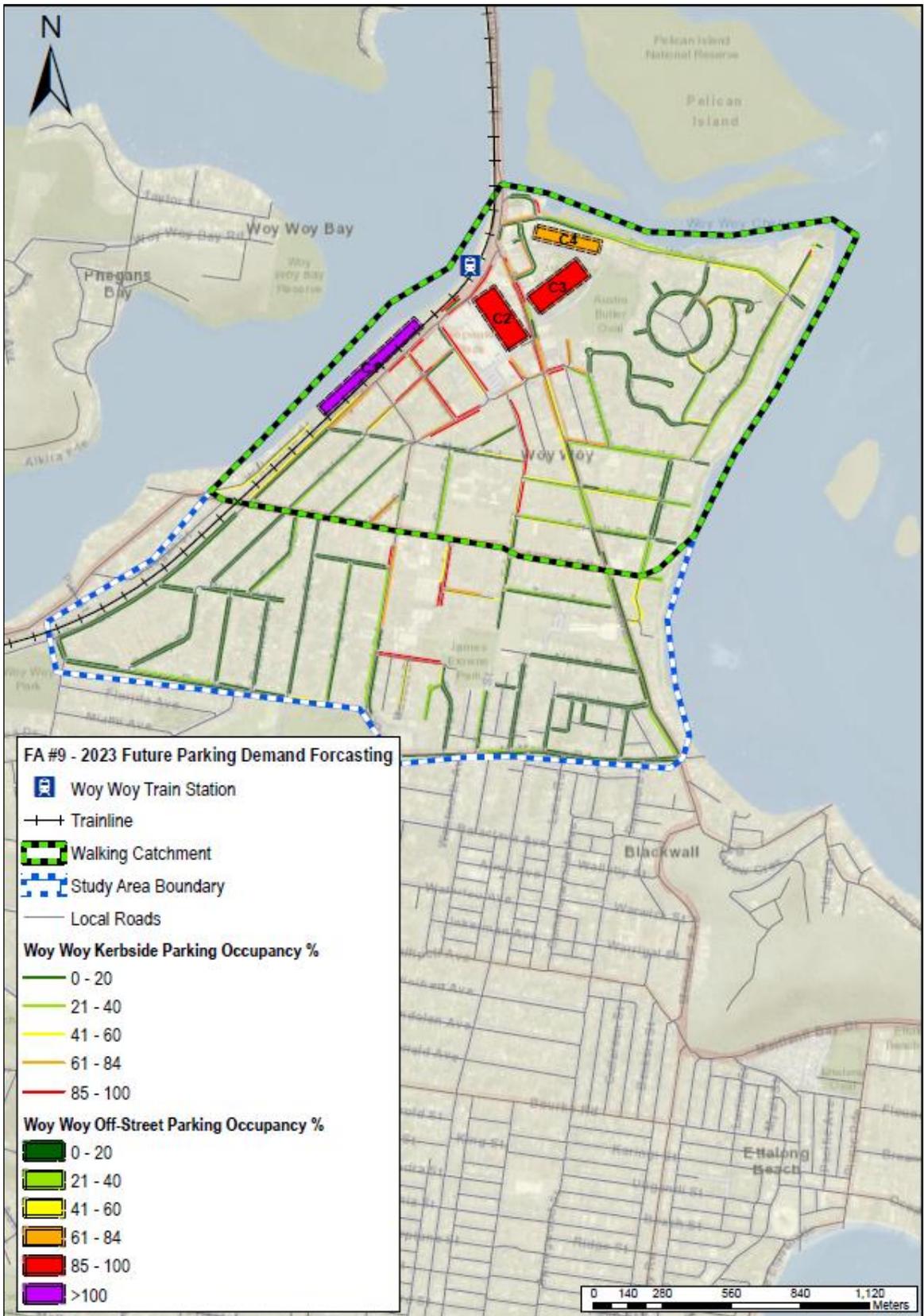


Figure 3.29: Focus Area #9 – Woy Woy: Forecast Parking Demand | Short Term (2023)



Figure 3.30: Focus Area #9 – Woy Woy: Forecast Parking Demand | Medium Term (2028)



Figure 3.31: Focus Area #9 – Woy Woy: Forecast Parking Demand | Long Term (2038)

Table 3.17: Focus Area #9 – Woy Woy: Forecast Parking Demand

Parking Type	Supply	Demands (vehicles)				Additional Parking Required?
		Existing (2018)	Short (2023)	Medium (2028)	Long (2038)	
On-Street (Commercial Core)	249	133 (53%)	133 (53%)	135 (54%)	140 (56%)	No
On-Street (Other)	4,458	1,158 (26%)	1,163 (26%)	1,181 (26%)	1,214 (27%)	No
Commuter Car Park (C1)	148	148 (100%)	151 (102%)	153 (103%)	158 (107%)	Yes
Deepwater Plaza (C2)	1,541	1,373 (89%)	1,397 (91%)	1,423 (92%)	1,469 (95%)	Yes
Southern Overflow (C3)	144	99 (69%)	100 (69%)	103 (72%)	105 (73%)	No
Northern Overflow (C4)	451	393 (87%)	399 (88%)	408 (90%)	420 (93%)	Yes
TOTAL	6,991	3,304	3,343	3,403	3,506	Yes
Walking Catchment	5,036	2,931 (58%)	2,976 (59%)	3,036 (60%)	3,139 (62%)	Yes (see above)

Key points to note:

- parking demands within the study area are currently moderately high (i.e. > 3,300 vehicles), with most of this occurring within walking distance to the train station (i.e. approximately 3,000 vehicles);
- whilst there is spare parking capacity on-street within walking distance from the train station (i.e. 2,100 spaces currently), most of this occurs within residential areas;
- the Woy Woy Train Station and Woy Woy Commercial Core are both key parking ‘hot spots’ within the study area and are both reaching practical capacity now; and
- shortfalls are likely to occur around the Woy Woy Train Station and Woy Woy Commercial Core, in the short (2023), medium (2028), and long (2038) term, based on forecast population growth.

Based on the above forecasts and with a target occupancy rate of 85%, we estimate a parking shortfall within the commercial core of 200 and 400 spaces in the short and long term respectively. However, this is based on forecast population growth within Woy Woy and does not consider the Woy Woy Master Plan which is currently being prepared.

4. PARKING STRATEGIES

4.1 OVERARCHING PRINCIPLES

The recommended parking strategies have been developed based on the following overarching principles:

- 1) optimise the use of existing parking supply;
- 2) implement a parking access and location hierarchy based on the shortest stay demands being in the most accessible locations and longest stay demands being off-street or further away locations;
- 3) manage demand through encouraging alternative transport modes or alternative parking locations;
- 4) build more parking supply where there are major shortfalls, including safe pedestrian access and movement from the car park to the CBD or station with all proposed parking; and
- 5) encourage multi-purpose parking investments.

4.2 LGA-WIDE STRATEGIES

4.2.1 Overview

Broad LGA wide strategies have been identified to guide Council's decision making in the future, including:

- technology investment;
- demand management policies; and
- supply management policies.

4.2.2 Technology Investment

'Smart parking initiatives' utilise technology (e.g. GPS technology, smart phones, Bluetooth equipped devices, parking sensors equipment, and way finding signage) to notify users of available parking opportunities in order to reduce vehicular circulation and searching for parking spaces, and also maximise use of existing infrastructure. This technology can also assist with targeted enforcement (and therefore reduced enforcement costs) and also provide additional information to the public via apps and websites.

In November 2017, Council received a \$114,000 grant from the Australian Government to install 450 'smart parking' sensors. It is understood 200 parking sensors were recently installed within the Terrigal CBD, and that a further 250 parking sensors will soon be installed within the Gosford CBD. The data from the sensors will be linked to an app to provide motorists will parking information ahead of time.

It is recommended that Council investigates opportunities to implement an area wide smart parking 'system' in both Gosford and Woy Woy. This may include additional sensors for all parking within the commercial core as well as digital signs on approach to the core.

4.2.3 Demand Management Policies

Key parking demand management policy elements are noted below:

- encourage the use of alternative transport modes to single occupant private vehicles;
- ensure that an appropriate parking pricing scheme is in place; and
- provide bonuses (plot ratio or parking credits) for innovative development design that encourages public transport and active transport modes.

4.2.4 Supply Management Polices

Key parking supply management policy elements are noted below:

- limit future supply of parking within centres that have high public transport accessibility;
- progressively convert long-stay parking to short-stay. Areas closest to high-demand activities, public transport hubs and essential services should be the priority for conversion to short-stay parking, with remaining long stay parking progressively moved towards the outer-boundary of the activity centre;
- monitor parking impacts on residential fringe areas around activity centres and public transport hubs and introduce residential parking schemes if required; and
- apply maximum (not minimum) parking rates for developments in public transport precincts.

4.3 FOCUS AREA #1: GOSFORD

4.3.1 Overview

The following short, medium, and long-term parking strategies are recommended for Gosford.

Short Term Strategies

Gosford City Car Park

- **Strategy Item #S.1.1:** utilise spare capacity at the Baker Street parking station;
- **Strategy Item #S.1.2:** utilise spare capacity at the Central Coast Leagues Club;
- **Strategy Item #S.1.3:** construct at-grade car parks on the fringe of the CBD;
- **Strategy Item #S.1.4:** implement a 'Park n Ride (Bus)' scheme to service the car parks on the fringe of the CBD, and run a shuttle bus loop service into and around the CBD;
- **Strategy Item #S.1.5:** implement a 'Park n Ride (Cycle)' in conjunction with Strategy Item #S.1.4; and
- **Strategy Item #S.1.6:** introduce metered on-street parking within the commercial core over time to protect CBD customer parking and utilise revenue to fund other schemes (e.g. Park n Ride (Bus) etc.).

Medium Term Strategies

- **Strategy Item #M.1.1:** expand the 'Park n Ride (Bus and Cycle)' schemes, and include a parking station and shuttle bus service on the eastern side of the "Central Coast and Newcastle Line";
- **Strategy Item #M.1.2:** convert existing all-day kerbside parking within the CCLHD precinct over time into short-stay parking, to increase availability for patients and visitors;
- **Strategy Item #M.1.3:** improve public transport services, including changes to the train timetable; and
- **Strategy Item #M.1.4:** implement smart parking initiatives within the commercial core to provide information to minimise traffic circulation, reduce enforcement costs and to monitor usage.

Long Term Strategies

- **Strategy Item #L.1.1:** construct new multi-level parking station/s on the fringe of the Gosford CBD and within 800m walking distance of the Gosford Train Station.

4.3.2 Short Term Strategies

Strategy Item #S.1.1: Utilise Spare Capacity at Baker Street Parking Station

The Baker Street Parking Station is a Council-owned asset located within the commercial core with a total capacity of 706 spaces. It provides 21% of the off-street parking capacity within the study area. Noting the significant cost of parking infrastructure and the high demand for all-day parking within the commercial core, this parking station should be 100% utilised on weekdays. However, recent parking occupancy survey data recorded a peak demand of just 80%, with a total of 138 parking spaces unoccupied during the peak period.

Table 4.1 provides a summary of the surveyed peak occupancy by level at Station #2.

Table 4.1: Focus Area #1 – Gosford: Baker Street: Peak Occupancy by Level at 12.00pm

Level	Category	Supply	Demand	Occupancy	Spare Capacity
Ground	Public: 3P	35 spaces	26 spaces	74%	9 spaces
1	Allocated: Long-Stay	101 spaces	78 spaces	77%	23 spaces
2	Public: Long-Stay	143 spaces	134 spaces	94%	9 spaces
3	Public: Long-Stay	143 spaces	122 spaces	85%	21 spaces
4	Public: Long-Stay (early bird)	142 spaces	131 spaces	92%	11 spaces
5	Public: Long-Stay (early bird)	142 spaces	77 spaces	53%	65 spaces
TOTAL	-	706 spaces	568 spaces	80%	138 spaces

Key observations are noted below:

- **Allocated Parking:** the allocated spaces on Level 1 are underutilised (77%);
- **Early Bird Parking:** the early bird spaces on Level 5 are underutilised (72%); and
- **Spare Capacity:** of the 138 spare parking spaces, 108 are publicly available spaces.

Whilst it is likely that the publicly available spare capacity will be consumed once Kibbleplex is demolished, there are other initiatives Council could explore to maximise the use of their asset, including:

- remove the boom  on Level 4 (early bird) to release capacity within Level 4 and 5 (+76 spaces);
- install sensors and digital signage to advise motorists of available parking (+30 spaces). It is understood this is something that Council is currently investigating for implementation in the near future; and
- reduce number of allocated spaces on Level 1 to match demand (+23 spaces). It is acknowledged that this may not be feasible due to existing leasing arrangements. Nevertheless, it is still worth exploring.

Strategy Item #S.1.1 could provide an additional 106 to 138 all-day parking spaces within the commercial core.

In response to the above recommended strategy, Council officers have advised the following:

- Council has recently implemented a new parking system within the Baker Street parking station, which better manages car parking utilisation;
- Licence agreements with permanent account holders expire in June 2020, and will be reviewed;
- Council has recently implemented a strategy to increase the utilisation of the allocated parking spaces by allowing patrons who have a permanent parking space to share the space with another user;
- Council has recently created a long-term pricing strategy which aims to reduce the underutilisation of permanent account holder spaces and increase casual usage;
- A boom gate on Level 4 registers early bird casuals on Levels 4 and 5, providing for cheaper parking rates within applicable timeframes. Additionally, the gates count the number of available casual spaces on these two (2) levels, real time availability of casual car parking spaces is then displayed on four (4) internal LED signs; and
- Prior to the end of the 2018/19 financial year, Council will install two (2) advisory signs on both approaches to the parking station which will display real time availability of casual car parking spaces.

The above response from Council should achieve the desired outcome for Strategy Item #S.1.1.

Strategy Item #S.1.2: Utilise Spare Capacity at the Central Coast Leagues Club Parking Station

The Central Coast Leagues Club is a privately-owned asset located on the fringe of the commercial core with a capacity of 355 spaces. It provides 10% of the off-street parking capacity within the study area, although it is actively supervised by security guards to prevent all-day commuter parking. Recent parking occupancy survey data recorded a peak demand of just 52%, with 170 parking spaces still available.

Table 4.2 provides a summary of the surveyed peak occupancy by level at the Central Coast Leagues Club.

Table 4.2: Focus Area #1 – Gosford: Leagues Club: Peak Occupancy by Level (3pm)

Level	Category	Supply	Demand	Occupancy	Spare Capacity
Ground	Private: Long-Stay	65 spaces	51 spaces	78%	14 spaces
1	Private: Long-Stay	89 spaces	75 spaces	84%	14 spaces
2	Private: Long-Stay	85 spaces	38 spaces	45%	47 spaces
3	Private: Long-Stay	48 spaces	14 spaces	29%	34 spaces
4	Private: Long-Stay	68 spaces	7 spaces	10%	61 spaces
TOTAL	-	355 spaces	185 spaces	52%	170 spaces

Key observations are noted below:

- Ground and Level 1 are reasonably well utilised (126 vehicles or 82% occupied);
- Level 2 is underutilised (38 vehicles or 45% occupied);
- Level 3 and 4 are underutilised (59 vehicles or 18% occupied); and
- Level 3 and 4 provide a total supply of 116 spaces.

Whilst this is a privately-owned asset, it is strategically located on the fringe of the commercial core and currently has significant spare capacity that could accommodate all-day parking in the immediate future. Noting the significant cost of parking infrastructure, and the time required to plan, fund, and construct a new parking station, Station #2 represents a key short-term option to address the emerging parking issues within the Gosford CBD. This strategy could also generate an additional revenue stream for the Leagues Club.

Given the above, it is recommended that Council:

- liaise with the operator regarding the potential short-term use of Level 3 and 4 (+116 spaces) of the car park for paid public all-day parking, and if supported, negotiate relevant leasing arrangements;
- investigate what infrastructure (i.e. boom gates etc.) would be required to separate the free parking on Ground, Level 1 and 2 (for bona-fide visitors) from the paid parking on Level 3 and 4;
- investigate what administrative arrangements would be required to manage parking on-site (i.e. collection of fees; ensuring the all-day public parking is restricted to Level 3 and 4 only); and
- investigate a potential parking fee structure comparative to other parking stations in the CBD (i.e. \$8 early-bird rate at Baker Street vs. \$16.50 all day rate at Woolworths and the Imperial).

Strategy Item #S.1.2 could provide an additional 116 all-day parking spaces on the fringe of the commercial core.

In response to the above recommended strategy, Council officers have advised the following:

- Central Coast Leagues Club (CCLC) are currently investigating opportunities to implement paid parking on Level 4, with a maximum potential of 68 car parking spaces; and
- CCLC has advised that all other parking spaces on-site are for the exclusive use of club members.

Strategy Item #S.1.3: Construct Car Parks on the Fringe of the Core

Council is investigating the feasibility of providing car parks at various locations on the fringe and within the study area. While Figure 4.1 illustrates three (3) of the potential sites, additional sites have been considered.

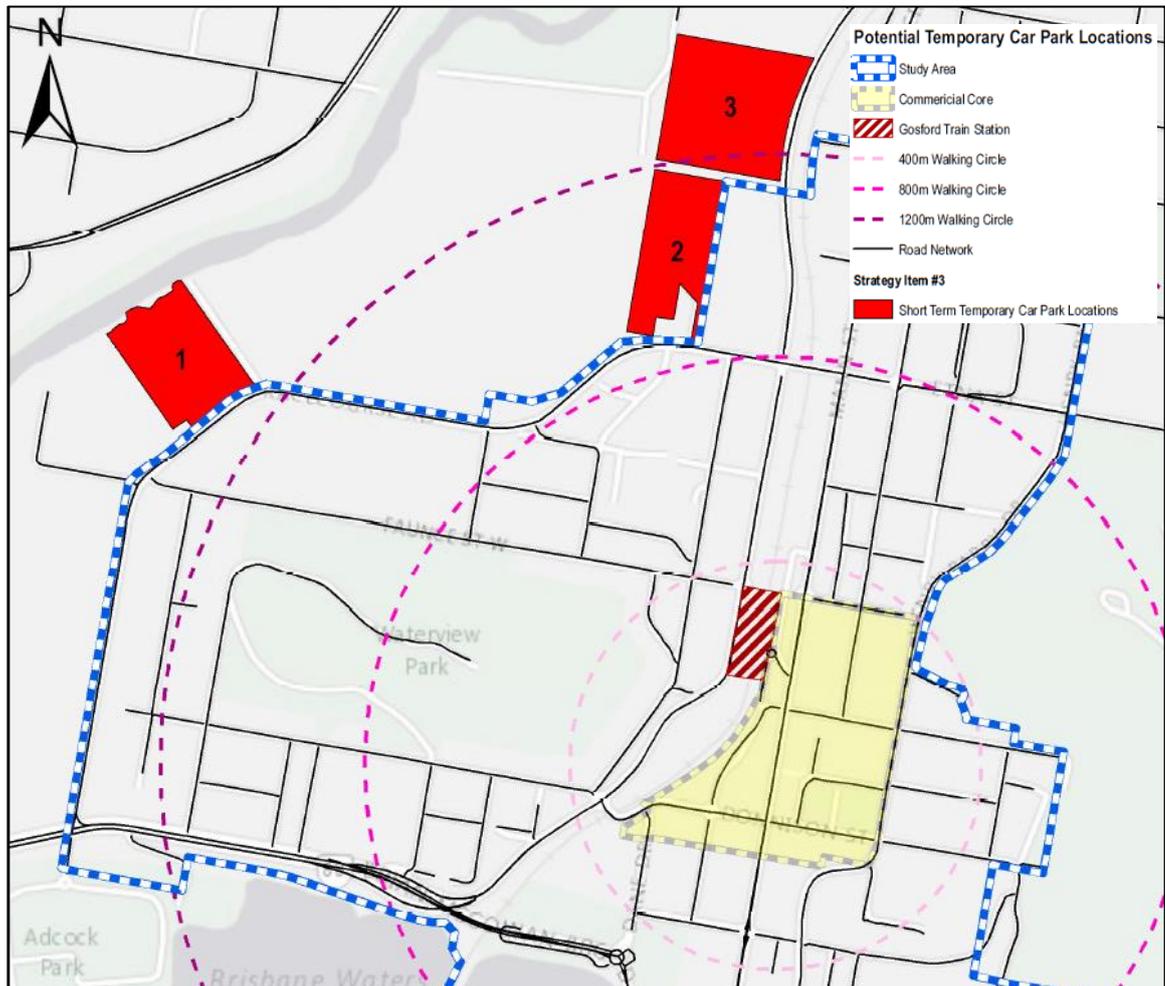


Figure 4.1: Focus Area #1 – Gosford: Short-Term: Potential Temporary Car Park Locations

Table 4.3 provides a summary of the potential temporary car parks, including the estimated parking capacity of each site and the estimated walking distance to Gosford Train Station and the William Street Mall.

Table 4.3: Focus Area #1 – Gosford: Short-Term: Potential Car Park Locations

ID	Street Address	Approximate Number of Parking Spaces	Walking Distance to Gosford Train Station	Walking Distance to William Street Mall
1	10 Racecourse Road, Gosford	180 spaces	1,350m (17 minutes)	1,700m (21 minutes)
2	26 Racecourse Road, Gosford	215 spaces	800m (10 minutes)	1,000m (13 minutes)
3	84A Showground Road, Gosford	500 spaces	1,000m (13 minutes)	1,300m (16 minutes)
TOTAL	–	895 spaces	Average 13 minutes	Average 17 minutes

Based on the above, it appears that:

- all sites are located on the fringe of the study area and are likely to be too remote from the Gosford Train Station and the commercial core to provide a 'Park n Walk' function (i.e. > 10-minute walk);
- Sites 1 and 2 could be utilised for 'Park n Ride (Bus)' and/or 'Park n Ride (Cycle)'; and
- all sites would assist with all-day parking constraints within Precinct 4 (Hospital and School).

These sites have the potential to collectively provide a total of 895 parking spaces (+895 spaces), and as such, it is recommended that Council fast-tracks the feasibility investigations and delivery of these sites and any associated pedestrian access improvements. However, given the location of these sites, the challenge will be providing high frequency shuttle bus connectivity into the commercial core, which is complemented by a bicycle share scheme. Refer to Strategy Item #4 and Strategy Item #5 for further details.

In addition to the above, it is recommended that Council:

- identify construction or development sites within walking distance (800m) of the commercial core and Gosford Train Station that could be utilised as car parks;
- negotiate leases with property owners for approvals to use car parks;
- set fees commensurate with still encouraging Park and Bus/Cycle at the preferred fringe sites; and
- prioritise car parks on the fringe rather than in the commercial core.

Strategy Item #S.1.3 could provide additional all-day parking spaces on the fringe of the study area. However, quality bus (Park n Bus) and cycle (Park n Cycle) provisions and associated pedestrian improvements will be required for access into the commercial core.

In response to the above recommended strategy, Council officers have advised the following:

- Site 2 and 3 are no longer an option for short term temporary car park locations; and
- Council has identified alternative locations at Adcock Park (at-grade car park with 170 spaces), and adjacent to the Central Coast Stadium (multi-storey car park with 500 spaces).

In relation to the alternative locations, the following points are noted:

- Adcock Park is located on the fringe of the 800m walking catchment and as such, the above findings are still relevant. That is, a car park at Adcock Park would be too remote from the CBD to function as a 'Park n Walk'. It could however, function as a 'Park n Ride (Bus)' and/or 'Park n Ride (Cycle)'
- The Central Coast Stadium is ideally located to function as a Park n Walk facility for the Gosford CBD.

Strategy Item #S.1.4: Implement a 'Park n Ride (Bus)' Scheme

As outlined above, Site 1 and 2 could potentially be utilised as part of a 'Park n Ride (Bus)' scheme for access to the Gosford Train Station and the Gosford CBD / commercial core. The same would apply to the alternative sites currently being investigated by Council (i.e. Adcock Park and Central Coast Stadium).

Figure 4.2 illustrates the location of Site 1 and 2 as well as three (3) shuttle bus route options. Importantly, these are only high-level route options for consideration. The preferred route should be determined by Council based on where the additional car parking is ultimately provided.

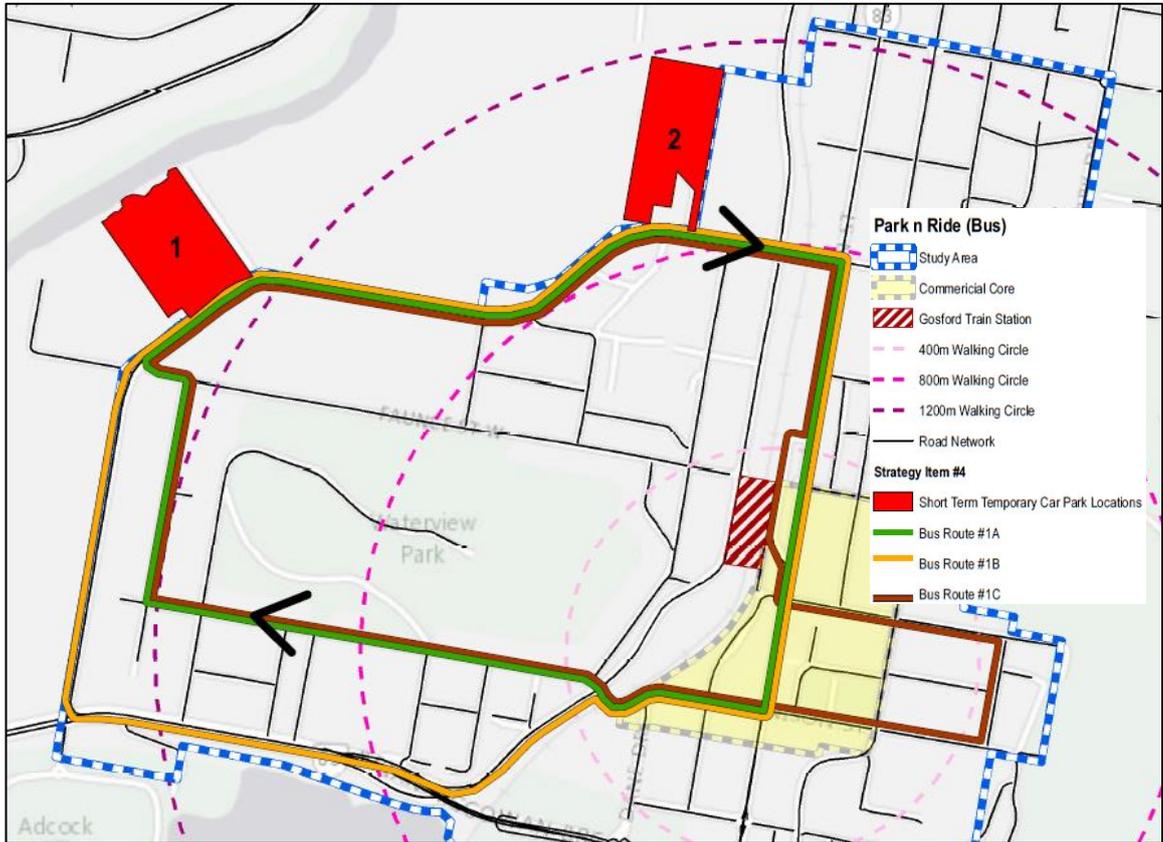


Figure 4.2: Focus Area #1 – Gosford: Short-Term: Park n Ride (Bus) with Potential Bus Routes

As illustrated on Figure 4.2, the most efficient route (Route #1A – Green) would be to:

- start at Site 1 (Gosford Tennis Court);
- access Site 2 (Gosford Golf Club) via Showground Road;
- cross the “Central Coast and Newcastle Line” via the Showground Road overpass;
- turn right into Mann Street;
- stop adjacent to Gosford Train Station;
- stop adjacent to the William Street Mall;
- turn right onto the Pacific Highway;
- cross the “Central Coast and Newcastle Line” via the Donnison Street overpass;
- continue onto Donnison Street West;
- turn right into Young Street;
- turn left into Faunce Street West; then
- turn right back onto Racecourse Road.

An alternative route would be to turn left after the Donnison Street overpass, continue on the Central Coast Highway and then turn right into Racecourse Road (Route #1B – Orange). This route could be utilised to pick up the ‘enterprise corridor’ in the south-west corner of the study area.

Another alternative would be to utilise the existing ‘Route 41’, which is operated by Red Bus Services (Route #1C). This is similar to Route #1A, however it picks up more of the commercial core.

Table 4.4 provides a summary of the estimated route distance and travel times. The average speed of 20km/h has been adopted to allow for multiple pick-up / drop-off location as well as intersection and link delays.

Table 4.4: Focus Area #1 – Gosford: Park n Ride (Bus) Shuttle Bus Route Details

Route ID	Parking Capacity	Round Trip Distance	Inbound Trip Distance	Adopted Average Speed	Route Trip Time	Inbound Trip Time
#1A	395 spaces	4.0km	2.0km (Site 1 to CBD)	20 km/h	~ 12 minutes	~ 6 minutes
#1B	395 spaces	5.0km	2.0km (Site 1 to CBD)	20 km/h	~ 15 minutes	~ 6 minutes
#1C	395 spaces	5.0km	2.0km (Site 1 to CBD)	20 km/h	~ 15 minutes	~ 6 minutes

A key challenge for all 'Park n Ride (Bus)' schemes will be providing high frequency bus services so that patrons can efficiently park their vehicle and board a bus with a limited transfer penalty. Importantly, each bus route option is relatively 'tight' loop which will help increase frequencies and reduce travel times. Importantly, these routes provide access to all three (3) parking markets to maximise exposure and usage.

Given the above, it is recommended that Council:

- fast-tracks the feasibility investigations for additional car parks on the fringe and within the study area;
- liaise with Red Bus Services regarding opportunities to increase the number of peak hour services on the existing Route 41 (referred to as Route #1C), including cost sharing opportunities;
- identifies key drop-off / pick-up locations along each route to maximise coverage;
- undertake financial feasibility investigations for the proposed 'Park n Ride (Bus)' scheme; and
- identify bus priority infrastructure along the bus routes to maximise efficiency and reduce travel times.

Strategy Item #S.1.4 could help activate all-day parking spaces on the fringe and within the study area

In response to the above recommended strategy, Council officers have advised the following:

- Site 2 is longer an option for a short-term temporary car park; and
- Council has identified alternative locations at Adcock Park (at-grade car park with 170 spaces), and adjacent to the Central Coast Stadium (multi-storey car park with 500 spaces).

Importantly, proposed Route #1B could service the Adcock Park site.

Strategy Item #S.1.5: Implement a 'Park n Ride (Cycle)' Scheme

To support Strategy Item #3 and activate the proposed parking on the fringe of the study area, it is recommended that Council implements a bicycle sharing scheme.

Figure 4.3 illustrates the potential 'Park n Ride (Cycle)' locations and cycle routes for Site 1 and 2. It is important to note that these are only high-level route options for consideration. The preferred routes should be determined by Council based on where the additional car parking is ultimately provided.

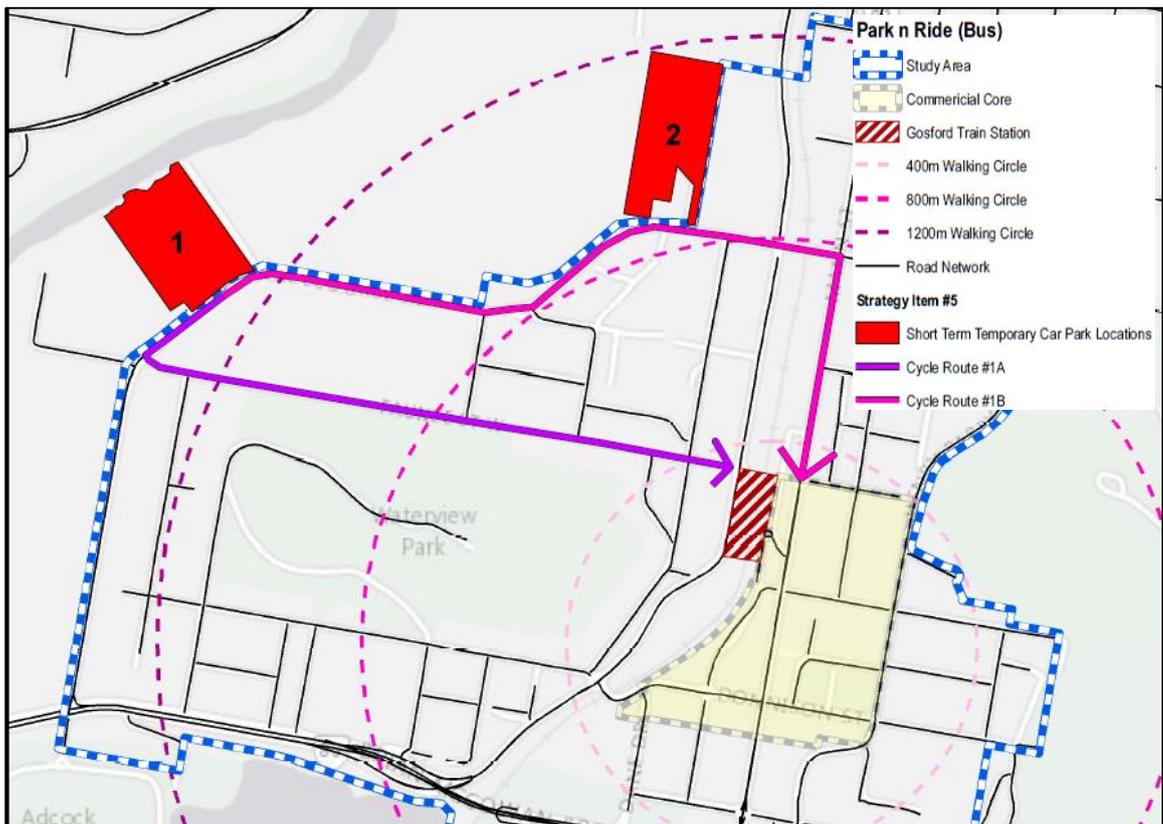


Figure 4.3: Focus Area #1 – Gosford: Short-Term: Park n Ride (Cycle) with Cycle Routes

Table 4.5 provides a summary of the estimated route distance and travel times. The average speed of 15km/h has been adopted to allow for based on the mostly flat terrain.

Table 4.5: Focus Area #1 – Gosford: Short-Term: Park n Ride (Cycle) Cycle Route Details

Route ID	Parking Capacity	Round Trip Distance	Inbound Trip Distance	Adopted Average Speed	Estimated Route Trip Time	Estimated Inbound Trip Time
#1A	395 spaces	4.0km	2.0km (Site 1 to CBD)	15 km/h	< 16 minutes	< 8 minutes
#1B	395 spaces	5.0km	2.0km (Site 1 to CBD)	15 km/h	< 20 minutes	< 8 minutes

A key challenge for the 'Park n Ride (Cycle)' schemes will be ensuring adequate and safe cycle infrastructure is provided along both routes and providing parking stations at key locations within the Gosford CBD.

In terms of existing cycle infrastructure, the following points are noted:

- **Cycle Route #1A:** there are no pathways or crossing facilities on Racecourse Road along the frontage of the Gosford Tennis Centre (Site #1), and whilst Faunce Street West is a low speed local road and therefore may be suitable for on-road cycling, there are also noticeable gaps in the pathway network. Addressing these items should be considered during the feasibility investigations; and
- **Cycle Route #1B:** there are pathways on Racecourse Road along the frontage of the Gosford Golf Club (Site #2), as well as a signalised pedestrian crossing in front of and Gosford High School. There is a dedicated pedestrian facility on the Racecourse Road overpass, however it is relatively narrow (1.5m) and fenced, and therefore may 'force' cyclists to stay on-road. As such, a safety review of the cycle facilities on the overpass (or lack of) should be included in the feasibility investigations.

Given the above, it is recommended that Council investigates opportunities to:

- co-locate a cycle share scheme at new car parking locations;
- provide cycle parking facilities at the Gosford Train Station, commercial core, and CCLHD precinct; and
- implement dedicated or priority cycle infrastructure along the cycle routes connecting Sites 1 and 2 with the commercial core to maximise efficiency and safety along the routes.

Strategy Item #S.1.5 could help activate 395 all day parking spaces on the fringe and within the study area.

In response to the above recommended strategy, Council officers have advised the following:

- Site 2 is longer an option for a short-term temporary car park; and
- Council has identified alternative locations at Adcock Park (at-grade car park with 170 spaces), and adjacent to the Central Coast Stadium (multi-storey car park with 500 spaces).

Importantly, the Adcock Park site benefits from access to a well-established urban active transport network, with existing provisions for both pedestrians and cyclists along the Central Coast Highway. Furthermore, the Central Coast Stadium site is ideally located to function as a Park n Walk / Cycle facility for the CBD.

Strategy Item #S.1.6: Introduce Metered On-Street Parking within the Commercial Core

The “Commercial Core” as defined in the DCP2013 is bound by Faunce Street to the north, Henry Parry Drive to the east, commercial developments on the southern side of Donnison Street to the south, and the “Central Coast and Newcastle Line” to the west. The extents are graphically illustrated in Figure 4.4.

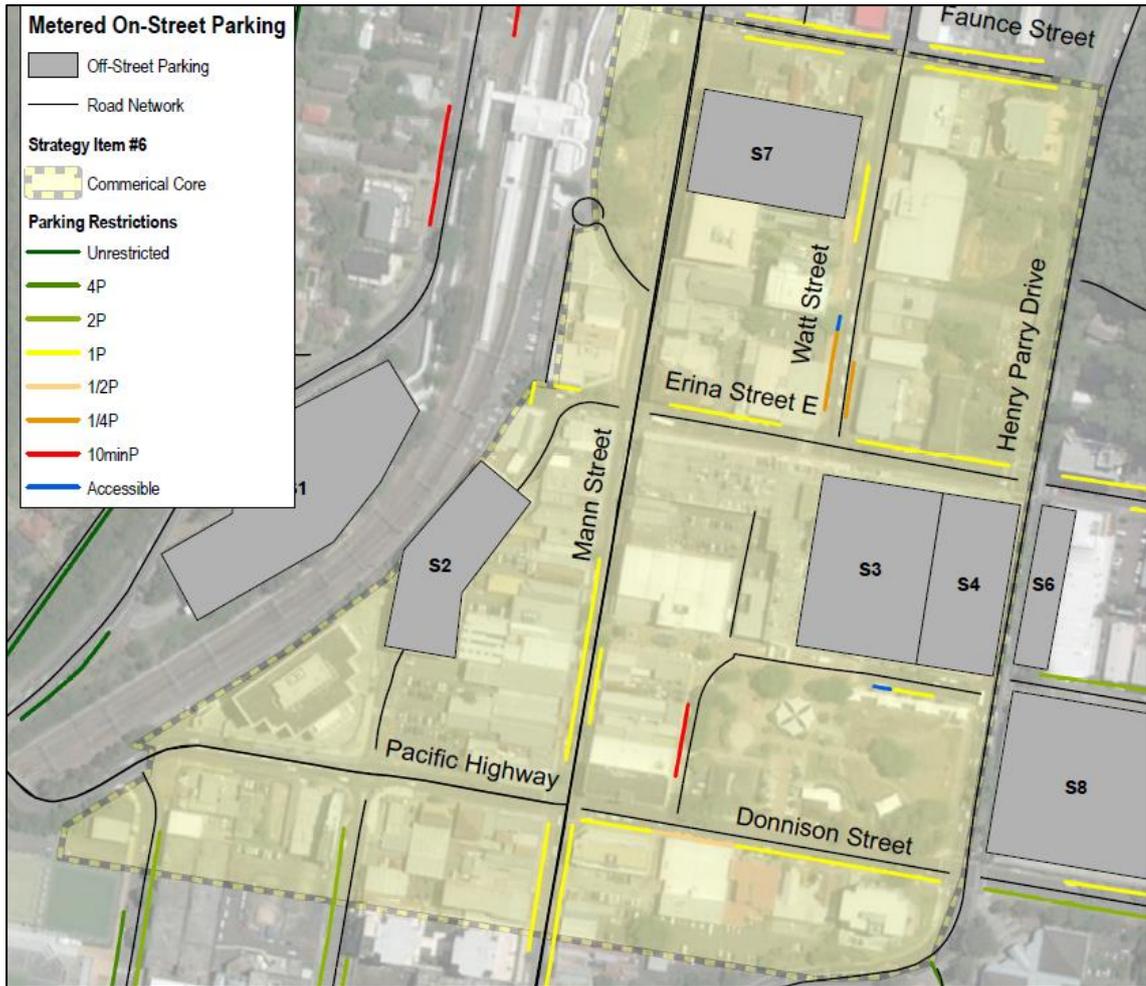


Figure 4.4: Focus Area #1 – Gosford: Extent of Commercial Core for Metered On-Street Parking

Table 4.6 provides a summary of the existing kerbside parking supply and parking demand within the core

Table 4.6: Focus Area #1 – Gosford: Commercial Core Kerbside Parking: Supply vs. Demand

Scenario	Accessible	10 min P	1/4P	1/2P	1P	2P	4P	TOTAL
Existing Supply	3	10	15	14	110	-	-	152
Peak Demand (10am)	3	3	12	3	82	-	-	103
Spare Capacity	-	7	3	11	28	-	-	49

Figure 4.5 illustrates the existing kerbside parking demand profile within the commercial core.

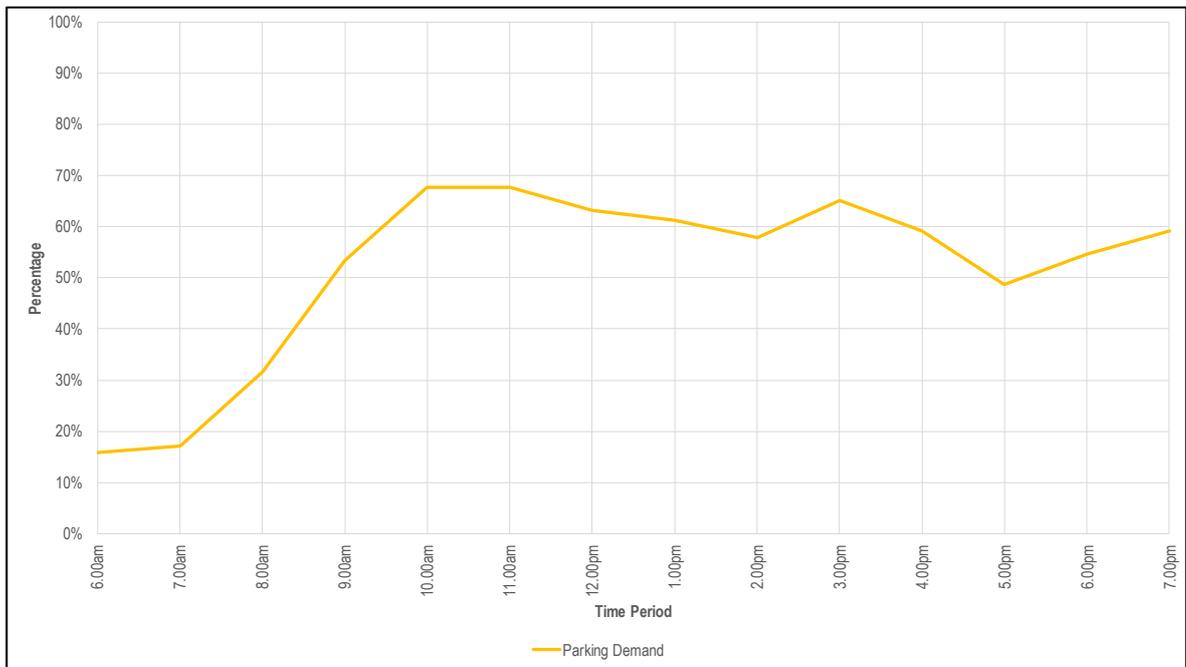


Figure 4.5: Focus Area #1 – Gosford: Kerbside Parking Demand Profile (Commercial Core)

Key points to note are:

- there are 152 kerbside parking spaces within the commercial core, with the majority being 1P (72%);
- kerbside parking within the commercial core peaked at 10:00am at 68% (103 vehicles);
- kerbside parking within the commercial core is generally above 60% occupied from 10:00am to 4:00pm;
- whilst it appears that there is 'spare capacity' within the commercial core during the peak periods, it is noted that approximately half of the spaces are 1/2P or less; and
- Council has advised that there is poor compliance with existing time limits within the commercial core, with motorists parking for longer than the allocated time.

In summary, kerbside parking within the commercial core is at or close to practical capacity now, with existing compliance issues. The influx of 1,200 employees associated with the new ATO and NSW Government Finance Buildings coupled with the imminent loss of Kibbleplex, will result in significant additional all-day parking demands within the commercial core and surrounds, which will compound existing compliance issues and place further strain on the finite parking capacity in the CBD.

The introduction of paid on-street parking within the commercial core will:

- help regulate turnover of short-stay parking spaces for bona-fide customers / visitors, which is highly desirable for businesses within the commercial core;
- generate a revenue stream that could be utilised by Council to fund other short-term strategies (i.e. 'Park n Ride (Bus)', car parks etc.); and
- help 'push' all-day parking away from the core and encouraging parking at the preferred fringe sites.

Based on the above, it is recommended that Council explore opportunities to implement metered parking within the commercial core. This could be rolled out over time, and trialled street by street.

Strategy Item #S.1.6 could help fund other strategies whilst protecting short-stay parking in the core for customers.

4.3.3 Medium Term Strategies

Strategy Item #M.1.1: Expand 'Park n Ride (Bus & Cycle)' Schemes

In addition to the short-term car park sites, Council is investigating the feasibility of constructing additional car parks in the medium-term. Figure 4.6 illustrates a few potential locations.

Table 4.7 provides a summary of the potential car parks, including the estimated parking capacity of each site as well as the estimated walking distance to Gosford Train Station and the William Street Mall.

Table 4.7: Focus Area #1 – Gosford: Medium-Term: Potential Car Park Locations

ID	Street Address	Approximate Number of Parking Spaces	Walking Distance to Gosford Train Station	Walking Distance to William Street Mall
4	Adcock Park	550 spaces	1,700m (21 minutes)	1,700m (21 minutes)
5	80 The Entrance Road, Erina	360 spaces	4,200m (54 minutes)	3,800m (48 minutes)
6	4 Racecourse Road	1,500 spaces	1,600m (20 minutes)	2,000m (25 minutes)
TOTAL	-	2,410 spaces	Average (32 minutes)	Average (32 minutes)

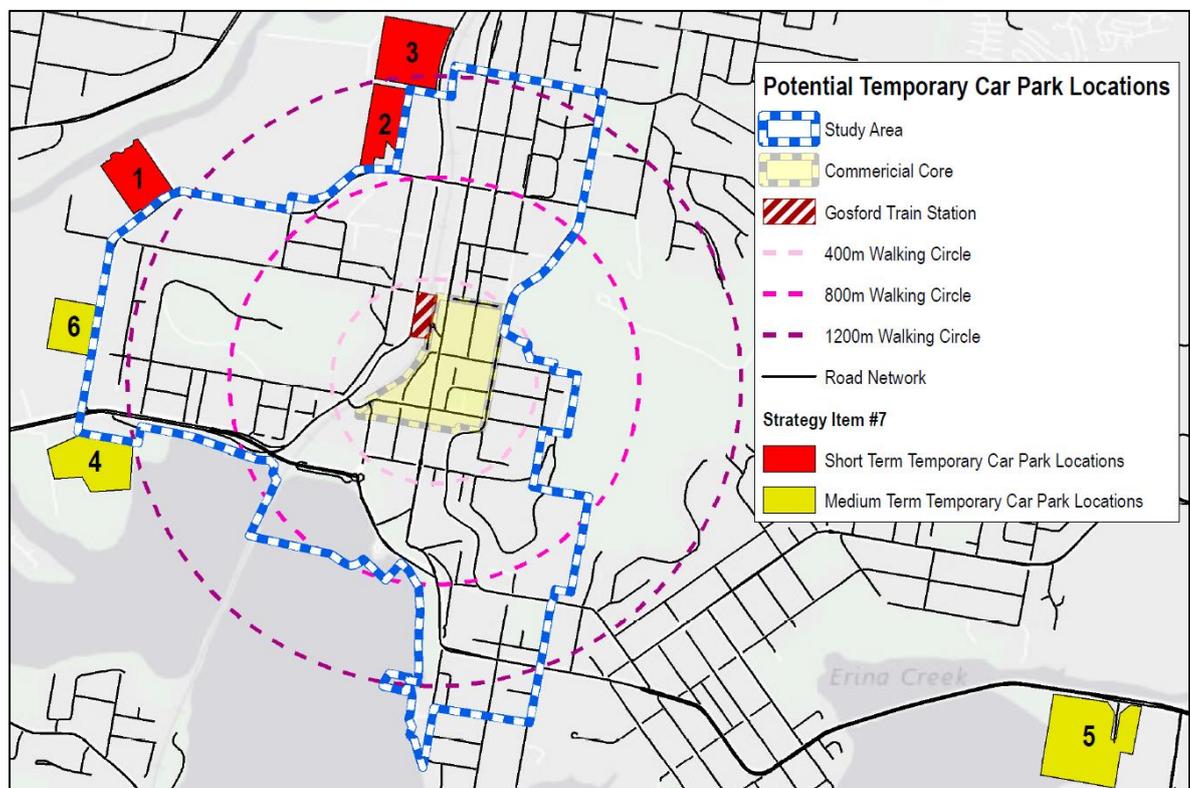


Figure 4.6: Focus Area #1 – Gosford: Medium-Term: Potential Car Park Locations

Based on the above, it appears that:

- Site 4 and 6 are located on the fringe of the study area and are likely to be too remote from the Gosford Train Station and the commercial core to provide a 'Park n Walk' function (i.e. > 10-minute walk). However, these sites are located in proximity to Site 1 and 2 and therefore could complement and increase the viability of the previously recommended short-term 'Park n Ride (Bus)' scheme; and
- Site 5 is located 2.5km east of the study area and is too remote to provide a 'Park n Walk' Function. To provide any real benefit to the all-day parking challenges within the study area, Site 5 would need to be utilised as a 'Park n Ride (Bus)' facility with a complementary 'Park n Ride (Cycle)' scheme. Given its location, it could be utilised to service commuters from east (i.e. The Entrance, Terrigal, Avoca Beach, Erina, etc.), with a bus shuttle on the eastern side of the "Central Coast and Newcastle Line".

High Level Traffic Impacts

It is noted that further detailed traffic analysis will be required to confirm traffic related impacts and associated road upgrades (if any) for each site. However, at this strategy stage, the following observations are noted:

- All three (3) sites would generate high traffic demands, particularly Site 6. This assumes that each parking spaces generates two (2) trips per day (i.e. inbound trip in the AM and outbound trip in the PM). All sites have the potential to impact the road network operations, including at the intersection of Central Coast Highway / Racecourse Road (Site 4), Central Coast Highway / Pateman Road (Site 5), and Central Coast Highway / Racecourse Road (Site 6);
- **Site 4:** gains access via the existing **Garnet Adcock Memorial Park** signalised intersection of Central Coast Highway / Racecourse Road. All turning movements are permitted at the intersection. The Central Coast Highway at this location has a six (6) lane cross section and is governed by a 70km/h posted speed limit. Further investigations will be required to confirm potential safety and operation impacts associated with increased demands for motorists existing the park in the afternoon peak;
- **Site 5:** gains access via the existing **Erina Works Depot** intersection of Central Coast Highway / Pateman Road. All turning movements are permitted at this location, with left and right turn lane provisions on the Central Coast Highway. The Central Coast Highway at this location has a four (4) lane cross section and is governed by a posted speed limit of 70km/h. Further investigations will be required to confirm potential safety and operation impacts associated with increased demands for motorists turning right onto the Central Coast Highway in the afternoon peak hour; and
- **Site 6:** gains access via the existing **The Entertainment Grounds** driveway on Racecourse Road. All turning movements are currently permitted at this location, with adequate sight distances in both directions on Racecourse Road. It is understood that a tunnel would need to be constructed under the racetrack for access to the proposed parking area/s, and as such, further traffic engineering design advice will be required to confirm the feasibility of this site (i.e. grades, sight lines, swept paths).

These sites have the potential to provide a total of 2,410 parking spaces (+2,410 spaces), and as such, it is recommended that Council fast-tracks the feasibility investigations. However, given the location of these sites, particularly Site 5, the challenge will be providing high frequency shuttle bus connectivity into the commercial core, which is complemented by a bicycle share scheme.

Potential Bus Routes

As noted previously, Site 4 and 6 could complement the previously recommended short-term 'Park n Ride (Bus)' scheme (Route #1B). However, Site 5 would require a separate bus route (Route 2).

Figure 4.7 illustrates the location of each site as well as the relevant bus routes.

As illustrated on Figure 4.7, the most efficient route for Route 2 would be to:

- start at Site 6 (Erina);
- travel into the commercial core via the Central Coast Highway and Mann Street;
- stop adjacent to Gosford Train Station;
- stop adjacent to the William Street Mall; then
- return to Site 6 via Henry Parry Drive and the Central Coast Highway.

Table 4.8 provides a summary of the estimated route distance and travel times. The average speed of 20km/h has been adopted to allow for multiple pick-up / drop-off location as well as intersection and link delays.

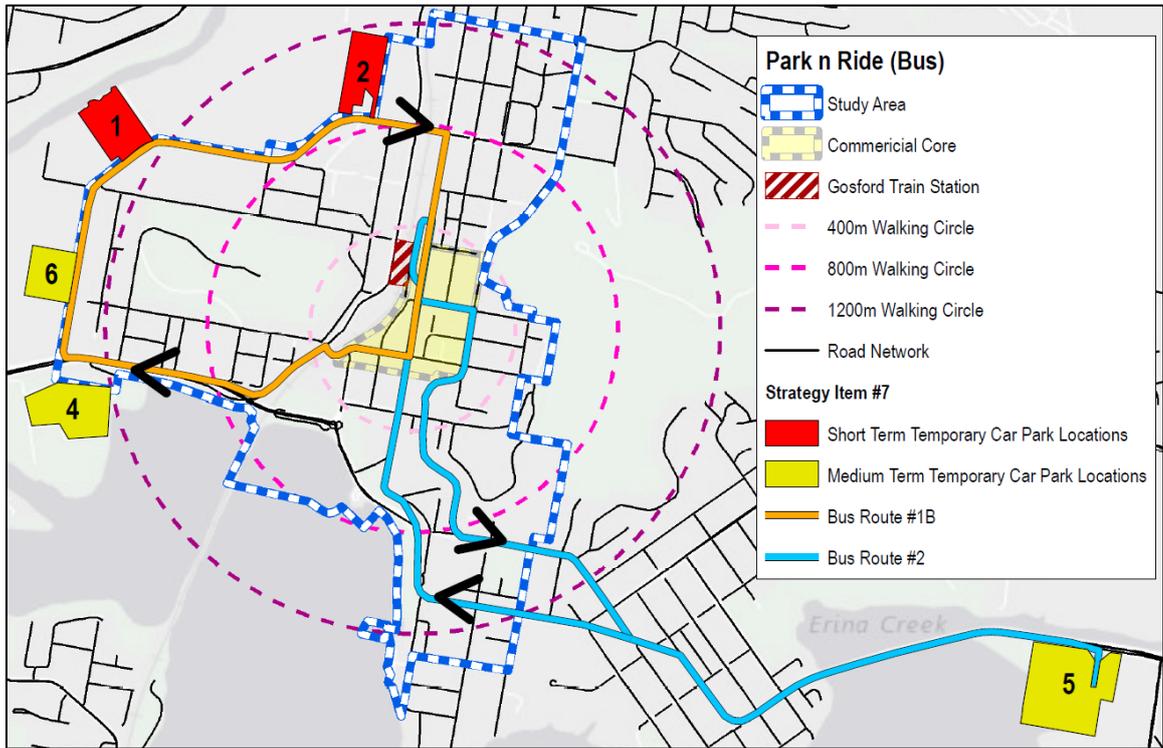


Figure 4.7: Focus Area #1 – Gosford: Medium–Term: Park n Ride (Bus) with Potential Bus Routes

Table 4.8: Focus Area #1 – Gosford: Medium–Term: Park n Ride (Bus) Shuttle Bus Route Details

Route ID	Parking Capacity	Round Trip Distance	Inbound Trip Distance	Adopted Average Speed	Route Trip Time	Inbound Trip Time
#1B	2,445 spaces	5.0km	3.0km (Site 4 to CBD)	20 km/h	~ 15 minutes	~ 10 minutes
#2	360 spaces	9.0km	4.0km (Site 6 to CBD)	20 km/h	~ 25 minutes	~ 12 minutes

As noted previously, a key challenge for all ‘Park n Ride (Bus)’ schemes will be providing high frequency bus services so that patrons can efficiently park their vehicle and board a bus with a limited transfer penalty. Whilst Routes #1B is a relatively ‘tight’ loop, Route #2 is a long and linear route and as such, multiple buses will be required to help increase frequencies and reduce travel times. Importantly, these routes provide access to at least two (2) out of the three (3) parking markets to maximise exposure and usage.

Potential Cycle Routes

To activate the proposed parking on the fringe of the study area, it is recommended that Council implements a complementary bicycle sharing scheme at Site 4, 5 and 6.

Table 4.9 provides a summary of the estimated route distance and travel times. The average speed of 15km/h has been adopted to allow for based on the mostly flat terrain.

Table 4.9: Focus Area #1 – Gosford: Medium -Term: Park n Ride (Cycle) Cycle Route Details

Route ID	Parking Capacity	Round Trip Distance	Inbound Trip Distance	Adopted Average Speed	Estimated Route Trip Time	Estimated Inbound Trip Time
#1C	2,050 spaces	4.0km	2.0km (Site 4 to CBD)	15 km/h	< 16 minutes	< 8 minutes
#2	360 spaces	9.0km	4.0km (Site 5 to CBD)	15 km/h	< 35 minutes	< 16 minutes

Figure 4.8 illustrates the potential ‘Park n Ride (Cycle)’ locations and cycle routes.

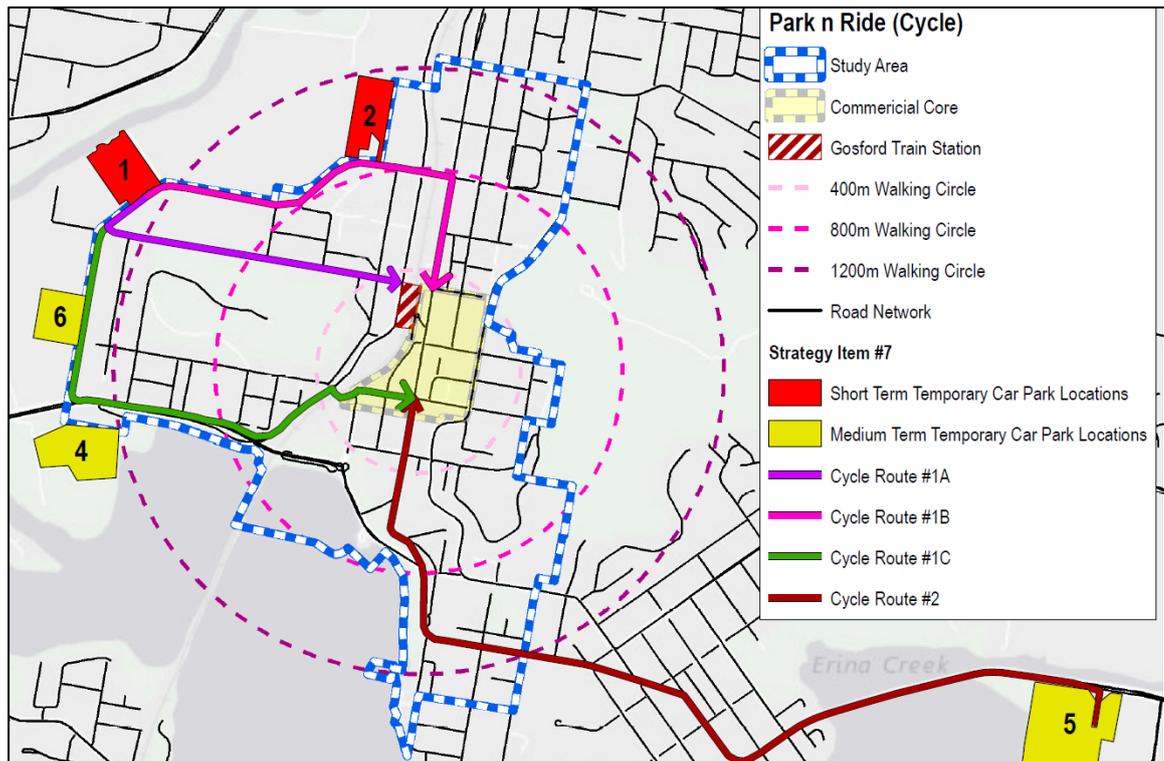


Figure 4.8: Focus Area #1 – Gosford: Medium–Term: Park n Ride (Cycle) with Cycle Routes

A key challenge for the 'Park n Ride (Cycle)' schemes will be ensuring adequate and safe cycle infrastructure is provided along both routes and providing parking stations at key locations within the Gosford CBD.

- **Cycle Route #1C:** there are no pathways or crossing facilities on Racecourse Road along the frontage of The Entertainment Grounds (Site #6). However, once cyclists reach the signalised intersection of Central Coast Highway / Racecourse Road, they can cross the highway to utilise the existing 3.0m wide pathway on the southern side of the highway. This pathway travels under the Brian McGowan Bridge and terminates on Showground Road. From that point, the route would be on-road through to the Gosford Train Station and / or Gosford CBD. It would be worth exploring opportunities to improve the cycle infrastructure along the start (Racecourse Road) and end (Showground Road) of this route; and
- **Cycle Route #2:** utilise the existing 3.0m wide pathway on the northern side of the Central Coast Highway, which terminates at Russell Street. From that point, there is a continuous pathway network through to the Gosford CBD and Gosford Train Station. It would be worth exploring opportunities to improve the cycle infrastructure along this section of the route.

Given the above, it is recommended that Council:

- fast-tracks the feasibility investigations for additional car parking sites;
- undertake financial feasibility investigations for the proposed expansion to the 'Park n Ride (Bus)' scheme, and identify key drop-off / pick-up locations along both bus routes to maximise coverage;
- investigate opportunities to co-locate a cycle share scheme at Sites 4, 5 and 6, and provide cycle parking facilities at the Gosford Train Station, commercial core, and CCLHD precinct; and
- implement dedicated or priority cycle and bus infrastructure along the identified routes connecting Sites 4, 5 and 6 with the commercial core to maximise efficiency and reduce travel times along the routes.

Strategy Item #M.1.1 could provide an additional all-day parking spaces on the fringe / outside of the study area. However, quality bus (Park n Bus) and cycle (Park n Cycle) provisions will be required for access into the core.

In response to the above recommended strategy, Council officers have advised the following:

- Site 2, 5 and 6 are longer an option for a short-term car park;
- A maximum of 170 spaces are proposed at Adcock Park (Site 4), not 1,500 spaces; and
- Council has identified alternative locations adjacent to the Central Coast Stadium (multi-storey car park with 500 spaces) and at 219 Albany Street (multi-storey car park with 1,000 spaces).

Importantly, the above planning does not change the intent of this strategy which is to provide parking on the fringe of the CBD with active (cycle) and public (shuttle bus) transport connections into the CBD.

Strategy Item #M.1.2: Targeted Conversion of Kerbside Parking Allocation

Figure 4.9 illustrates the typical parking utilisation triggers for modifying kerbside parking allocation.

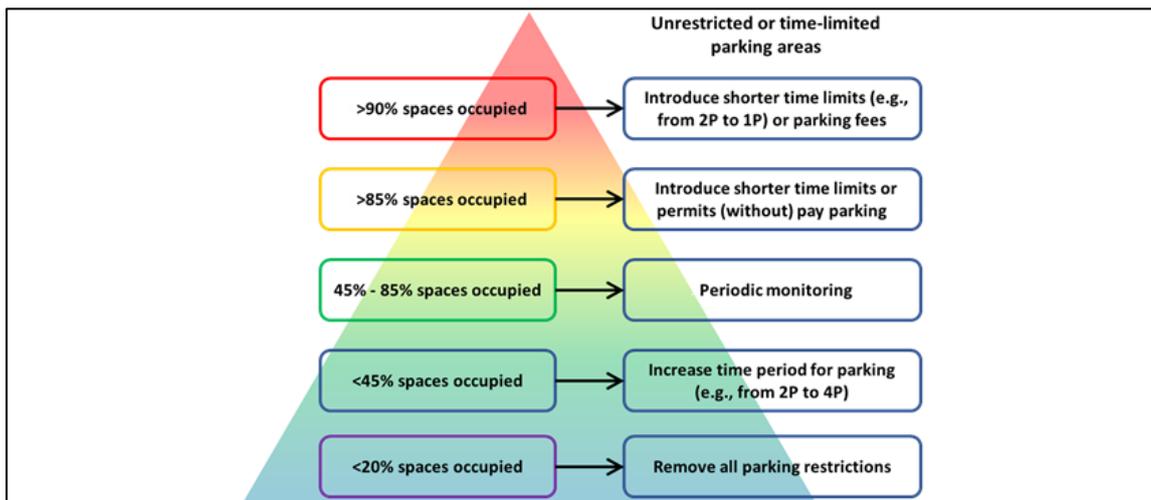


Figure 4.9: Focus Area #1 – Gosford: Utilisation Triggers for Modifying Kerbside Parking

Table 4.10 provides a summary of the potential modifications in each Precinct based on the above triggers.

Table 4.10: Focus Area #1 – Gosford: Peak Kerbside Parking Occupancy by Precinct

Precinct	Long-Stay	Short-Stay	Total	Potential Modification of Allocation
1	76%	68%	71%	Periodic monitoring (no change required)
2	63%	81%	65%	Periodic monitoring (no change required)
3	68%	80%	71%	Periodic monitoring (no change required)
4	87%	64%	86%	Consider introducing shorter time limits
5	55%	38%	54%	Consider introducing longer time limits

Based on the above, the following potential modifications are noted:

- **Precinct 4 (Hospital & Schools):** convert long—stay into short—stay parking in proximity to the hospital; and
- **Precinct 5 (Station & Surrounds):** convert short-stay into long-stay parking.

Within Precinct 4, 90% of all kerbside parking is unrestricted and is generally utilised by the CCLHD. Parking occupancy survey data indicates high utilisation of this parking from 7am to 3pm, as such, it is difficult for patients / visitors to find a free parking space. For this reason, there is an opportunity to convert long-stay kerbside parking in proximity to the GDH into short-stay parking. This could be introduced over time, to allow impacted staff to utilise new short-parks car parks (Strategy Item #3) and / or Park n Bus (Strategy Item #4).

Within Precinct 5, 97% of all kerbside parking is already unrestricted. As such, there is no merit to introducing longer time limits. Furthermore, it is noted that the 'spare kerbside parking capacity' within Precinct 5 is located towards the south-west extent of the study area, away from the key parking generators (i.e. Gosford Train Station etc.), which would contribute to the low surveyed occupancy rates.

In summary, it is recommended that Council considers converting long-stay kerbside parking in proximity to the GDH into short-stay parking to increase available for customers, as illustrated on Figure 4.10 below.

Strategy Item #M.1.2 could help patients / visitors at within the CCLHD to gain access to free short-stay kerbside parking. It would complement other strategies, by relocating all-day staff parking to the fringe of the study area.



Figure 4.10: Focus Area #1 – Gosford: Targeted Conversion of Kerbside Parking Allocation

Strategy Item #M.1.3: Improve Public Transport Services, including Train Timetable Changes

The parking interview surveys highlighted a number of key public transport related issues, including:

- the existing bus network is not frequent or convenient and cannot compete with car accessibility, with only 16% of respondents indicated that they would prefer to utilise a bus for access into the CBD; and
- the existing train timetable ‘artificially’ create a significant parking demand at the Gosford Train Station, with 44% of respondents at the commuter car park indicating they would prefer to utilise an alternative train station if additional services were provided.

Whilst it is important for Council to work with TfNSW to improve bus coverage and frequencies to / from the Gosford CBD over time, it would be very difficult to achieve any real short or median-term modal shifts without significant changes to bus services and network.

However, an alternative to increasing all-day parking supply within the Gosford CBD, would be to reduce demand. A realistic mechanism to reduce demand would be to modify the train timetable to shift / spread the demand to other train stations. It is worth noting that 44% of 1,115 vehicles is approximately 500 vehicles.

Based on a detailed review of the existing train timetable, the following key points are noted:

- there are 13 train stations within the Central Coast LGA;
- Gosford Station and Woy Woy Station are the main commuter stations with 15 direct inbound services to the Sydney CBD in the morning peak period (6:00 to 9:00) and 16 direct outbound services from the Sydney CBD in the afternoon peak period (16:00 to 19:00);
- the travel time to / from Sydney CBD via Gosford Station and Woy Woy Station is approximately 70 and 80 minutes respectively, compared to approximately 90 to 100 minutes via Tuggerah and Wyong; and
- stations either side of Gosford Station have very limited daily and peak period services despite similar travel times to / from Sydney CBD. For example:
 - Lisarow Train Station (located less than 7km north of Gosford Station) current has one (1) direct inbound service to the Sydney CBD in the morning peak period (6:00 to 9:00) and five (5) direct outbound services from the Sydney CBD in the afternoon peak period (16:00 to 19:00); and
 - Tascott Train Station (located less than 2.5km south of Gosford Station) current has five (5) direct inbound service to the Sydney CBD in the morning peak period (6:00 to 9:00) and five (5) direct outbound services from the Sydney CBD in the afternoon peak period (16:00 to 19:00).

Based on the above, it is recommended that Council:

- commence discussions with TfNSW to extend express services to other stations to the north;
- identify a suitable train station or stations either side of Gosford Station that could accommodate a new multi-story parking station; and
- undertake relevant feasibility and impact investigations for a preferred site.

Strategy Item #M.1.3 could help reduce parking demands within the Gosford CBD by 400 to 500 vehicles.

Strategy Item #M.1.4: Implement Smart Parking Initiatives to Maximise Use of Infrastructure

'Smart parking initiatives' utilise technology to notify users of available parking opportunities in order to reduce vehicular circulation and searching for parking spaces, and also maximise use of existing infrastructure. This technology can also assist with targeted enforcement (and therefore reduced enforcement costs) and also provide additional information to the public via apps and websites.

In November 2017, Council received a \$114,000 grant from the Australian Government to install 450 'smart parking' sensors. It is understood 200 parking sensors were recently installed within the Terrigal CBD, and that a further 250 parking sensors will soon be installed within the Gosford CBD. The data from the sensors will be linked to an app to provide motorists with parking information ahead of time.

Further to the above, it is recommended that Council investigates opportunities to implement a Gosford CBD-wide smart parking 'system'. This may include additional sensors for all parking within the commercial core as well as digital signs on approach to the Gosford CBD.

Strategy Item #M.1.4 could help maximise the use of existing infrastructure and improve compliance issues.

4.3.4 Long Term Strategies

Strategy Item #L.1.1: Construct New Multi-Storey Parking Station/s

As outlined in the DCP2013, it is envisaged that the study area will accommodate an additional 10,000 residents and 6,000 jobs by 2036. Whilst each new development will be required to provide minimum off-street parking provisions, given the existing shortfall in all-day parking supply, it is likely that Council will need to plan for and construct a new multi-storey parking station or a number of stations to accommodate growth.

Based on the above, it is recommended that Council:

- identify suitable site/s on the CBD fringe to construct new parking station/s;
- undertake relevant feasibility and impact investigations for the preferred site/s; and
- develop funding scheme through development contributions in lieu of on-site parking provision.

Strategy Item #L.1.1 could help increase the all-day parking supply on the Gosford CBD fringe by 1,000 spaces.

4.4 FOCUS AREA #2: LISAROW

Based on a review of existing and future parking arrangements for Lisarow, the following is noted:

- parking demands within the study area are currently very low (i.e. < 500 vehicles);
- the commuter car park is the only parking 'hot spot' within the study area, with a small amount of undesirable overflow parking occurring onto the Pacific Highway to the south of the train station;
- there is a small amount of overflow on-street parking from Scholastic Australia Pty Limited, GCS Dance, and other businesses on Railway Crescent to the north of the train station; and
- there is limited development potential within the Lisarow study area, and as such, there are no foreseeable additional parking issues or challenges in the future for Lisarow.

Further to the above, it is noted that the Lisarow Train Station is an ideal location for a commuter train station to take pressure off Gosford and Woy Woy Train Stations. This would require the train timetable to be modified and government investment for a new parking station within 400m of the train station.

Noting the above, the following short, medium, and long-term parking strategies are recommended.

Short Term Strategies

- **Strategy Item #S.2.1:** install a yellow edge line and 'no parking' signs on Pacific Highway adjacent to the Lisarow Train Station to prohibit undesirable and unsafe overflow parking which currently occurs;
- **Strategy Item #S.2.2:** expand existing at-grade commuter car parking areas on both sides of the rail line as much as possible within existing footprint to cater for existing demands (+50 spaces); and
- **Strategy Item #S.2.3:** formalise on-street parking on Railway Crescent adjacent to the Train Station (+30 spaces) to formalise existing behaviour and install pathway connections to improve safety.

Medium Term Strategies

Nil.

Long Term Strategies

- **Strategy Item #L.2.1:** investigate opportunities to upgrade Lisarow Train Station to a commuter train station to shift parking demands away from Gosford and Woy Woy. This would require the existing train timetable to be modified (in consultation with TfNSW) and a new parking station to be built within 400m of the train station to accommodate commuter demands. This strategy could 'capture' commuters from the east via The Ridgeway (i.e. Terrigal, Erina Heights, Bateau Bay etc.), and could be utilised for multi-purpose parking including weekend demands generated by the nearby Lisarow Sporting Precinct.

Figure 4.12 provides an overview of the recommended parking strategies for Focus Area #2.

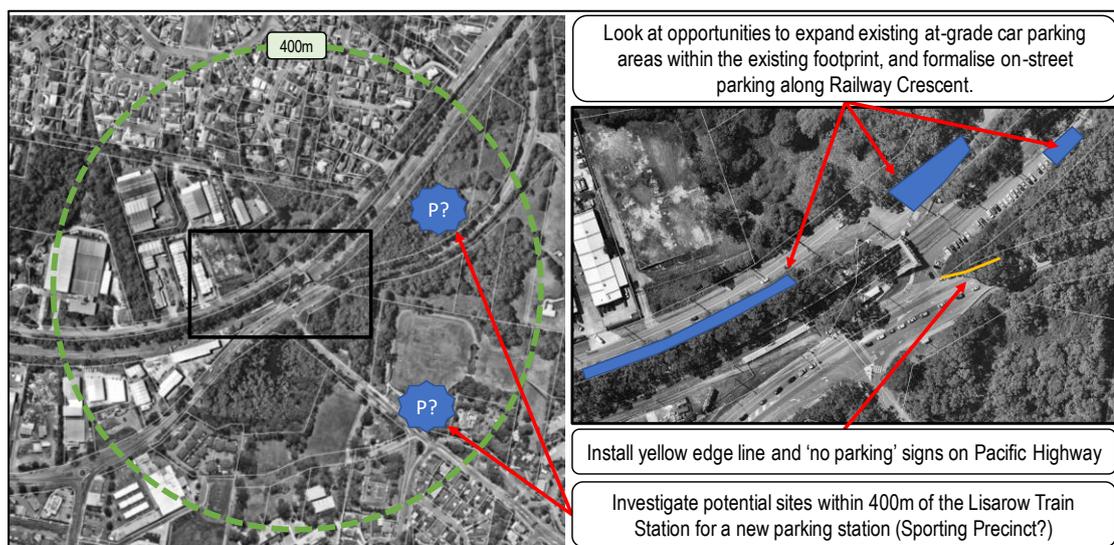


Figure 4.11: Focus Area #2 – Lisarow: Overview of Recommended Strategies

4.5 FOCUS AREA #3: OURIMBAH

Based on a review of the existing and future parking arrangements for Ourimbah, the following is noted:

- parking demands within the study area are very low (i.e. < 500 vehicles);
- there are no parking 'hot spots' or existing parking issues within Ourimbah;
- there is spare parking capacity at the Ourimbah Train Station;
- there is spare parking capacity at the University of Newcastle; and
- the Ourimbah Town Centre Masterplan outlines 'rationalise parking' as a key objective for the town centre. It also identifies a number of key car parking strategies to guide future development, including strategies to achieve large consolidated parking areas in proximity to the Ourimbah Train Station.

Noting the above, the following short, medium, and long-term parking strategies are recommended.

Short Term Strategies

Nil.

Medium Term Strategies

Nil.

Long Term Strategies

- **Strategy Item #L.3.1:** ensure that the parking strategies outlined in the Ourimbah Town Centre Master Plan are realised as the master plan comes to fruition. This includes large consolidated parking areas being provided in proximity to the Ourimbah Train Station to facilitate predicted population growth, new development within the town centre, and increased commuter parking demands.

Figure 4.12 provides an overview of the recommended parking strategies for Focus Area #3.



Figure 4.12: Focus Area #3 – Ourimbah: Overview of Recommended Strategies

4.6 FOCUS AREA #4: TUGGERAH

Based on a review of the existing and future parking arrangements for Tuggerah, the following is noted:

- parking demands within the study area are very high (i.e. > 3,000 vehicles);
- the Tuggerah Train Station and Tuggerah Business Park are both key parking 'hot spots' within the study area and are both either reaching or at practical capacity;
- the Tuggerah Train Station is a key commuter train station within the LGA;
- the Tuggerah Business Park is a private commercial development. It is outside the scope of this study to resolve parking issues associated with private commercial developments; and
- Council has recently completed a concept design for a new 1,200 space parking station on Council owned land adjacent to the Tuggerah Train Station.

Noting the above, the following short, medium, and long-term parking strategies are recommended.

Short Term Strategies

Nil.

Medium Term Strategies

- **Strategy Item #M.4.1:** fast-track planning and design for the proposed new 1,200 space parking station on Council owned land adjacent to the Tuggerah Train Station. This could be utilised to accommodate growth in commuter demands at both Tuggerah and Wyong Train Stations due to their close proximity (i.e. separated by 2.5km). It could also encourage diversion of commuters away from Wyong and as a result, free up parking capacity in proximity to the Wyong Commercial Core.

Long Term Strategies

Nil.

Figure 4.13 provides an overview of the recommended parking strategies for Focus Area #4.

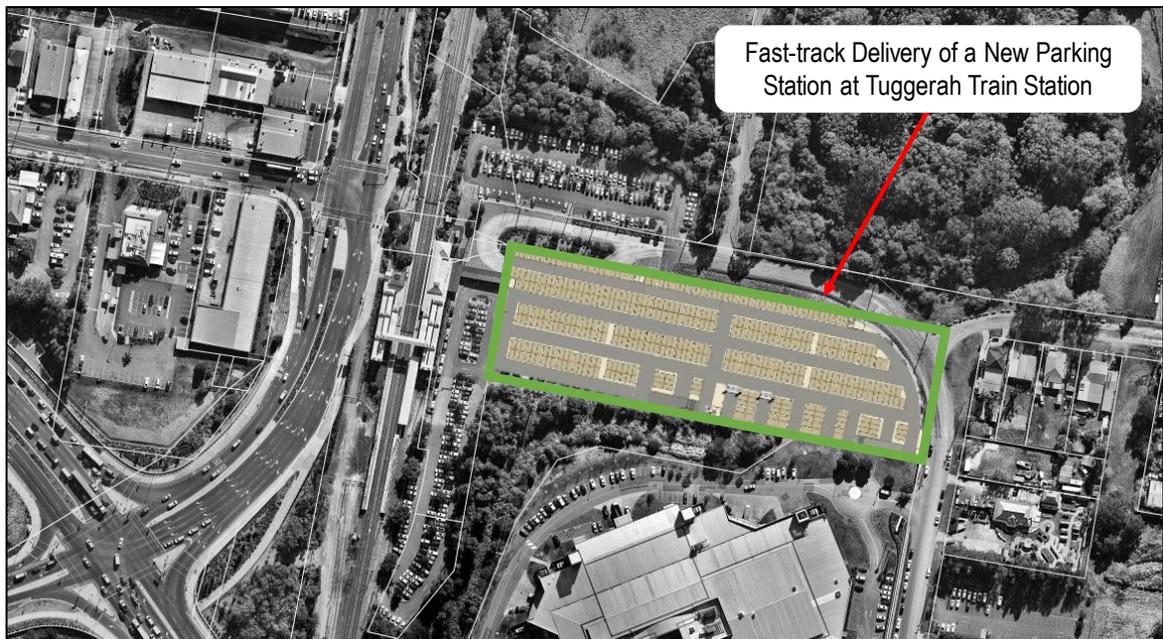


Figure 4.13: Focus Area #4 – Tuggerah: Overview of Recommended Strategies

4.7 FOCUS AREA #5: WYONG

Based on a review of the existing and future parking arrangements for Wyong, the following is noted:

- parking demands within the study area are moderate (i.e. approximately 1,200 vehicles);
- the train station and commercial core are existing 'hot spots' which are reaching practical capacity;
- the existing 'hot spots' will likely experience increased pressure as the population increases;
- there is significant spare parking capacity (i.e. 180 vacant spaces) at the Rose Street car park which is located approximately 300 to 350m walking distance from Wyong Train Station;
- Council is currently investigating opportunities to construct a multistorey car park on Margaret Street within the commercial core. Whilst concept plans have not been prepared, it is understood the car park could accommodate 180 car parking spaces via a three (3) storey parking station; and
- there are future plans to upgrade the Pacific Highway through Wyong. This would result in the removal of the existing commuter car parking on the western side of the rail line, a new bus interchange and passenger set-down on the eastern side of the rail, as well as upgrades to the Rose Street car park.

Noting the above, the following short, medium, and long-term parking strategies are recommended.

Short Term Strategies

- **Strategy Item #S.5.1:** maximise utilisation of the existing Rose Street car park which is located less than 350m walking distance from the Wyong Train Station and has approximately 180 vacant spaces during peak periods. This could be achieved via improved wayfinding signage and marketing.

Medium Term Strategies

- **Strategy Item #M.5.1:** liaise with TfNSW regarding the potential early delivery of the planned Rose Street car park expansion (and associated property acquisitions) associated with the future Pacific Highway upgrade through the Wyong Town Centre. This would improve slight lines to the car park and overcome any preserved safety concerns which could be preventing use of the car park.

Long Term Strategies

- **Strategy Item #L.5.1:** investigate potential sites for a new parking station on western side of the Pacific Highway for local businesses based on employment-based growth over 10 years. It is understood Council is currently investigating potential sites on Margaret Street, Wyong.

Figure 4.14 provides an overview of the recommended parking strategies for Focus Area #5.

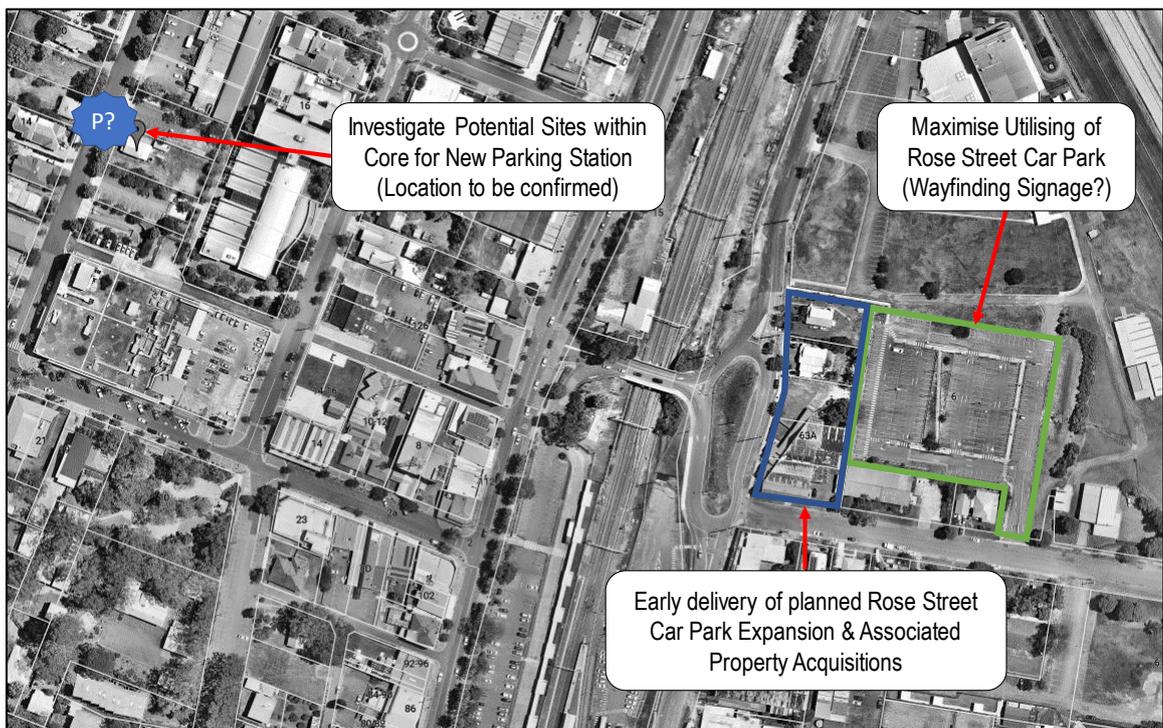


Figure 4.14: Focus Area #5 – Wyong: Overview of Recommended Strategies

4.8 FOCUS AREA #6: WARNERVALE

Based on a review of the existing and future parking arrangements for Warnervale, the following is noted:

- parking demands within the study area are very low (i.e. approximately 120 vehicles);
- there are no parking 'hot spots' or existing parking issues within Warnervale;
- there is limited spare parking capacity at the Warnervale Train Station to accommodate growth; and
- the Warnervale Town Centre Masterplan and Precinct 7A Structure Plan outline plans to upgrade the existing train station and construct a new train station and associated commuter parking to the north of Sparkes Road (as part of the new town centre development).

Noting the above, the following short, medium, and long-term parking strategies are recommended.

Short Term Strategies

- **Strategy Item #M.6.1:** expand existing at-grade commuter car parking areas on both sides of the rail line as much as possible; and
- **Strategy Item #M.6.2:** formalise parking on Railway Road to cater for existing demands.

Medium Term Strategies

Nil.

Long Term Strategies

- **Strategy Item #L.6.1:** ensure parking strategies outlined in the Warnervale Town Centre Master Plan and Precinct 7A Master Plan are realised as the master plans come to fruition. This includes increased commuter car parking at the existing and proposed new train stations, plus provision for adequate on-site parking for all new developments within the master plan areas.

Figure 4.15 provides an overview of the recommended parking strategies for Focus Area #6.

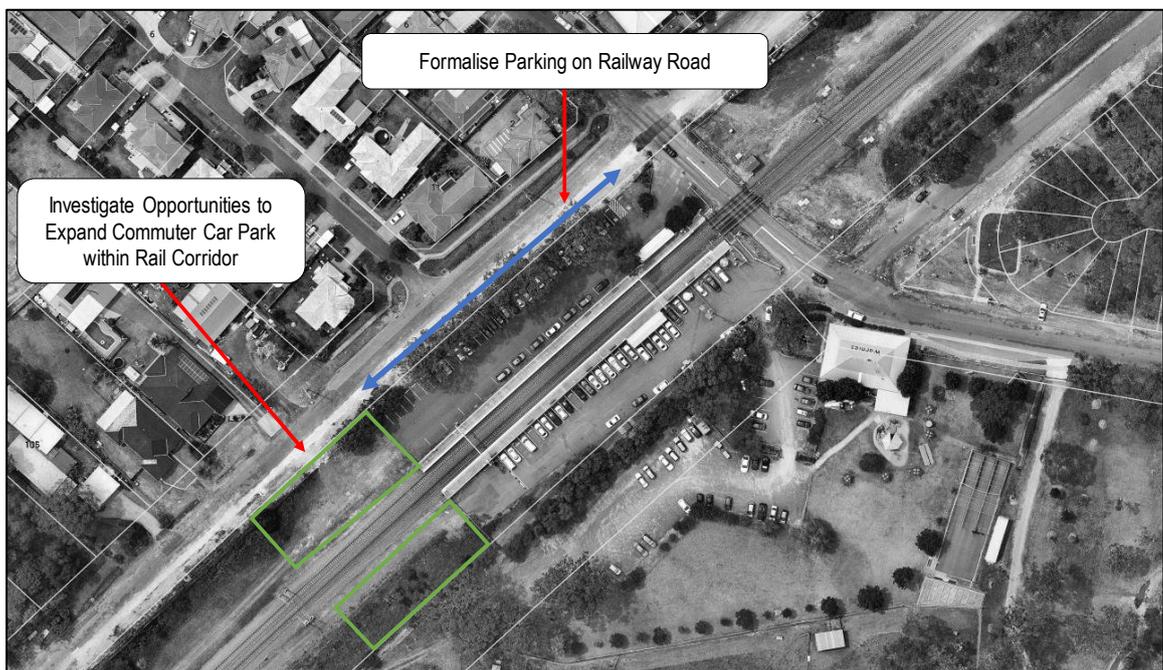


Figure 4.15: Focus Area #6 – Warnervale: Overview of Recommended Strategies

4.9 FOCUS AREA #7: THE ENTRANCE

Based on a review of the existing and future parking arrangements for The Entrance, the following is noted:

- parking demands within the study area are moderate (i.e. approximately 1,500 vehicles);
- The Entrance Commercial Core is a key 'hot spot' within the study area;
- there is spare capacity within all off-street parking areas including during the surveyed holiday period (i.e. Memorial Park car park, The Entrance Road car park, and The Entrance public car park); and
- The Entrance Town Centre Masterplan nominates a parking strategy for The Entrance, including the establishment of a new parking station on the western fringe of the commercial core. It is understood Council has acquired some sites at the nominated location to facilitate this future outcome.

Noting the above, the following short, medium, and long-term parking strategies are recommended.

Short Term Strategies

- **Strategy Item #S.7.1:** maximise utilisation of the existing off-street parking areas including 'The Entrance public car park' located on Duffys Lane which is located within the commercial core, adjacent to the foreshore, and has approximately 50 to 100 vacant spaces during peak periods. This could be achieved via improved wayfinding signage and marketing.

Medium Term Strategies

Nil.

Long Term Strategies

- **Strategy Item #L.7.1:** ensure parking strategies outlined in The Entrance Town Centre Master Plan are realised as the master plan comes to fruition. This includes provision for a new parking station on the western fringe of the commercial core. It is understood Council has acquired some sites at the nominated location to facilitate this future outcome.

Figure 4.17 provides an overview of the recommended parking strategies for Focus Area #7.

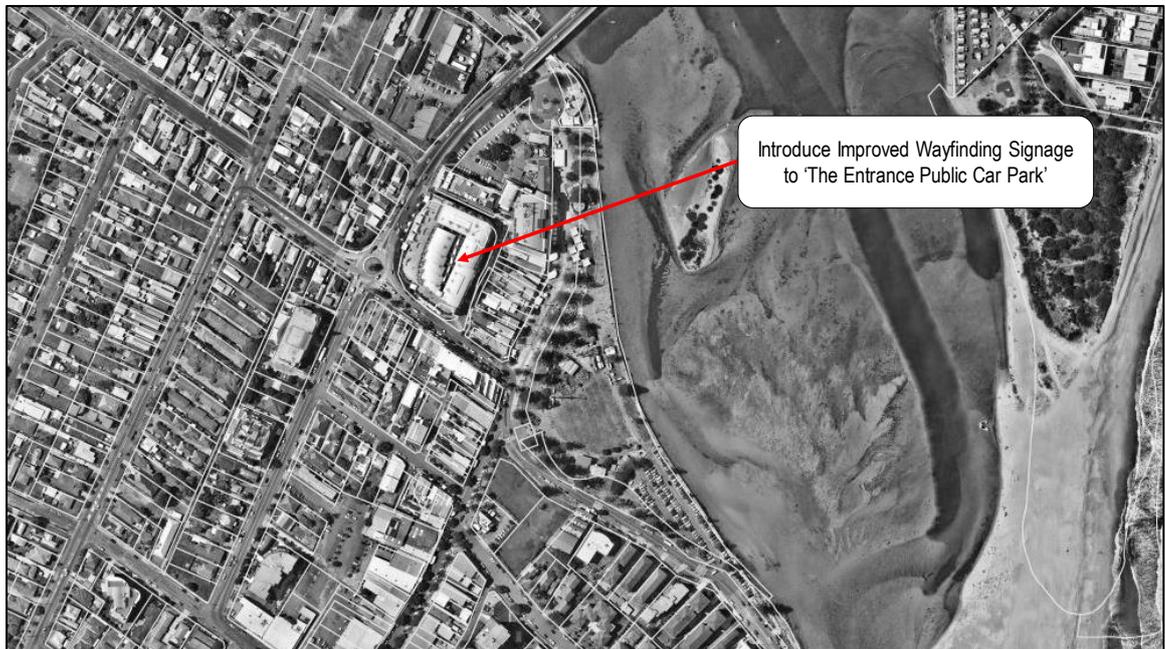


Figure 4.16: Focus Area #7 – The Entrance: Overview of Recommended Strategies

4.10 FOCUS AREA #8: TERRIGAL

Based on a review of the existing and future parking arrangements for Terrigal, the following is noted:

- parking demands within the study area are moderate (i.e. approximately 1,200 vehicles);
- the Terrigal Surf Life Saving Club is a key parking ‘hot spot’ within the study area and is at practical capacity now (i.e. parking occupancy > 85%);
- there is significant spare parking capacity at the Wilson Road Parking Station which provides free all-day parking on the fringe of the commercial core and within 250m of the foreshore;
- Council is currently implementing traffic flow improvements within the commercial core, which will improve pedestrian access to the Wilson Road Parking Station; and
- Council has plans to investigate a possible expansion of the existing Wilson Road Parking Station.

Noting the above, the following short, medium, and long-term parking strategies are recommended:

Short Term Strategies

- **Strategy Item #S.8.1:** maximise utilisation of the existing Wilson Road Car Park which is located on the fringe of the commercial core, less than 250m walking distance from the foreshore, and has approximately 150 to 250 vacant spaces during peak periods. This could be achieved via improved wayfinding signage and marketing.
- **Strategy Item #S.8.2:** investigate the merit of implementing reduced on-street parking limits within the commercial core during the summer months when tourist demands increase. The intent would be to encourage all-day tourist parking to utilise the Wilson Road Car Park so that the existing kerbside parking within the commercial core is available for bona-fide short stay parking demands.

Medium Term Strategies

Nil.

Long Term Strategies

- **Strategy Item #L.8.1:** investigate a possible future expansion of the existing Wilson Road Parking Station to provide capacity to accommodate future growth in development and tourism demands. However, based on existing demands and significant spare capacity, this may not be warranted.

Figure 4.17 provides an overview of the recommended parking strategies for Focus Area #8.

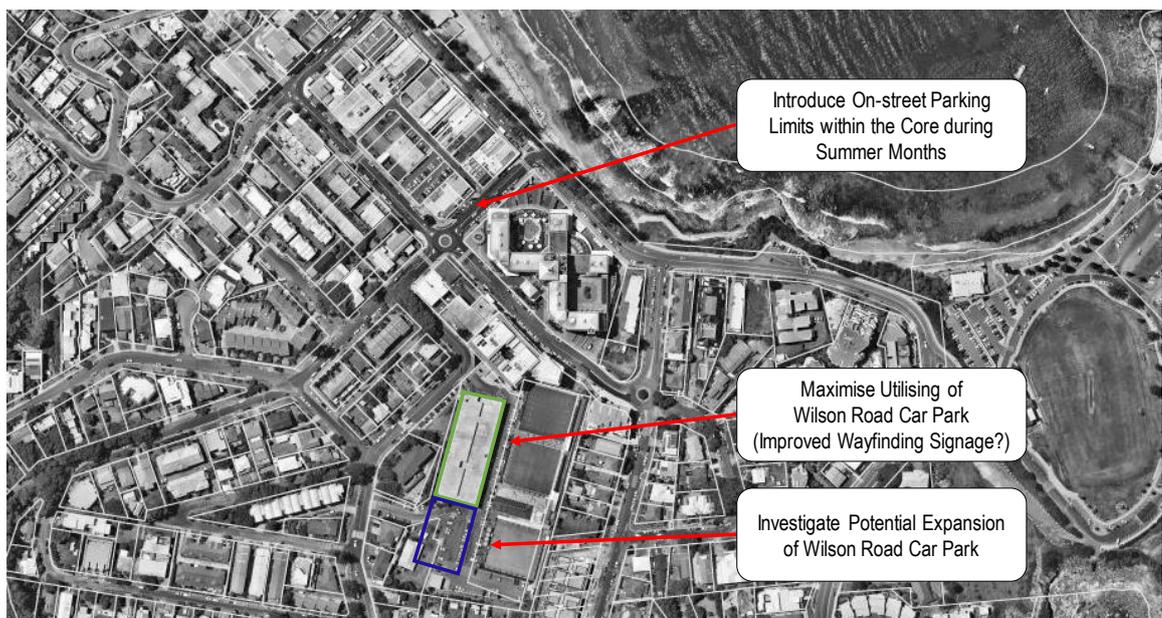


Figure 4.17: Focus Area #8 – Terrigal: Overview of Recommended Strategies

4.11 FOCUS AREA #9: WOY WOY

Based on a review of existing and future parking arrangements for Woy Woy, the following is noted:

- parking demands within the study area are high (i.e. approximately 3,300 vehicles);
- the Woy Woy Train Station and Woy Woy Commercial Core are both key parking ‘hot spots’ within the study area and are both reaching practical capacity;
- the Wyong Train Station is a key commuter train station within the LGA; and
- parking demands at Woy Woy Train Station appears to be spilling into surrounding areas, which is undesirable. This will get worse as patronage and parking demands increase in the future.

Noting the above, the following short, medium, and long-term parking strategies are recommended:

Short Term Strategies

- **Strategy Item #S.9.1:** review and optimise the existing leasing arrangement at the Deepwater Plaza Parking Station to increase the supply of all-day commuter car parking;
- **Strategy Item #S.9.2:** implement a ‘Park n Ride (Bus)’ scheme to service at-grade car parks on the fringe (i.e. Rogers Park, Peninsular Community Centre, James Brown Oval etc.), and run a shuttle bus loop service into and around the CBD OR tap into existing bus network (i.e. Routes 50, 55 etc.); and
- **Strategy Item #S.9.3:** introduce metered on-street parking within the commercial core over time to protect CBD customer parking and utilise revenue to fund other schemes (e.g. Park n Ride (Bus) etc.).

Medium Term Strategies

- **Strategy Item #M.9.1:** improve public transport services, including changes to the train timetable; and
- **Strategy Item #M.9.2:** implement smart parking initiatives within the commercial core to provide information to minimise traffic circulation, reduce enforcement costs and to monitor usage.

Long Term Strategies

- **Strategy Item #L.9.1:** investigate the feasibility of adding an additional level of parking on the Deepwater Plaza parking station; and
- **Strategy Item #L.9.2:** investigate the feasibility of constructing new multi-level parking station on the fringe of the Woy Woy CBD and within 800m walking distance of the Woy Woy Train Station.

Figure 4.17 provides an overview of the recommended parking strategies for Focus Area #9.

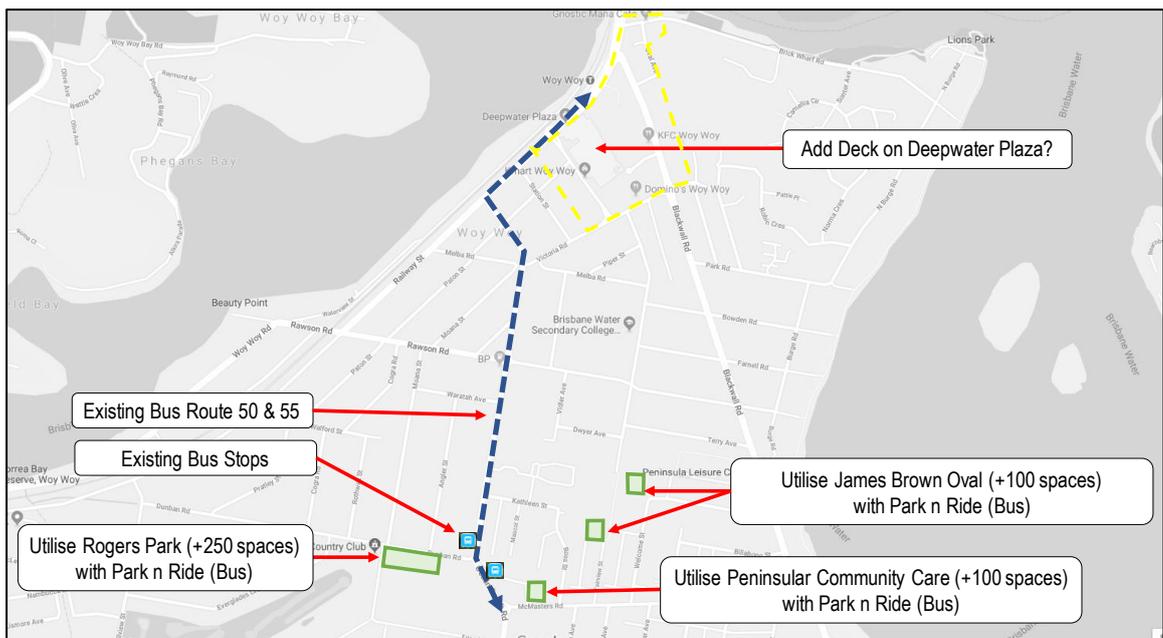


Figure 4.18: Focus Area #9 – Woy Woy: Overview of Recommended Strategies

5. COMMUNITY FEEDBACK

5.1 OVERVIEW

The identification of parking issues and the development of the parking strategies has included feedback from consultation with the community and key business stakeholders, via the following methods:

- **Business Stakeholder Interviews:** Bitzios interviewed 32 stakeholders from Gosford, Tuggerah, Wyong, The Entrance, Terrigal, and Woy Woy. The stakeholders were identified by Council, and were asked a series of questions which were jointly prepared by Bitzios and Council; and
- **Online Survey:** Council conducted an online survey which was open to the general public. The survey included a series of questions which were jointly prepared by Bitzios and Council.

A copy of the stakeholder interview survey sheets is included at **Appendix B**.

A copy of the online survey summary report prepared by Council is included at **Appendix C**.

5.2 BUSINESS STAKEHOLDER INTERVIEWS

Between June 2018 and January 2019 Bitzios conducted 32 telephone interviews with key stakeholders, to seek feedback in relation to the existing situation. Key observations and common themes are noted below.

Focus Area #1: Gosford

- there is currently a significant shortfall in all-day parking in Gosford;
- new developments (e.g. ATO and Finance Building) are significantly impacting parking availability;
- there is existing parking 'hot spots' at the following locations:
 - off-street at Baker Street, Gosford Train Station, Kibbleplex, and Imperial Centre; and
 - on-street within the commercial core.
- the existing parking situation could be improved by:
 - constructing more parking;
 - improving public transport;
 - limiting on-street parking within the commercial core to two (2) hours; and
 - implementing a Park n Ride facility on the fringe of the commercial core.
- in relation to Park n Ride options, the following feedback was obtained:
 - it would be well utilised and would improve short term parking availability within the core;
 - people are willing to pay \$4 to \$5 per day; and
 - a 5 to 10-minute bus frequency would be required during peaks, and 60 minutes during off-peak.
- in relation to a Park n Walk options, the following feedback was obtained:
 - there are no available sites within walking distance to the commercial core;
 - if a suitable site was available, it would improve short term parking availability within the core; and
 - people are not willing to pay.
- in relation to introducing kerbside parking within the core, the following feedback was obtained:
 - it would improve short term parking availability within the CBD;
 - it would not be a popular option with the community; and
 - any fees would need to be appropriate for Gosford (i.e. rates in Newcastle are too high).
- the existing public transport network and services in and around Gosford are poor;
- the existing public transport network could be improved by increasing bus frequencies, providing more direct bus routes, providing more services, and increasing funding; and
- people would be willing to utilise a train station other than Gosford to commute into Sydney, if service frequencies were increased.

The above feedback generally supports the strategies proposed for Gosford including:

- **Short Term:** additional all day parking now, supported by a Park n Ride scheme;
- **Medium Term:** improved public transport services; and
- **Long Term:** additional parking station/s.

Focus Area #4: Tuggerah

- the existing parking situation could be improved by constructing more parking;
- in relation to potential funding mechanisms for new public parking, the following feedback was obtained:
 - general household rates: 75% agree
 - revenue from on-street parking meters: 25% agree;
 - revenue from multi-storey car parks: 75% agree;
 - business / tourism levies: 75% agree;
 - revenue collected through parking enforcement: 75% agree;
 - State or federal funding: 100% agree; and
 - development contributions: 100% agree.
- in relation to introducing paid parking, the following feedback was obtained:
 - 50% supported this option mostly to discourage all-day parking on-street;
 - 50% did not support this option as it would impact competition (i.e. free parking elsewhere); and
 - there is a desire for the paid parking areas to be free for the first few hours and on weekends.
- 75% of stakeholders agreed that improved public transport would encourage alternative transport;
- 50% of stakeholders agreed that improved pedestrian and cycling lists would encourage alternative transport; and
- 75% of stakeholders agreed that 'Park n Ride' is not suitable for this area.

The above feedback generally supports the strategies proposed for Tuggerah including:

- **Medium Term:** construct a new parking station adjacent to the Tuggerah Train Station.

Focus Area #5: Wyong

- the existing parking situation could be improved by constructing a parking station;
- in relation to potential funding mechanisms for new public parking, the following feedback was obtained:
 - general household rates: 67% agree
 - revenue from on-street parking meters: 50% agree;
 - revenue from multi-storey car parks: 67% agree;
 - business / tourism levies: 33% agree;
 - revenue collected through parking enforcement: 83% agree;
 - State or federal funding: 83% agree; and
 - development contributions: 83% agree.
- in relation to introducing paid parking, the following feedback was obtained:
 - 17% supported this option noting it would be a good revenue source; and
 - 83% did not support this option noting that customers would go elsewhere.
- 50% of stakeholders agreed that improved public transport would encourage alternative transport;
- 50% of stakeholders agreed that improved pedestrian and cycling lists would encourage alternative transport; and
- 67% of stakeholders agreed that 'Park n Ride' is suitable for this area.

The above feedback generally supports the strategies proposed for Wyong including:

- **Short Term:** maximise utilisation of the existing Rose Street car park;
- **Medium Term:** liaise with TfNSW regarding the potential early delivery of the planned Rose Street car park expansion (and associated acquisitions) associated with the future Pacific Highway upgrade; and
- **Long Term:** additional parking station within the Wyong commercial core.

Focus Area #7: The Entrance

- the existing parking situation could be improved by:
 - improved signage;
 - reduced time limits;
 - improved safety at existing parking station; and
 - providing more parking.
- in relation to potential funding mechanisms for new public parking, the following feedback was obtained:
 - general household rates: 33% agree
 - revenue from on-street parking meters: 17% agree;
 - revenue from multi-storey car parks: 67% agree;
 - business / tourism levies: 17% agree;
 - revenue collected through parking enforcement: 67% agree;
 - State or federal funding: 83% agree; and
 - development contributions: 100% agree.
- in relation to introducing paid parking, the following feedback was obtained:
 - 17% supported this option noting it would generate higher turnover of parking; and
 - 83% did not support this option noting that customers would go elsewhere.
- 100% agreed that improved public transport would encourage alternative transport;
- 100% agreed that improved pedestrian and cycling lists would encourage alternative transport; and
- 100% of stakeholders agreed that 'Park n Ride' is suitable for this area.

The above feedback generally supports the strategies proposed for The Entrance including:

- **Short Term:** improve wayfinding signage at existing parking stations; and
- **Long Term:** ensure parking strategies outlined in The Entrance Town Centre Master Plan are realised.

Focus Area #8: Terrigal

- the existing parking situation could be improved by:
 - install smart parking initiatives;
 - construct more parking stations; and
 - increase utilisation of the Wilson Road car park.
- in relation to potential funding mechanisms for new public parking, the following feedback was obtained:
 - general household rates: 0% agree
 - revenue from on-street parking meters: 67% agree;
 - revenue from multi-storey car parks: 67% agree;
 - business / tourism levies: 83% agree;
 - revenue collected through parking enforcement: 83% agree;
 - State or federal funding: 50% agree; and
 - development contributions: 83% agree.
- in relation to introducing paid parking, the following feedback was obtained:
 - 83% supported this option noting it would generate higher turnover of parking; and
 - 17% did not support this option noting that people shouldn't pay to visit the area.
- 100% agreed that improved public transport would encourage alternative transport;
- 50% agreed that improved pedestrian and cycling lists would encourage alternative transport; and
- 50% agreed that 'Park n Ride' is suitable for this area.

The above feedback generally supports the strategies proposed for Terrigal including:

- **Short Term:** maximise the utilisation of the existing Wilson Road car park (wayfinding signage) and investigate the merit of implementing reduced on-street parking limits in the core during summer; and
- **Long Term:** investigate a possible future expansion of the existing Wilson Road car park.

Focus Area #9: Woy Woy

- the existing parking situation could be improved by constructing more parking, longer parking times, and better signage;
- in relation to potential funding mechanisms for new public parking, the following feedback was obtained:
 - general household rates: 75% agree
 - revenue from on-street parking meters: 50% agree;
 - revenue from multi-storey car parks: 50% agree;
 - business / tourism levies: 25% agree;
 - revenue collected through parking enforcement: 100% agree;
 - State or federal funding: 75% agree; and
 - development contributions: 75% agree.
- in relation to introducing paid parking, the following feedback was obtained:
 - 25% supported this option noting it would be a good revenue source; and
 - 75% did not support this option noting that customers would go elsewhere.
- 75% of stakeholders agreed that improved public transport would encourage alternative transport;
- 25% of stakeholders agreed that improved pedestrian and cycling lists would encourage alternative transport; and
- 100% of stakeholders agreed that 'Park n Ride' is suitable for this area.

The above feedback generally supports the strategies proposed for Woy Woy including:

- **Short Term:** implement a 'Park n Ride (Bus)' scheme to service car parks on the fringe;
- **Medium Term:** improve public transport and implement smart parking initiatives; and
- **Long Term:** provide additional parking station within the Woy Woy commercial core.

5.3 ONLINE SURVEY

In late 2018, Council conducted an online survey to seek feedback from the community in relation to parking.

As summarised in Table 5.1, approximately 4,000 surveys were completed with a significant proportion related to Gosford (35.7%), Woy Woy (13.8%), and Terrigal (13.7%) which may reflect the community interest in parking challenges in these locations. Conversely, a very limited number of surveys were completed for Lisarow (1.8%), Ourimbah (1.5%), and Warnervale (2.6%) which may reflect the lack of existing parking 'hotspots' and / or challenges in these locations.

Table 5.1: Online Survey Overview - Number of Surveys Completed

ID	Focus Area	Number of Surveys Completed	% of Surveys Completed
1	Gosford	1,406	35.7%
2	Lisarow	70	1.8%
3	Ourimbah	61	1.5%
4	Tuggerah	199	5.1%
5	Wyong	306	7.8%
6	Warnervale	103	2.6%
7	The Entrance	151	3.8%
8	Terrigal	538	13.7%
9	Woy Woy	544	13.8%
n/a	Other Areas	561	14.2%
TOTAL		3,939	100%

Key observations and common themes are noted below.

Focus Area #1: Gosford

- a total of 1,406 surveys were undertaken for Gosford;
- 62% of respondents travel to Gosford for employment whilst 26% commute somewhere else;
- in relation to a potential car park at 10 Racecourse Road, West Gosford:
 - 62% advised that they wouldn't use this car park; and
 - 40% advised that a shuttle bus would be the preferred method to travel between the car park and the Gosford CBD, whilst 16% preferred 'walk', and 3% 'cycle'.
- in relation to key barriers restricting the use of the abovementioned car park:
 - 37% advised that it is too far from their destination; and
 - 14% were concerned with the additional travel time.
- other relevant details in relation to the abovementioned car park is noted below:
 - 52% advised that they would be willing to pay \$1 to \$3 per day;
 - 49% of respondents advised they would be happy with a frequency of 10minutes during peaks;
 - 41% of respondents advised they would need off-road paths in order to cycle from this location.

The above feedback generally supports the strategies proposed for Gosford including:

- **Short Term:** additional all-day parking now, supported by a Park n Ride scheme;
- **Medium Term:** improved public transport services; and
- **Long Term:** additional parking station/s.

It is important to acknowledge the key barriers identified by the community in relation to Park n Ride options and identify potential sites that provide efficient travel times with high service frequencies.

Focus Area #2: Lisarow

- a total of 70 surveys were undertaken for Lisarow;
- 53% of respondents travel to Lisarow to commute somewhere else;
- in relation to key parking issues within the area:
 - 77% identified a lack of commuter parking; and
 - 47% identified a lack of all-day parking.
- in relation to how the parking situation could be to improve:
 - 66% identified a need for more all-day parking; and
 - 44% identified a need for a new multi-storey parking station.
- 89% of respondents would support more parking near the train station; and
- 82% of respondents believe that Lisarow would be a suitable commuter train station.

The above feedback generally supports the strategies proposed for Lisarow including:

- **Short Term:** provide additional at-grade parking in proximity to the train station; and
- **Long Term:** investigate opportunities to upgrade Lisarow Train Station to a commuter train station and construct a new parking station to accommodate commuter demands.

Focus Area #3: Ourimbah

- a total of 63 surveys were undertaken for Ourimbah;
- 49% of respondents travel to Ourimbah to commute somewhere else;
- in relation to key parking issues within the area:
 - 40% identified a lack of short-stay parking; and
 - 40% identified a lack of all-day parking.
- in relation to how the parking situation could be improved:
 - 62% identified a need for more parking; and
 - 43% identified a need for more all-day parking.
- 59% of respondents agreed that improved public transport could reduce parking demands in Ourimbah;
- in relation to how the pedestrian and cycling links can be improved to reduce parking demands:
 - 69% identified the need for more shared pathways; and
 - 66% identified the need to connect missing pedestrian and cycling links.

The above feedback generally supports the strategies proposed for Ourimbah including:

- **Long Term:** ensure parking strategies outlined in The Entrance Town Centre Master Plan are realised.

Focus Area #4: Tuggerah

- a total of 199 surveys were undertaken for Tuggerah;
- 75% of respondents travel to Tuggerah to commute somewhere else;
- in relation to key parking issues within the area:
 - 71% identified a lack of commuter parking; and
 - 58% identified a lack of all-day parking.
- In relation to how the parking situation could be improved:
 - 68% identified the need for more all-day parking; and
 - 42% identified the need for improve public transport.
- 89% of respondents would support a new multistorey car park built near the Tuggerah train station.

The above feedback generally supports the strategies proposed for Tuggerah including:

- **Medium Term:** construct a new parking station adjacent to the Tuggerah Train Station.

Focus Area #5: Wyong

- a total of 306 surveys were undertaken for Wyong;
- 48% of respondents travel to Wyong to commute somewhere else, whilst 35% travel for employment;
- in terms of the key parking issues within the area:
 - 66% identified a lack of all-day parking; and
 - 60% identified a lack of commuter parking.
- in terms of how to improve the parking situation:
 - 70% identified a need for more all-day parking; and
 - 35% identified a need to improve the public transport network.
- in terms of opportunities to improve the utilisation rates at the car park on Rose Street:
 - 28% identified a need to improve safety / security; and
 - 21% identified a need to improve signage.
- 79% would support a new multi-storey car park within the Wyong commercial core.

The above feedback generally supports the strategies proposed for Wyong including:

- **Short Term:** maximise utilisation of the existing Rose Street car park;
- **Medium Term:** liaise with TfNSW regarding the potential early delivery of the planned Rose Street car park expansion (and associated acquisitions) associated with the future Pacific Highway upgrade; and
- **Long Term:** additional parking station within the Wyong commercial core.

Focus Area #6: Warnervale

- a total of 103 surveys were undertaken for Warnervale;
- 69% of respondents travel to Warnervale to commute somewhere else;
- in terms of key parking issues within the area:
 - 66% identified a lack of commuter parking; and
 - 55% identified a lack of all-day parking.
- in terms of how to improve the parking situation:
 - 75% identified a need for allocate more all-day parking; and
 - 56% identified a need to improve public transport.
- 93% would support more parking near the train station.

The above feedback generally supports the strategies proposed for Warnervale including:

- **Short Term:** provide additional at-grade parking in proximity to the train station; and
- **Long Term:** ensure parking strategies outlined in the Warnervale Town Centre Master Plan and Precinct 7A Master Plan are realised.

Focus Area #7: The Entrance

- a total of 151 surveys were undertaken for The Entrance;
- 72% of respondents travel to The Entrance for leisure, with just 7% for employment;
- in terms of key parking issues within the area:
 - 39% identified a lack of 2-4hour parking; and
 - 33% identified a lack of 0-2hour parking.
- in terms of how to improve the parking situation:
 - 32% identified a need for more 2-4hour parking; and
 - 30% identified a need to improve local transport.
- in terms of opportunities to improve the utilisation rates at the free multistorey carpark:
 - 74% suggested the installation of more directional signage; and
 - 65% suggested the installation more signage around the CBD.
- 58% would support more short stay parking in the centre of town during the busier months.

The above feedback generally supports the strategies proposed for The Entrance including:

- **Short Term:** improve wayfinding signage at existing parking stations; and
- **Long Term:** ensure parking strategies outlined in The Entrance Town Centre Master Plan are realised.

Focus Area #8: Terrigal

- a total of 538 surveys were undertaken for Terrigal;
- 78% of respondents travel to Terrigal for leisure, with just 5% for employment;
- in terms of key parking issues within the area:
 - 57% identified a lack of 0-2hour parking; and
 - 55% identified a lack of 2-4hour parking.
- in terms of how to improve the parking situation:
 - 41% identified the need for more 0-2hour parking; and
 - 41% identified the need to improve public transport.
- In terms of opportunities to improve the utilisation of the free Wilson Road car park:
 - 61% suggested the installation of digital signage around the CBD; and
 - 58% suggested improving safety at night.
- 56% would support a proposal to allocate more short stay parking during busier months

The above feedback generally supports the strategies proposed for Terrigal including:

- **Short Term:** maximise the utilisation of the existing Wilson Road car park (wayfinding signage) and investigate the merit of implementing reduced on-street parking limits in the core during summer; and
- **Long Term:** investigate a possible future expansion of the existing Wilson Road car park.

Focus Area #9: Woy Woy

- a total of 544 surveys were undertaken for Woy Woy;
- 71% of respondents travel to Woy Woy to commute somewhere else;
- in terms of key parking issues within the area:
 - 77% identified a lack of commuter parking; and
 - 63% identified a lack of all-day parking.
- in terms of opportunities to improve the parking situation:
 - 68% suggested an expansion to the Deepwater Plaza parking station; and
 - 61% suggested more all-day parking within the town centre.
- in relation to a potential Park n Ride facility located within 800m of the commercial core:
 - 12% advised that they wouldn't use this car park; and
 - 44% advised that a shuttle bus would be the preferred method to travel between the car park and the commercial core, whilst 50% preferred 'walk', and 5% 'cycle'.
- in relation to key barriers restricting the use of the abovementioned Park n Ride facility
 - 29% were concerned with the additional travel time; and
 - 26% advised that it is too far from their destination.
- other relevant details in relation to the abovementioned Park n Ride facility is noted below:
 - 56% advised that they would be willing to pay \$1 to \$3 per day;
 - 78% of respondents advised they would be happy with a frequency of 10minutes or less;
 - 58% of respondents advised they would need bike storage in order to cycle from this location.

The above feedback generally supports the strategies proposed for Woy Woy including:

- **Short Term:** implement a 'Park n Ride (Bus)' scheme to service car parks on the fringe;
- **Medium Term:** improve public transport and implement smart parking initiatives; and
- **Long Term:** provide additional parking station within the Woy Woy commercial core.

6. EVALUATION OF POTENTIAL MAJOR CAR PARKS

Council has identified 11 potential locations throughout the LGA for new car parking facilities, including:

- **Site A:** Adcock Park, West Gosford;
- **Site B:** adjacent to the Central Coast Stadium;
- **Site C:** 219 Albany Street, North Gosford;
- **Site D:** 22 Faunce Street, West Gosford;
- **Site E:** Erina Depot, Erina;
- **Site F1:** Lisarow Sporting Precinct, Lisarow;
- **Site F2:** Lot 1 on DP2417, Lisarow;
- **Site G:** 10 Bryant Drive, Tuggerah;
- **Site H:** Margaret Street, Wyong;
- **Site I:** Rose Street Car Park upgrade, Wyong;
- **Site J:** 14 Wilson Road, Terrigal (Wilson Road Car Park Expansion); and
- **Site K:** 52 Railway Street (Deepwater Plaza Car Park Expansion)

A key component of this study is to evaluate potential sites for the development of car parking facilities close to train stations, tourist “hot stops” and CBD’s to provide adequate car parking facilities for residents, tourists and workers within the Central Coast LGA to meet the community’s current and future car parking needs.

As such, we have undertaken a “car parks evaluation” to a level suitable to inform / support future business case investigations to be completed by Council at a latest stage. We will include consideration of supply, demand, occupancy and pricing structure for any recommended off-street parking facilities that are being considered for pay parking. The ‘high level’ construction costs of these facilities have also been compared to potential revenue to estimate pay-back periods and likely feasibility as private vs. public-private ventures.

The construction cost estimates are based on the following rates:

- at-grade: \$7,000 per space; and
- parking structure = \$20,000 per space.

The potential revenue is based on our experience with similar regional centres, consideration of the existing situation (i.e. paid parking already in place), as well as feedback from the community (i.e. willingness to pay).

The car parks evaluation results are presented in Table 6.1, with each site ranked from 1 to 5 (not 11).

It is important to note that during the preparation of the Part 2 report, Council advised that the following sites were no longer considered viable for multi-storey parking stations:

- **Site A:** Adcock Park, West Gosford;
- **Site D:** 22 Faunce Street, West Gosford;
- **Site E:** Erina Depot, Erina;
- **Site F1:** Lisarow Sporting Precinct, Lisarow;
- **Site F2:** Lot 1 on DP2417, Lisarow; and
- **Site J:** 14 Wilson Road, Terrigal (Wilson Road Car Park Expansion).

Table 6.1: Parking Station Evaluation

ID	Focus Area	Location	Type	Capacity (spaces)	Need	Demand Type	Cost Estimate	Potential Revenue	Payback Period	Rank	
A	1	Adcock Park, West Gosford	Station	1,320	Yes. Due to existing and future shortfall within the CCLHD. Could also function as a Park n Ride (Bus) for the commercial core.	Park n Ride (Bus) to commercial core	n/a	\$5 / day to utilise the shuttle bus	15 years	not viable	
B	1	Adjacent to the Central Coast Stadium	Station	500	Yes. Due to existing and future shortfall within the commercial core.	Park n Walk to commercial core	\$10M	\$15 / day to park all day	5 years	1	
C	1	219 Albany Street, North Gosford	Station	1,000	Yes. Due to existing and future shortfall within the commercial core.	Park n Walk to commercial core	\$20M	\$15 / day to park all day	5 years	2	
D	1	22 Faunce Street, West Gosford	Station	960 to 1,260	Yes. Due to existing and future shortfall within the CCLHD. Could also function as a Park n Ride (Bus) for the commercial core.	Park n Walk to CCLHD. Park n Ride (Bus) to commercial core	n/a	\$5 / day to utilise the shuttle bus	15 years	not viable	
E	n/a	Erina Depot, Erina	At-grade	2,500 to 2,600	No. Located too far from the core, would only capture demand from the east, and there are no efficient bus routes to the commercial core.	Park n Ride (Bus) to commercial core	n/a	No	n/a	not viable	
F1	2	Lisarow Sporting Precinct, Lisarow	Station	1,000	Yes. But only if Lisarow is upgraded to a commuter station with associated timetable changes.	Park n Ride (Train)	n/a	No	n/a	not viable	
F2	2	Lot 1 on DP2417, Lisarow	Station	1,000	Yes. But only if Lisarow is upgraded to a commuter station with associated timetable changes.	Park n Ride (Train)	n/a	No	n/a	not viable	
G	4	10 Bryant Drive, Tuggerah	Station	1,200	Yes. Due to existing shortfall at commuter station. Could also accommodate growth in commuter demands from Wyong Train Station.	Park n Ride (Train)	\$24M	No	n/a	3	
H	5	Margaret Street, Wyong	Station	180	Yes. Due to future shortfalls within the commercial core.	Park n Walk to commercial core	\$4M	No	n/a	6	
I	5	Rose Street Car Park upgrade, Wyong	At-grade	100	Yes. Due to existing and future shortfall at commuter car park. Could also function as a Park n Walk for the commercial core.	Park n Walk to commercial core. Park n Ride (Train)	\$1M	No	n/a	5	
J	8	14 Wilson Road, Terrigal	Station	400 to 500	No. Existing Wilson Road Car Park has significant spare capacity.	Park n Walk to commercial core	n/a	No	n/a	not viable	
K	9	Deepwater Deck, Woy Woy	Station	300	Yes. Due to existing and future shortfall at the commuter car park and Deepwater Plaza.	Park n Walk to commercial core. Park n Ride (Train)	\$6M	No	n/a	4	
TOTAL (Viable Options Only)							\$65M				

Orange = sites that are no longer viable

Key findings and recommendations are summarised below:

- **Rank 1 | Site B (CC Stadium):** there is an **urgent** need for an additional 500 spaces within Gosford now. This shortfall could increase to 2,000 spaces in the long term. As such, it is recommended that Council fast-track planning and design for a 500-space parking station adjacent to the Central Coast Stadium. Given the site location and demands, we recommend a daily rate of \$15 per space;
- **Rank 2 | Site C (Gosford CBD):** there is an **urgent** need for an additional 500 spaces within Gosford now. This shortfall could increase to 2,000 spaces in the long term. As such, it is recommended that Council fast-track planning and design for a 1,000-space parking station on the eastern fringe of the core. Given the site location and demands, we recommend a daily rate of \$15 per space. We would also recommend that the construction is staged based on demands (i.e. deck by deck);
- **Rank 3 | Site G (Tuggerah):** there is a need for an additional 200 parking spaces at the Tuggerah Train Station in the long term. This could double if Wyong commuters divert to Tuggerah. As such, it is recommended that Council fast track planning and design for the proposed 1,200 spaces parking station. Given the location, it is unlikely that Council could charge for parking. We would also recommend that the construction is staged based on demands (i.e. deck by deck);
- **Rank 4 | Site K (Woy Woy):** there is a need for an additional 200 parking spaces in proximity to the Woy Woy Train Station and commercial core in the short term. This could increase to 400 spaces or more in the long term depending on the Woy Woy Master Plan outcomes. As such, it is recommended that Council investigates opportunities to construct another deck on the Deepwater Plaza Car Park (i.e. ~300 spaces). Given the location, it is unlikely that Council could charge for parking;
- **Rank 5 | Site I (Wyong):** given that the planned upgrades to the Pacific Highway will impact parking at the Wyong Train Station and noting that the Rose Street car park is underutilised (potentially due to perceived safety issues), it is recommended that Council liaise with TfNSW regarding the potential early delivery of the planned Rose Street car park expansion and associated property acquisitions. Given the location, it is unlikely that Council could charge for parking;
- **Rank 6 | Site H (Wyong):** there is a need for an additional 100 parking spaces in the commercial core in the long term. As such, it is recommended that Council commences feasibility investigations and for the 180-space parking station. Given the location, it is unlikely that Council could charge for parking.

As noted previously, during the preparation of the Part 2 report, Council advised that the following sites were not considered to be viable for multi-storey parking stations:

- **Site A (Gosford West):** this site has recently been approved for a sporting ground redevelopment and as such, it is no longer viable for a parking station. It is understood there are also geotechnical issues
- **Site C (West Gosford):** this site has recently been approved for a major private hospital development, and is therefore no longer viable for a public multi-storey parking station
- **Site D (Erina):** this site is located 4km west of the commercial core, which is too far for it to function as a 'Park n Ride (Bus)'. It would also only capture demand from the east (i.e. Terrigal, Erina Heights, Bateau Bay etc.), and there are no efficient bus routes to the commercial core. For this reason, as well as preliminary geotechnical concerns, this site is no longer viable
- **Site E1 or E2 (Lisarow):** these sites are no longer viable due to land ownership issues and potential conflicts with the Lisarow Spring Precinct
- **Site I (Terrigal):** the existing Wilson Road Parking Station provides 425 free all-day parking spaces on the fringe of the commercial core and within 250m of the foreshore (i.e. 3-minute walk). The existing station is heavily underutilised (i.e. 150 to 200 vacant spaces during peak periods). As such, there is no need in the foreseeable future to expand the existing parking station.

7. CONCLUSIONS

The Central Coast Parking Strategy has been developed to guide parking management for the next 20 years through a combination of short-term (immediate) and medium to long-term parking strategies.

Overarching Principles

The recommended parking strategies have been developed based on the following overarching principles:

- 1) optimise the use of existing parking supply;
- 2) implement a parking access and location hierarchy based on the shortest stay demands being in the most accessible locations and longest stay demands being off-street or further away locations;
- 3) manage demand through encouraging alternative transport modes or alternative parking locations;
- 4) build more parking supply where there are major shortfalls, include safe pedestrian access and movement from the car park to the CBD or station with all proposed parking; and
- 5) encourage multi-purpose parking investments.

LGA-Wide Strategies

It is recommended that Council:

- continues their investment in smart parking initiatives;
- implements a range of demand management policies; and
- implements a range of supply management policies.

In the long term, Council's parking policy should support the development of the land use and transport system towards a more sustainable future with proactive intervention in the parking demand / supply balance.

Focus Area-Specific Strategies

Council should focus its investment at key centres along the "Central Coast and Newcastle Line" (i.e. Gosford, Woy Woy, Tuggerah, and Wyong) where parking data has confirmed parking capacity issues.

In **Gosford**, there is an immediate need to find new car parking options to offset the pending redevelopment of Kibbleplex and to cater for recent major developments in and around the commercial core. This parking should be provided on the fringe and within the core and be supported by frequent shuttle bus services as well as pedestrian and cycling infrastructure. Also, whilst there is a clear long-term need for additional permanent all-day parking in Gosford, it will be critical for Council to carefully manage the provision of the additional parking. A significant oversupply would encourage more parking within the commercial core at the expense of more sustainable strategies.

In **Woy Woy**, there is an immediate need to use existing Council owned at-grade car parks on the fringe of the commercial core to manage the existing shortfall in all-day parking supply. This could be facilitated via a new shuttle bus service or promotion of existing bus services. There is also a medium-long term need for additional permanent all-day parking in Woy Woy, which could be achieved by adding an additional level of parking on the Deepwater Plaza parking station (if feasible) and / or constructing a new station.

In **Tuggerah**, there is a medium-long term need for additional all-day parking adjacent to the train station to accommodate growth in commuter demands. A new parking station could also encourage diversion of commuters away from Wyong and as a result, free up capacity in proximity to the Wyong commercial core.

In **Wyong**, there is an immediate need to maximise the utilisation of the existing Rose Street Car Park, which is ideally located on the fringe of the commercial core and adjacent to the train station. This could be achieved via improved wayfinding and / or bringing forward the delivery of a planned expansion of the car park (and associated property acquisitions) which is linked with the future upgrade of the Pacific Highway. In the medium-long term, there is a need for additional all-day parking within the core to accommodate growth.

In addition to the above, it is noted that the **Lisarow** train station is an ideal location for a commuter train station to take pressure off Gosford and Woy Woy train stations. This would require the train timetable to be modified and government investment for a new parking station within 400m of the train station.

8. RECOMMENDED ACTION PLAN

The recommended next steps to implement the Central Coast Parking Strategy are:

- adopt the recommended parking policy and recommended parking strategies;
- initiate negotiations with landowners to identify additional car parking in the short term;
- undertake detailed evaluation and business case studies for candidate sites for parking stations, include safe pedestrian access and movement from the car park to the CBD or station with all proposed parking;
- progressively implement the strategies and actions in Table 8.1.

Table 8.1 provides a summary of the recommended action plan. The action plan lists all recommended strategies including recommended trigger / timing, responsibility, and indicative costs.

The type of action has been categorised as one (1) of the following:

- Operational / Management Action;
- Infrastructure Action;
- Planning Action; or
- Policy Action.

Car park construction cost estimates are based on the following rates:

- at-grade: \$7,000 per space; and
- parking structure = \$20,000 per space.

Park n Ride (Bus) operating cost estimates are based on the following rates:

- hours of operation per day: 12 hours with two (2) x driver shifts (i.e. 6hrs per shift);
- number of operating days per year: 260 days (i.e. 5 days per week, 52 weeks per year);
- economic life: 20 years;
- Desirable headway = 15 minutes; and
- Bus operating costs = \$1.50 per km.

Park n Ride (Cycle) operating cost estimates are based on the following rates:

- cycle parking and end of trip facilities = \$200,000;
- dedicated or priority cycle infrastructure along key cycle routes = \$800,000; and
- cycle share scheme = \$100,000 per annum operating costs.

Parking metering cost estimates are based on the following rates:

- installation cost = \$1,000 per meter with ground sensors; and
- operating costs = \$100 per annum per space.

It is important to note that the costs estimates are **high level** ball park estimates to assist Council will decision marking, prioritisation, and forward planning.

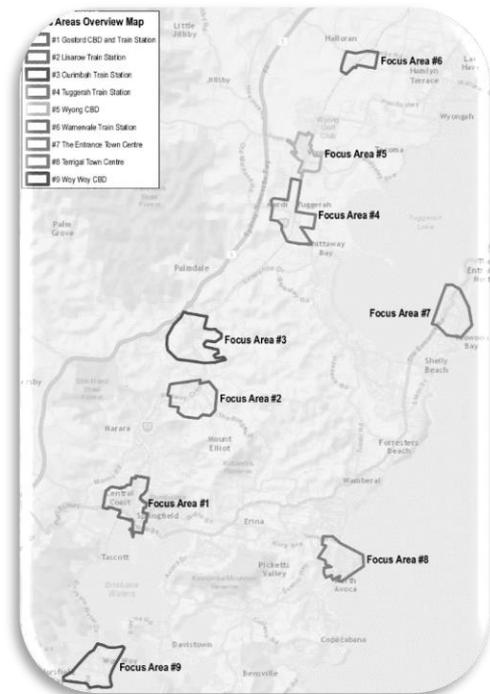
Table 8.1: Recommended Action Plan

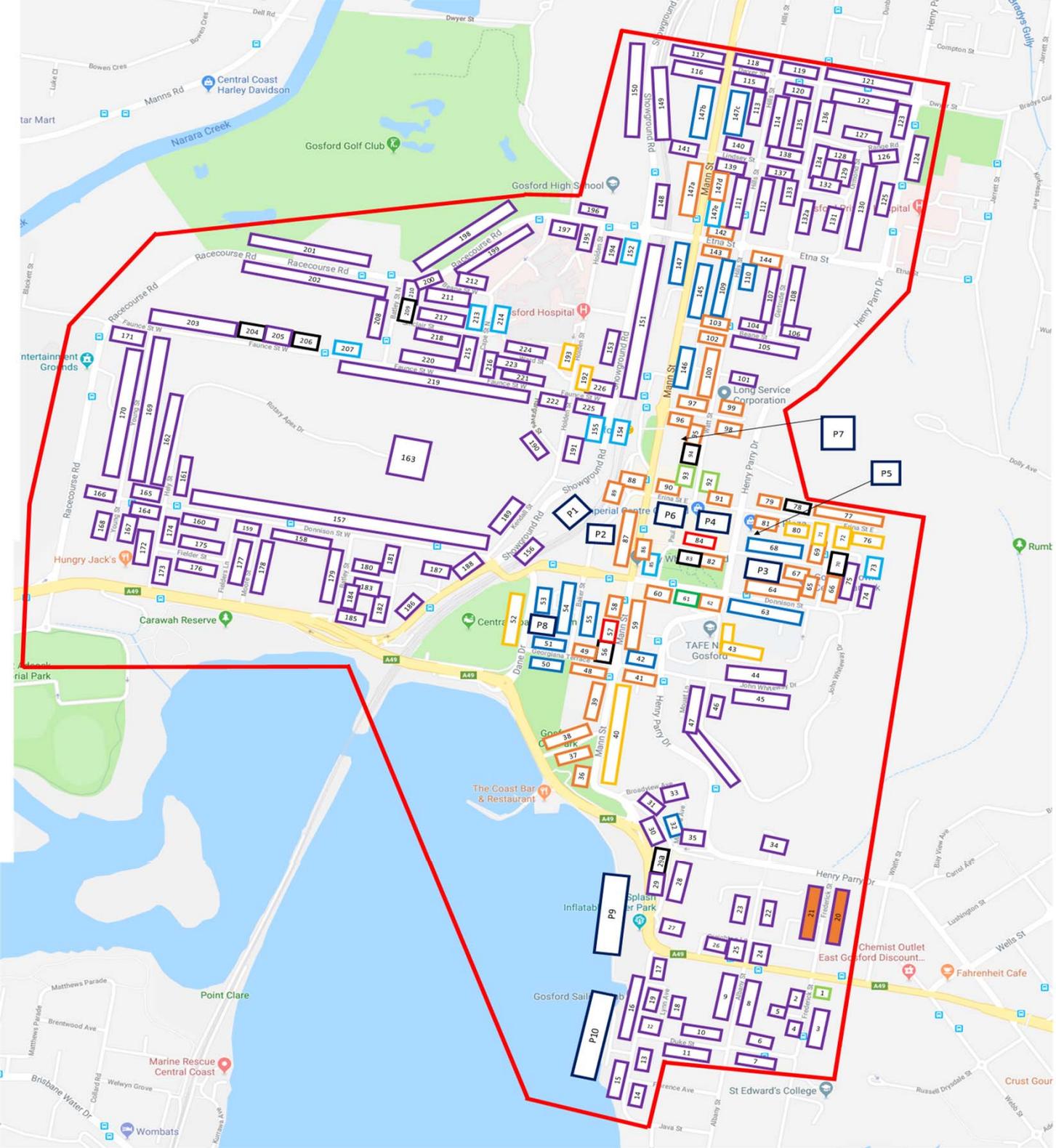
ID	Focus Area	Description	Type of Action	Timing / Trigger	Responsibility	Indicative Cost
Short Term (2019 to 2023)						
S.1.1	Gosford	Utilise spare capacity at the Baker Street parking station	Operational / Management Action	2019	CCC	Nil
S.1.2	Gosford	Utilise spare capacity at the Central Coast Leagues Club parking station	Management Action	2019	CCLC	Nil
S.2.1	Lisarow	Install a yellow edge line and 'no parking' signs on Pacific Highway	Operational / Management Action	2019	CCC / RMS	\$1,000
S.5.1	Wyang	Maximise utilisation of Rose Street Car Park (wayfinding signage etc)	Operational / Management Action	2019	CCC	\$10,000
S.7.1	The Entrance	Maximise utilisation of The Entrance Car Park (wayfinding signage etc)	Operational / Management Action	2019	CCC	\$10,000
S.8.1	Terrigal	Maximise utilisation of Wilson Road Car Park (wayfinding signage etc.)	Operational / Management Action	2019	CCC	\$10,000
S.9.1	Woy Woy	Optimise utilisation of the Deepwater Parking Station	Operational / Management Action	2019	CCC / TfNSW	Nil
S.8.2	Terrigal	Introduce on-street parking limits within the core during summer months	Operational / Management Action	2020	CCC	\$10,000
S.2.2	Lisarow	Extend existing at-grade commuter car parking areas (+50 spaces)	Infrastructure Action	2020	TfNSW	\$350,000
S.2.3	Lisarow	Formalise on-street parking on Railway Crescent (+30 spaces)	Infrastructure Action	2020	TfNSW	\$200,000
S.6.1	Warnervale	Extend existing at-grade commuter car parking areas (+30 spaces)	Infrastructure Action	2021	TfNSW	\$200,000
S.6.2	Warnervale	Formalise on-street parking on Railway Road (+30 spaces)	Infrastructure Action	2021	CCC	\$200,000
S.9.2	Woy Woy	Implement 'Park n Ride (Bus)' to service the existing car parks on the fringe	Operational / Management Action	2022 / 23	CCC	\$8,000,000
S.1.3	Gosford	Construct at-grade car parks on the fringe of the CBD	Infrastructure Action	2022 / 23	CCC	\$2,000,000
S.1.4	Gosford	Implement 'Park n Ride (Bus)' to service the car parks	Operational / Management Action	2022 / 23	CCC	\$8,000,000
S.1.5	Gosford	Implement 'Park n Ride (Cycle)' to service the car parks	Operational / Management Action	2022 / 23	CCC	\$3,000,000
S.1.6	Gosford	Implement metered on-street parking within the commercial core (150 spaces)	Policy / Infrastructure Action	2022 / 23	CCC	\$450,000
S.9.3	Woy Woy	Implement metered on-street parking within the commercial core (150 spaces)	Policy / Infrastructure Action	2022 / 23	CCC	\$450,000
Total						~\$23,000,000
Medium Term (2024 to 2028)						
M.1.2	Gosford	Convert kerbside parking within the CCLHD into short-stay parking	Operational / Management Action	2024	CCC	\$5,000
M.1.3	Gosford	Improve public transport services including changes to the train timetable	Planning Action	2025	CCC / TfNSW	Nil
M.9.1	Woy Woy	Improve public transport services including changes to the train timetable	Planning Action	2025	CCC / TfNSW	Nil
M.1.4	Gosford	Implement smart parking initiatives within the commercial core	Operational / Management Action	2026	CCC	\$500,000
M.9.2	Woy Woy	Implement smart parking initiatives within the commercial core	Operational / Management Action	2026	CCC	\$500,000
M.1.1	Gosford	Expand the Park n Ride (Bus & Cycle) schemes to the eastern side of the rail line	Operational / Management Action	2027 / 28	CCC	\$8,000,000
M.4.1	Tuggerah	Construct new parking station at the train station (+1,200 spaces)	Infrastructure Action	2027 / 28	CCC / TfNSW	\$24,000,000
Total						~\$33,000,000

ID	Focus Area	Description	Type of Action	Timing / Trigger	Responsibility	Indicative Cost
Long Term (2029 to 2038)						
L.3.1	Ourimbah	Ensure parking strategies in master plan comes to fruition	Planning Action	n/a	CCC	Nil
L.6.1	Warnervale	Ensure parking strategies in master plan comes to fruition	Planning Action	n/a	CCC	Nil
L.7.1	The Entrance	Ensure parking strategies in master plan comes to fruition	Planning Action	n/a	CCC	Nil
L.1.1	Gosford	Construct new parking station/s on the fringe of the CBD (+1,000 spaces)	Infrastructure Action	2029 / 30	CCC	\$50,000,000
L.2.1	Lisarow	Construct a new parking station at the train station (+1,000 spaces)	Infrastructure Action	2031 / 32 (if needed)	CCC	\$20,000,000
L.9.1	Woy Woy	Add additional level of parking on the Deepwater Plaza Parking Station (+300 spaces)	Infrastructure Action	2033 / 34	CCC	\$6,000,000
L.5.1	Wyong	Construct new parking station within the core (+180 spaces)	Infrastructure Action	2035 / 36	CCC	\$4,000,000
L.9.2	Woy Woy	Construct a new parking station on the fringe of the core (+500 spaces)	Infrastructure Action	2037 / 38 (if needed)	CCC	\$10,000,000
L.8.1	Terrigal	Expend the existing Wilson Road Parking Station (+500 spaces)	Infrastructure Action	2038 (if needed)	CCC	\$10,000,000
Total						~\$100,000,000

APPENDIX A

RAW PARKING OCCUPANCY DATA





Accessible
Unrestricted
1P
2P
4P
1/2 P
1/4 P
10 minute
LZ
NP 9-12 WD otherwise unrestricted

Street Section ID	Description	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM					
		Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%		
1	Frederick St between York St & Frederick St (Eastside)	1/AP	2	1	50%	2	1	50%	1	50%	0	0%	1	50%	2	100%	1	50%	1	50%	0	0%	0	0%	0	0%	1	50%	1	50%			
2	Frederick St between York St & Auburn St (Westside)	NR	5	4	80%	2	40%	4	80%	5	100%	1	20%	2	40%	3	60%	3	60%	4	80%	4	80%	2	40%	3	60%	3	60%	1	20%		
3	Frederick St between York St & Frederick St (Eastside)	NR	13	1	8%	1	8%	3	23%	3	23%	10	77%	12	92%	12	92%	13	100%	13	100%	8	62%	6	46%	3	23%	2	15%	4	31%		
4	Frederick St between Auburn St & Duke St	NR	9	3	33%	3	33%	6	67%	9	100%	9	100%	8	89%	5	56%	5	56%	7	78%	7	78%	5	56%	4	44%	2	22%	3	33%		
5	Auburn St	NR	15	6	40%	5	33%	7	47%	14	93%	9	60%	8	53%	9	60%	8	53%	9	60%	8	53%	9	60%	10	67%	2	13%	5	33%	4	27%
6	Duke St between Frederick St & Albany St (Northside)	NR	16	3	19%	3	19%	7	44%	13	81%	16	100%	15	94%	15	94%	14	88%	13	81%	1	6%	5	31%	4	25%	4	25%	5	31%		
7	Duke St between Frederick St & Albany St (Southside)	NR	10	6	60%	5	50%	7	70%	10	100%	8	80%	8	80%	8	80%	8	80%	8	80%	1	10%	3	30%	3	30%	1	10%	1	10%		
8	Albany St between York St & Duke St (Eastside)	NR	25	12	48%	13	52%	5	20%	11	44%	7	28%	10	40%	7	28%	7	28%	11	44%	6	24%	8	32%	9	36%	11	44%	10	40%		
9	Albany St between York St & Duke St (Westside)	NR	25	13	52%	11	44%	5	20%	13	52%	13	52%	14	56%	15	60%	10	40%	9	36%	8	32%	7	28%	14	56%	15	60%	14	56%		
10	Duke St between Albany St & Lynn Ave (Northside)	NR	14	7	50%	11	79%	9	64%	7	50%	8	57%	9	64%	8	57%	8	57%	10	71%	8	57%	7	50%	6	43%	7	50%	6	43%		
11	Duke St between Albany St & Masons Pde	NR	16	8	50%	8	50%	6	38%	10	63%	6	38%	9	56%	9	56%	10	63%	9	56%	11	69%	9	56%	6	38%	6	38%	8	50%		
12	Duke St between Lynn Ave & Masons Pde	NR	4	2	50%	3	75%	4	100%	4	100%	4	100%	2	50%	3	75%	4	100%	3	75%	4	100%	2	50%	3	75%	4	100%	4	100%		
13	Masons Pde between Duke St & Florence St	NR	10	7	70%	6	60%	5	50%	5	50%	4	40%	4	40%	5	50%	5	50%	4	40%	3	30%	5	50%	7	70%	6	60%	5	50%		
14	Masons Pde between Florence St & Java St	NR	6	4	67%	4	67%	5	83%	2	33%	3	50%	3	50%	3	50%	3	50%	4	67%	2	33%	3	50%	2	33%	2	33%	3	50%		
15	Masons Pde between Java St & Carpark Entrance	NR	12	5	42%	4	33%	4	33%	4	33%	3	25%	3	25%	5	42%	5	42%	4	33%	3	25%	4	33%	5	42%	6	50%	0	0%		
16	Masons Pde between Carpark & York St	NR	56	12	21%	9	16%	10	18%	33	59%	34	61%	38	68%	39	70%	41	73%	40	71%	40	71%	36	64%	52	93%	54	96%	45	80%		
17	Masons Pde between York St & Lynn Ave	NR	5	2	40%	4	80%	4	80%	3	60%	4	80%	4	80%	4	80%	4	80%	3	60%	3	60%	4	80%	4	80%	4	80%	4	80%		
18	Lynn Ave	NR	10	4	40%	5	50%	8	80%	5	50%	3	30%	2	20%	3	30%	7	70%	4	40%	8	80%	6	60%	5	50%	2	20%	4	40%		
19	Masons Pde between Lynn Ave & Duke St	NR	14	11	79%	7	50%	8	57%	3	21%	12	86%	12	86%	12	86%	12	86%	11	79%	12	86%	11	79%	11	79%	12	86%	14	100%		
20	Frederick St between York St & Henry Parry Dr	NP 9-12 WD	17	7	41%	6	35%	9	53%	5	29%	3	18%	1	6%	2	12%	2	12%	1	6%	5	29%	6	35%	7	41%	8	47%				
21	Frederick St between Creighton Ln & Henry Parry Dr	NP 9-12 WD	15	9	60%	11	73%	6	40%	8	53%	6	40%	9	60%	9	60%	9	60%	11	73%	10	67%	11	73%	11	73%	10	67%	8	53%		
22	Albany St between Creighton Ln & End (Eastside)	NR	14	6	43%	8	57%	5	36%	6	43%	4	29%	4	29%	4	29%	5	36%	6	43%	4	29%	5	36%	5	36%	3	21%	8	57%		
23	Albany St between Creighton Ln & End (Westside)	NR	14	5	36%	4	29%	4	29%	4	29%	7	50%	7	50%	5	36%	4	29%	3	21%	5	36%	4	29%	1	7%	6	43%				
24	Albany St between Creighton Ln & York St (Eastside)	NR	4	3	75%	2	50%	2	50%	0	0%	1	25%	2	50%	2	50%	2	50%	1	25%	1	25%	2	50%	4	100%	4	100%	0	0%		
25	Albany St between Creighton Ln & York St (Westside)	NR	4	3	75%	2	50%	1	25%	1	25%	2	50%	1	25%	1	25%	0	0%	1	25%	0	0%	1	25%	0	0%	4	100%	3	75%		
26	Creighton Ln between Albany St & York St	NR	4	2	50%	2	50%	2	50%	2	50%	2	50%	2	50%	3	75%	3	75%	3	75%	2	50%	0	0%	0	0%	0	0%	4	100%		
27	Masons Pde (Culdesac)	NR	8	1	13%	1	13%	1	13%	0	0%	1	13%	1	13%	1	13%	3	38%	0	0%	3	38%	3	38%	3	38%	3	38%	4	50%		
28	Mason Pde between Culdesac & Shortland St	NR	28	5	18%	3	11%	6	21%	18	64%	21	75%	27	96%	27	96%	26	93%	24	86%	18	64%	16	57%	17	61%	19	68%	15	54%		
29	Mason Pde between York St & Gertrude Pl	NR	23	3	13%	5	22%	9	39%	17	74%	20	87%	21	91%	21	91%	23	100%	23	100%	20	87%	21	91%	8	35%	6	26%	3	13%		
29a	Mason Pde between York St & Gertrude Pl	A	1	0	0%	0	0%	0	0%	0	0%	0	0%	1	100%	1	100%	1	100%	0	0%	1	100%	1	100%	0	0%	0	0%	0	0%		
30	Gertrude Pl between Mason Pde & Mann St	NR	25	8	32%	1	4%	24	96%	13	52%	24	96%	25	100%	25	100%	25	100%	23	92%	20	80%	18	72%	3	12%	2	8%	4	16%		
31	Gertrude Pl between Mann St & Mulkarra Ave	NR	12	3	25%	8	67%	8	67%	11	92%	12	100%	12	100%	10	83%	11	92%	6	50%	9	75%	6	50%	6	50%	2	17%	0	0%		
32	Gertrude Pl between Mann St & Mulkarra Ave	2P	4	2	50%	2	50%	3	75%	4	100%	4	100%	4	100%	3	75%	4	100%	4	100%	2	50%	0	0%	0	0%	1	25%	0	0%		
33	Broadwater Ave (Southside)	NR	25	10	40%	11	44%	12	48%	18	72%	18	72%	17	68%	17	68%	17	68%	14	56%	14	56%	14	56%	9	36%	8	32%	8	32%		
34	Joseph Loyd Pl	NR	7	3	43%	6	86%	5	71%	6	86%	1	14%	1	14%	1	14%	1	14%	6	86%	5	71%	6	86%	7	100%	5	71%				
35	Shortland St	NR	4	0	0%	0	0%	0	0%	0	0%	2	50%	2	50%	2	50%	4	100%	3	75%	0	0%	0	0%	1	25%	0	0%	2	50%		
36	Mann St between York St & Vaughan Ave	1P	17	7	41%	11	65%	13	76%	10	59%	14	82%	14	82%	13	76%	14	82%	14	82%	10	59%	8	47%	4	24%	5	29%	5	29%		
37	Vaughan Ave between Mann St & York St	1P	28	7	25%	21	75%	25	89%	28	100%	26	93%	28	100%	28	100%	27	96%	23	82%	19	68%	13	46%	7	25%	10	36%	13	46%		
38	Vaughan Ave between York St & Mann St	1P	10	2	20%	7	70%	5	50%	6	60%	8	80%	8	80%	8	80%	8	80%	8	80%	5	50%	3	30%	2	20%	2	20%				
39	Mann St between Vaughan Ave & Georgiana Tce	1P	16	2	13%	6	38%	10	63%	11	69%	12	75%	10	63%	14	88%	10	63%	11	69%	12	75%	6	38%	8	50%	6	38%				
40	Mann St between Broadview Ave & Georgiana Tce	4P	13	2	15%	9	69%	10	77%	13	100%	7	54%	6	46%	5	38%	6	46%	9	69%	10	77%	7	54%	7	54%	4	31%				
41	Georgiana Tce between Mann St & Henry Parry Dr (Southside)	1P	18	6	33%	14	78%	16	89%	11	61%	18	100%	18	100%	17	94%	15	83%	17	94%	12	67%	13	72%	9	50%	9	50%	15	83%		
42	Georgiana Tce between Mann St & Henry Parry Dr (Northside)	2P	12	3	25%	8	67%	10	83%	12	100%	11	92%	11	92%	11	92%	12	100%	11	92%	10	83%	7	58%	8	67%	6	50%	9	75%		
43	Margin St between Henry Parry Dr & End	4P	28	0	0%	0	0%	3	11%	10	36%	21	73%	16	57%	16	57%	17	61%	18	64%	2	7%	5	18%	3	11%	4	14%	3	11%		
44	John Whiteway Dr between Henry Parry Dr & John Whiteway Dr	NR	33	8	24%	7	21%	6	18%	11	33%	11	33%	10	30%	11	33%	11	33%	11	33%	11	33%	11	33%	16	48%	12	36%	7	21%	8	24%
45	John Whiteway Dr between John Whiteway Dr & John Whiteway Dr	NR	16	8	50%	8	50%	8	50%	5	31%	8	50%																				

Street Section ID	Description	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM			
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
88	Erina St E (Centre)	1P	4	4	100%	3	75%	2	50%	4	100%	4	100%	4	100%	3	75%	3	75%	4	100%	4	100%	4	100%	2	50%	4	100%	4	100%
89	Erina St E (Westside)	1P	3	0	0%	0	0%	2	67%	3	100%	3	100%	3	100%	3	100%	2	67%	2	67%	3	100%	3	100%	2	67%	3	100%	3	100%
90	Erina St E between Mann St & Watt St	1P	9	1	11%	3	33%	3	33%	6	67%	7	78%	9	100%	8	89%	7	78%	6	67%	9	100%	7	78%	9	100%	8	89%	8	89%
91	Erina St E between Watt St & Henry Parry Dr	1P	9	0	0%	2	22%	2	22%	6	67%	5	56%	6	67%	6	67%	6	67%	5	56%	6	67%	7	78%	3	33%	5	56%	7	78%
92	Watt St between Erina St E & Faunce St (Eastside)	1/4P	7	1	14%	0	0%	0	0%	3	43%	4	57%	4	57%	4	57%	3	43%	3	43%	3	43%	3	43%	1	14%	4	57%	4	57%
93	Watt St between Erina St E & Faunce St (Westside)	1/4P	8	3	38%	0	0%	5	63%	3	38%	6	75%	8	100%	8	100%	7	88%	7	88%	6	75%	7	88%	3	38%	6	75%	6	75%
94	Watt St between Erina St E & Faunce St (Westside)	A	1	0	0%	0	0%	0	0%	0	0%	1	100%	1	100%	1	100%	0	0%	1	100%	1	100%	1	100%	0	0%	0	0%	0	0%
95	Watt St between Erina St E & Faunce St (Westside)	1P	8	0	0%	0	0%	0	0%	0	0%	6	75%	6	75%	2	25%	3	38%	2	25%	7	88%	5	63%	5	63%	2	25%	2	25%
96	Faunce St between Watt St & Mann St (Southside)	1P	9	1	11%	1	11%	1	11%	6	67%	7	78%	7	78%	9	100%	8	89%	8	89%	6	67%	5	56%	2	22%	4	44%	4	44%
97	Faunce St between Watt St & Mann St (Northside)	1P	3	0	0%	0	0%	1	33%	3	100%	3	100%	3	100%	2	67%	1	33%	1	33%	2	67%	2	67%	2	67%	2	67%	1	33%
98	Faunce St between Watt St & End (Southside)	1P	7	4	57%	4	57%	6	86%	7	100%	6	86%	7	100%	7	100%	6	86%	6	86%	5	63%	5	63%	5	63%	2	22%	4	44%
99	Faunce St between Watt St & End (Northside)	1P	5	0	0%	4	80%	2	40%	4	80%	4	80%	4	80%	5	100%	4	80%	3	60%	4	80%	4	80%	0	0%	1	20%	1	20%
100	Watt St between Faunce St & Beane St	1P	18	2	11%	8	44%	8	44%	9	50%	18	100%	18	100%	17	94%	16	89%	15	83%	6	33%	8	44%	3	17%	6	33%	3	17%
101	Beit St	NR	21	7	33%	7	33%	19	90%	21	100%	11	52%	10	48%	10	48%	9	43%	9	43%	21	100%	21	100%	11	52%	7	33%	7	33%
102	Beane St between Watt St & Mann St (Southside)	1P	12	0	0%	0	0%	0	0%	4	33%	6	50%	6	50%	6	50%	5	42%	6	50%	7	58%	5	42%	4	33%	2	17%	2	17%
103	Beane St between Watt St & Mann St (Northside)	1P	8	0	0%	0	0%	2	25%	6	75%	6	75%	6	75%	7	88%	4	50%	4	50%	5	63%	5	63%	1	13%	0	0%	0	0%
104	Beane St between Hills St & Gertrude St	NR	11	5	45%	8	73%	11	100%	11	100%	11	100%	11	100%	11	100%	11	100%	10	91%	10	91%	9	82%	8	73%	5	45%		
105	Beane St between Watt St & End	NR	26	6	23%	5	19%	18	69%	19	73%	24	92%	23	88%	23	88%	20	77%	20	77%	21	81%	16	62%	12	46%	9	35%	7	27%
106	Beane St between Gertrude St & End	NR	7	2	29%	7	100%	7	100%	6	86%	6	86%	6	86%	6	86%	5	71%	6	86%	6	86%	6	86%	4	57%	5	71%		
107	Gertrude St between Beane St & End (Westside)	NR	24	1	4%	3	13%	10	42%	20	83%	23	96%	22	92%	22	92%	23	92%	22	92%	22	92%	15	63%	11	46%	6	25%	4	17%
108	Gertrude St between Beane St & End (Eastside)	NR	24	3	13%	8	33%	13	54%	18	75%	24	100%	24	100%	22	92%	21	88%	22	92%	24	100%	15	63%	9	38%	8	33%	6	25%
109	Hills St between Beane St & Etna St (Westside)	2P	12	0	0%	2	17%	1	8%	5	42%	6	50%	10	83%	10	83%	11	92%	9	75%	6	50%	5	42%	6	50%	4	33%		
110	Hills St between Beane St & Etna St (Eastside)	2P	8	1	13%	4	50%	5	63%	8	100%	8	100%	6	75%	5	63%	6	75%	6	75%	6	75%	5	63%	5	63%	4	50%	5	63%
111	Hills St between Etna St & Lindsey St (Westside)	NR	22	1	5%	5	23%	9	41%	5	23%	16	73%	22	100%	22	100%	22	100%	22	100%	11	50%	14	64%	7	32%	5	23%	3	14%
112	Hills St between Etna St & Lindsey St (Eastside)	NR	22	4	18%	6	27%	15	68%	16	73%	12	55%	14	64%	15	68%	16	73%	16	73%	16	73%	12	55%	9	41%	3	14%	3	14%
113	Hills St between Lindsey St & Dwyer St (Westside)	NR	16	1	6%	8	50%	8	50%	10	63%	0	0%	2	13%	0	0%	0	0%	0	0%	0	0%	8	50%	6	38%	6	38%	4	25%
114	Hills St between Lindsey St & Dwyer St (Eastside)	NR	17	4	24%	4	24%	1	6%	10	59%	12	71%	14	82%	15	88%	14	82%	14	82%	10	59%	8	47%	6	35%	6	35%	6	35%
115	Dwyer St between Hills St & Mann St	NR	4	0	0%	0	0%	1	25%	2	50%	2	50%	3	75%	2	50%	2	50%	3	75%	4	100%	1	25%	1	25%	0	0%	0	0%
116	Dwyer St between Mann St & End	NR	12	4	33%	4	33%	2	17%	4	33%	3	25%	2	17%	2	17%	2	17%	4	33%	8	67%	4	33%	4	33%	0	0%	0	0%
117	Dwyer St between End & Mann St	NR	12	2	17%	3	25%	4	33%	4	33%	12	100%	11	92%	12	100%	11	92%	12	100%	4	33%	3	25%	3	25%	2	17%	3	25%
118	Dwyer St between Mann St & Hills St	NR	4	1	25%	2	50%	2	50%	3	75%	2	50%	3	75%	4	100%	4	100%	3	75%	2	50%	1	25%	1	25%	2	50%	2	50%
119	Dwyer St between Hills St & Gertrude St (Northside)	NR	7	0	0%	2	29%	0	0%	0	0%	3	43%	4	57%	4	57%	4	57%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
120	Dwyer St between Hills St & Gertrude St (Southside)	NR	7	0	0%	0	0%	0	0%	0	0%	2	29%	5	71%	4	57%	0	0%	2	29%	0	0%	0	0%	0	0%	0	0%	0	0%
121	Dwyer St between Gertrude St & Henry Parry Dr (Northside)	NR	10	0	0%	1	10%	1	10%	3	30%	2	20%	3	30%	3	30%	3	30%	3	30%	4	40%	5	50%	4	40%	5	50%	4	40%
122	Dwyer St between Gertrude St & Henry Parry Dr (Southside)	NR	19	10	53%	10	53%	8	42%	13	68%	11	58%	13	68%	12	63%	12	63%	10	53%	12	63%	13	68%	9	47%	11	58%	11	58%
123	Henry Parry Dr between Dwyer St & Range Rd	NR	10	5	50%	5	50%	4	40%	4	40%	3	30%	5	50%	4	40%	5	50%	5	50%	3	30%	2	20%	2	20%	2	20%	2	20%
124	Henry Parry Dr between Dwyer St & Etna St	NR	26	0	0%	4	15%	5	19%	5	19%	3	12%	23	88%	22	85%	19	73%	20	77%	15	58%	12	46%	2	8%	1	4%		
125	Henry Parr Dr between Etna St & Range Rd	NR	12	3	25%	8	67%	5	42%	8	67%	9	75%	11	92%	10	83%	6	50%	8	67%	6	50%	7	58%	3	25%	1	8%	3	25%
126	Range Rd between Henry Parry Dr & Ormond St	NR	5	4	80%	4	80%	4	80%	4	80%	4	80%	3	60%	2	40%	2	40%	3	60%	2	40%	2	40%	2	40%	3	60%	3	60%
127	Range Rd between Henry Parry Dr & Gertrude St	NR	18	1	6%	2	11%	4	22%	3	17%	6	33%	3	17%	8	44%	6	33%	7	39%	4	22%	4	22%	5	28%	6	33%	5	28%
128	Range Rd between Beane St & Gertrude St	NR	8	5	63%	5	63%	3	38%	5	63%	4	50%	3	38%	2	25%	2	25%	3	38%	0	0%	3	38%	4	50%	4	50%	3	38%
129	Ormond St between Range Rd & Ormond St	NR	10	0	0%	0	0%	0	0%	0	0%	2	20%	4	40%	4	40%	3	30%	3	30%	3	30%	0	0%	1	10%	1	10%	1	10%
130	Ormond St between Range Rd & Etna St	NR	10	4	40%	4	40%	4	40%	5	50%	3	30%	9	90%	8	80%	6	60%	6	60%	0	0%	0	0%	0	0%	0	0%	0	0%
131	Ormond St between Etna St & Ormond St (Westside)	NR	8	0	0%	0	0%	0	0%	0	0%	6	75%	7	88%	5	63%	4	50%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
132	Ormond St between Ormond St & Gertrude St (Northside)	NR	8	5	63%	4	50%	4	50%	5	63%	3	38%	6	75%	6	75%	5	63%	4	50%	3	38%	2	25%	4	50%	2	25%	4	50%
132a	Gertrude St between Ormond St & Etna St (Eastside)	NR	14	10	71%	5	36%	6	43%	0	0%	10	71%	10	71%	9	64%	9	64%	6	43%	8	57%	9	64%	5	36%	6	43%		
133	Gertrude St between Etna St & Lindsey St	NR	7	0	0%	2	29%	3	43%	2	29%	7	100%	6	86%	7	100%	6	86%	7	100%	0	0%	0	0%	0	0%	0	0%	0	0%
134	Gertrude St between Ormond St & Range Rd	NR	10	3	30%	3	30%	3	30%	0	0%	4	40%	2	20%	3	30%	3	30%	2	20%	2	20%	1	10%	2	20%	2	20%	3	30%
135	Gertrude St between Lindsey St & Dwyer St	NR	20	2	10%	9	45%	7	35%	8	40%	8	40%	8	40%	9	45%	8	40%	9	45%	5	25%	6	30%	8	40%	9	45%	13	65%
136	Gertrude St between Range Rd & Dwyer St	NR	14	8	57%	7	50%	7	50%	8	57%	8	57%	8	57%	7	50%	7	50%	9	64%	7	50%	6	43%	9	64%	10	71%		
137	Lindsey St between Gertrude St & Hills St (Southside)	NR	9	0	0%	0	0%	3	33%	2	22%	3	33%	2	22%	3	33%	0	0%	0	0%	3	33%	2	22%	1	11%	1	11%	0	

Street Section ID	Description	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM			
		Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%
170	Young St between Donnon St W & Faunce St W (Westside)	NR	43	1	2%	2	5%	8	19%	6	14%	6	14%	5	12%	5	12%	5	12%	4	9%	1	2%	2	5%	2	5%	2	5%	2	5%
171	Faunce St W between Young St & Racecourse Rd	NR	4	0	0%	0	0%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	3	75%	2	50%	1	25%	1	25%	1	25%
172	Hely St between Pacific Hwy & Donnon St W	NR	12	2	17%	4	33%	4	33%	6	50%	9	75%	11	92%	11	92%	11	92%	9	75%	8	67%	6	50%	7	58%	8	67%	8	67%
173	Hely St between Pacific Hwy & Fielder St	NR	20	0	0%	1	5%	3	15%	4	20%	5	25%	5	25%	5	25%	5	25%	5	25%	4	40%	4	40%	4	40%	3	15%	3	15%
174	Hely St between Fielder St & Donnon St W	NR	10	3	30%	5	50%	8	80%	8	80%	10	100%	6	60%	8	80%	5	50%	5	50%	4	40%	4	40%	4	40%	4	40%	4	40%
175	Fielder St between Hely St & Fielders Ln (Northside)	NR	30	5	17%	8	27%	7	23%	7	23%	6	20%	8	27%	7	23%	6	20%	8	27%	10	33%	9	30%	8	27%	6	20%	8	27%
176	Fielder St between Hely St & Fielders Ln (Southside)	NR	15	1	7%	0	0%	0	0%	0	0%	1	7%	3	20%	3	20%	3	20%	3	20%	5	33%	1	7%	2	13%	2	13%	4	27%
177	Moore St between Pacific Hwy & Donnon St W (Westside)	NR	36	2	6%	4	11%	8	22%	7	19%	7	19%	8	22%	6	17%	6	17%	6	17%	7	19%	7	19%	8	22%	6	17%	8	22%
178	Moore St between Pacific Hwy & Donnon St W (Eastside)	NR	21	8	38%	6	29%	4	19%	7	33%	8	38%	7	33%	11	52%	12	57%	12	57%	14	67%	12	57%	11	52%	10	48%	14	67%
179	Batley St between Pacific Hwy & Donnon St W (Westside)	NR	30	9	30%	12	40%	22	73%	24	80%	27	90%	19	63%	17	57%	21	70%	20	67%	18	60%	13	43%	10	33%	8	27%	6	20%
180	Wilhelmina St between Batley St & St George St (Northside)	NR	13	5	38%	7	54%	7	54%	7	54%	7	54%	5	38%	7	54%	5	38%	5	38%	4	31%	2	15%	1	8%	1	8%	1	8%
181	St George St between Wilhelmina St & Donnon St W	NR	14	10	71%	12	86%	14	100%	13	93%	12	86%	12	86%	11	79%	11	79%	12	86%	12	86%	9	64%	10	71%	7	50%	8	57%
182	St George St between Wilhelmina St & Doughan Pl (end)	NR	32	7	22%	18	56%	21	66%	28	88%	31	97%	31	97%	32	100%	32	100%	26	81%	17	53%	16	50%	23	72%	14	44%	11	34%
183	Wilhelmina St between Batley St & St George St (Southside)	NR	15	10	67%	12	80%	8	53%	12	80%	13	87%	15	100%	15	100%	15	100%	14	93%	10	67%	7	47%	9	60%	7	47%	3	20%
184	Batley St between Wilhelmina St & Vecsey Pl	NR	12	6	50%	10	83%	8	67%	7	58%	7	58%	11	92%	12	100%	12	100%	11	92%	9	75%	7	58%	6	50%	6	50%	0	0%
185	Vecsey Pl	NR	12	4	33%	9	75%	9	75%	9	75%	8	67%	10	83%	9	75%	8	67%	7	58%	6	50%	6	50%	4	33%	6	50%	7	58%
186	Pacific Hwy between #11 & Cape St S	NR	8	6	75%	8	100%	8	100%	8	100%	8	100%	8	100%	7	88%	7	88%	7	88%	6	75%	6	75%	4	50%	6	75%	6	75%
187	Cape St S	NR	12	11	92%	11	92%	11	92%	12	100%	12	100%	12	100%	11	92%	12	100%	12	100%	10	83%	9	75%	10	83%	9	75%	8	67%
188	Pacific Hwy between Cape St S & Donnon St W	NR	15	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	13	87%	11	73%	3	20%
189	Kendall St between Donnon St W & Hargraves St	NR	15	8	53%	8	53%	7	47%	12	80%	15	100%	15	100%	15	100%	15	100%	9	60%	2	13%	1	7%	1	7%	1	7%	1	7%
190	Hargraves St between Holden St & Faunce St W	NR	13	12	92%	12	92%	12	92%	11	85%	9	69%	9	69%	9	69%	9	69%	9	69%	12	92%	8	62%	5	38%	3	23%	3	23%
191	Holden St between Kibble St & Faunce St W	NR	9	9	100%	9	100%	2	22%	7	78%	8	89%	9	100%	9	100%	9	100%	6	67%	1	11%	1	11%	2	22%	3	33%	1	11%
192	Holden St between Faunce St W & Beane St W	4P	20	17	85%	17	85%	19	95%	19	95%	19	95%	17	85%	15	75%	18	90%	16	80%	13	65%	17	85%	19	95%	17	85%	15	75%
193	Holden St between Ward St & Hospital Entrance	4P	19	17	89%	19	100%	18	95%	18	95%	18	95%	18	95%	18	95%	19	100%	17	89%	15	79%	17	89%	18	95%	16	84%	17	89%
194	Holden St between Beane St W & Racecourse Rd	NR	13	8	62%	11	85%	11	85%	11	85%	10	77%	12	92%	13	100%	11	85%	10	77%	8	62%	10	77%	10	77%	10	77%	10	77%
195	Holden St between Hospital Entrance & Racecourse Rd	NR	9	3	33%	7	78%	8	89%	8	89%	8	89%	7	78%	8	89%	8	89%	8	89%	8	89%	7	78%	7	78%	8	89%	7	78%
196	Racecourse Rd between Showground Rd & High School entrance	NR	8	8	100%	8	100%	7	88%	8	100%	8	100%	8	100%	8	100%	8	100%	5	63%	4	50%	3	38%	3	38%	0	0%	2	25%
197	Racecourse Rd between Holden St & Carpark Entry	NR	7	5	71%	5	71%	5	71%	5	71%	5	71%	5	71%	6	86%	6	86%	6	86%	6	86%	7	100%	5	71%	5	71%	5	71%
198	Racecourse Rd between High School Entrance Bus Zone	NR	62	58	94%	57	92%	57	92%	59	95%	62	100%	56	90%	58	94%	59	95%	59	95%	60	97%	43	69%	20	32%	20	32%	13	21%
199	Racecourse Rd between Carpark Entry & Batley St	NR	37	37	100%	37	100%	37	100%	37	100%	37	100%	37	100%	37	100%	37	100%	36	97%	32	86%	20	54%	18	49%	18	49%	15	41%
200	Racecourse Rd between Beane St W & Batley St	NR	6	5	83%	5	83%	4	67%	5	83%	5	83%	5	83%	5	83%	5	83%	5	83%	5	83%	5	83%	4	67%	4	67%	2	33%
201	Racecourse Rd between Bus Zone & Hargraves St	NR	76	0	0%	58	76%	63	83%	65	86%	66	87%	69	91%	68	89%	70	92%	67	88%	61	80%	50	66%	19	25%	9	12%	5	7%
202	Racecourse Rd between Batley St N & Faunce St W	NR	56	0	0%	39	70%	40	71%	40	71%	41	73%	43	77%	45	80%	40	71%	46	82%	56	100%	33	59%	25	45%	9	16%	3	5%
203	Faunce St W between Racecourse Rd & Batley St N	NR	90	15	17%	65	72%	65	72%	66	73%	68	76%	67	74%	68	76%	67	74%	65	72%	60	67%	30	33%	11	12%	5	6%	1	1%
204	Faunce St W between Racecourse Rd & Batley St N	A	2	1	50%	1	50%	1	50%	1	50%	1	50%	0	0%	0	0%	1	50%	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%
205	Faunce St W between Racecourse Rd & Batley St N	NR	10	3	30%	5	50%	5	50%	4	40%	0	0%	2	20%	2	20%	4	40%	3	30%	1	10%	2	20%	5	50%	1	10%	4	40%
206	Faunce St W between Racecourse Rd & Batley St N	A	2	1	50%	1	50%	1	50%	1	50%	1	50%	2	100%	0	0%	0	0%	1	50%	1	50%	2	100%	1	50%	0	0%	0	0%
207	Faunce St W between Racecourse Rd & Batley St N	10M	9	3	33%	6	67%	6	67%	4	44%	1	11%	4	44%	5	56%	7	78%	5	56%	2	22%	2	22%	2	22%	1	11%	1	11%
208	Batley St N between Faunce St W & Racecourse Rd	NR	14	0	0%	5	36%	5	36%	7	50%	11	79%	12	86%	11	79%	1	7%	2	14%	4	29%	4	29%	0	0%	0	0%	0	0%
209	Batley St N between Sinclair St & Racecourse Rd	A	2	2	100%	1	50%	1	50%	1	50%	2	100%	2	100%	2	100%	2	100%	2	100%	0	0%	0	0%	1	50%	1	50%	1	50%
210	Batley St N between Sinclair St & Racecourse Rd	NR	12	10	83%	9	75%	8	67%	7	58%	7	58%	6	50%	6	50%	5	42%	5	42%	6	50%	5	42%	2	17%	1	8%	2	17%
211	Beane St W between Racecourse Rd & Cape St N	NR	13	11	85%	11	85%	9	69%	10	77%	11	85%	9	69%	10	77%	8	62%	9	69%	12	92%	4	31%	9	69%	7	54%	9	69%
212	Beane St W between Racecourse Rd & Cape St N	NR	11	10	91%	11	100%	11	100%	11	100%	10	91%	10	91%	10	91%	9	82%	9	82%	9	82%	10	91%	11	100%	11	100%	9	82%
213	Cape St N between Beane St W & Sinclair St	10M	14	10	71%	11	79%	10	71%	10	71%	10	71%	11	79%	12	86%	11	79%	9	64%	9	64%	10	71%	11	79%	11	79%	11	79%
214	Cape St N between Beane St W & Ward St	10M	11	9	82%	9	82%	9	82%	9	82%	11	100%	11																	



P1	Train Station Commuter
P2	Gosford City Carpark/Baker St
P3	Gosford Town Centre/Imperial
P4	Woolworths
P5	Central Coast Leagues Club
P6	Park Plaza
P7	Gateway
P8	Kibbleplex
P9	Aquasplash
P10	Yacht Club/Scout Hall

Carpark Level	Train Station Commuter Carpark		6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM				
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
G	P1 - Train Station Commuter Carpark	NR	67	66	99%	67	100%	67	100%	67	100%	59	88%	59	88%	59	88%	59	88%	58	87%	67	100%	64	96%	53	79%	26	39%	21	31%		
G	P1 - Train Station Commuter Carpark	Motorbike	5	5	100%	5	100%	5	100%	5	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
1	P1 - Train Station Commuter Carpark	NR	94	94	100%	94	100%	94	100%	94	100%	94	100%	94	100%	94	100%	93	99%	94	100%	94	100%	93	99%	80	85%	32	34%	17	18%		
1	P1 - Train Station Commuter Carpark	Motorbike	5	2	40%	5	100%	5	100%	5	100%	4	80%	4	80%	4	80%	4	80%	4	80%	5	100%	0	0%	4	80%	4	80%	0	0%		
2	P1 - Train Station Commuter Carpark	NR	127	126	99%	126	99%	127	100%	127	100%	113	89%	113	89%	115	91%	115	91%	115	91%	127	100%	123	97%	105	83%	36	28%	25	20%		
2	P1 - Train Station Commuter Carpark	A	16	6	38%	14	88%	13	81%	14	88%	15	94%	16	100%	16	100%	16	100%	16	100%	16	100%	16	100%	14	88%	9	56%	7	44%		
3	P1 - Train Station Commuter Carpark	NR	91	87	96%	91	100%	91	100%	91	100%	91	100%	91	100%	91	100%	91	100%	91	100%	91	100%	87	96%	80	88%	34	37%	16	18%		
3	P1 - Train Station Commuter Carpark	Motorbike	4	1	25%	1	25%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	2	50%	2	50%	0	0%		
4	P1 - Train Station Commuter Carpark	NR	146	127	87%	146	100%	146	100%	146	100%	131	90%	131	90%	131	90%	131	90%	131	90%	146	100%	146	100%	133	91%	41	28%	26	18%		
4	P1 - Train Station Commuter Carpark	Motorbike	5	1	20%	5	100%	5	100%	5	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	2	40%	2	40%	1	20%		
5	P1 - Train Station Commuter Carpark	NR	89	69	78%	89	100%	89	100%	89	100%	89	100%	89	100%	89	100%	89	100%	88	99%	89	100%	88	99%	75	84%	35	39%	15	17%		
5	P1 - Train Station Commuter Carpark	Motorbike	4	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	2	50%	2	50%		
6	P1 - Train Station Commuter Carpark	NR	144	16	11%	144	100%	144	100%	144	100%	132	92%	132	92%	132	92%	132	92%	132	92%	144	100%	142	99%	102	71%	76	53%	56	39%		
6	P1 - Train Station Commuter Carpark	Motorbike	8	4	50%	4	50%	4	50%	4	50%	8	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	100%	5	63%	2	25%
7	P1 - Train Station Commuter Carpark	NR	311	229	74%	311	100%	311	100%	311	100%	311	100%	311	100%	311	100%	311	100%	310	100%	305	98%	300	96%	270	87%	128	41%	50	16%		
7	P1 - Train Station Commuter Carpark	Motorbike	3	3	100%	3	100%	3	100%	3	100%	0	0%	0	0%	0	0%	0	0%	0	0%	3	100%	0	0%	0	0%	0	0%	0	0%		
Grand Total			P1 - Train St	1119	840	75%	1109	99%	1112	99%	1113	99%	1055	94%	1056	94%	1058	95%	1057	94%	1055	94%	1103	99%	1075	96%	932	83%	432	39%	238	21%	

Carpark Level	Gosford City Carpark (Baker St)		6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM			
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
G	P2 - Gosford City Carpark (Baker St)	3P	35	11	31%	5	14%	4	11%	21	60%	30	86%	26	74%	26	74%	19	54%	22	63%	23	66%	14	40%	15	43%	10	29%	9	26%	
1	P2 - Gosford City Carpark (Baker St)	Reserved	101	16	16%	20	20%	53	52%	35	35%	75	74%	72	71%	78	77%	79	78%	69	68%	44	44%	21	21%	8	8%	4	4%	4	4%	
2	P2 - Gosford City Carpark (Baker St)	NR	141	7	5%	19	13%	61	43%	124	88%	136	96%	135	96%	134	95%	139	99%	125	89%	81	57%	62	44%	16	11%	11	8%	8	6%	
2	P2 - Gosford City Carpark (Baker St)	A	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
3	P2 - Gosford City Carpark (Baker St)	NR	141	6	4%	15	11%	44	31%	94	67%	120	85%	124	88%	122	87%	117	83%	115	82%	96	68%	69	49%	20	14%	4	3%	2	1%	
3	P2 - Gosford City Carpark (Baker St)	Motorbike	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
4	P2 - Gosford City Carpark (Baker St)	NR	142	10	7%	27	19%	90	63%	135	95%	131	92%	134	94%	131	92%	132	93%	128	90%	113	80%	80	56%	33	23%	9	6%	5	4%	
5	P2 - Gosford City Carpark (Baker St)	NR	142	3	2%	5	4%	26	18%	69	49%	73	51%	74	52%	77	54%	75	53%	75	53%	70	49%	57	40%	7	5%	2	1%	2	1%	
Grand Total			P2 - Gosford	706	53	8%	91	13%	278	39%	478	68%	565	80%	565	80%	568	80%	561	79%	544	77%	452	64%	326	46%	112	16%	44	6%	30	4%

Carpark Level	Imperial Carpark		6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM			
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
1	P3 - Imperial Carpark	NR	171	5	3%	12	7%	45	26%	171	100%	170	99%	167	98%	167	98%	170	99%	160	94%	140	82%	67	39%	20	12%	11	6%	0	0%	
2	P3 - Imperial Carpark	A	7	1	14%	0	0%	0	0%	0	0%	0	0%	7	100%	7	100%	7	100%	7	100%	5	71%	1	14%	0	0%	0	0%	0	0%	
2	P3 - Imperial Carpark	NR	214	20	9%	28	13%	61	29%	185	86%	185	86%	185	86%	203	95%	194	91%	162	76%	164	77%	77	36%	18	8%	10	5%	0	0%	
2	P3 - Imperial Carpark	A	7	0	0%	0	0%	0	0%	1	14%	2	29%	7	100%	7	100%	4	57%	4	57%	0	0%	0	0%	0	0%	0	0%	0	0%	
Grand Total			P3 - Imperia	399	26	7%	40	10%	106	27%	357	89%	357	89%	366	92%	384	96%	375	94%	333	83%	309	77%	145	36%	38	10%	21	5%	0	0%

Carpark Level	Woolworths Carpark		6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM			
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
1	P4 - Woolworths Carpark	NR	93	23	25%	41	44%	72	77%	93	100%	93	100%	92	99%	93	100%	92	99%	92	99%	92	99%	92	99%	93	100%	84	90%	80	86%	
1	P4 - Woolworths Carpark	A	12	0	0%	4	33%	6	50%	6	50%	7	58%	11	92%	12	100%	10	83%	9	75%	10	83%	10	83%	8	67%	6	50%	2	17%	
1	P4 - Woolworths Carpark	Motorbike	2	1	50%	1	50%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	1	50%	1	50%	
Grand Total			P4 - Woolw	107	24	22%	46	43%	80	75%	101	94%	102	95%	105	98%	107	100%	104	97%	103	96%	104	97%	104	97%	103	96%	91	85%	83	78%

Carpark Level	Central Coast Leagues Club Carpark			6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
G	P5 - Central Coast Leagues Club Carpark	NR	56	12	21%	20	36%	23	41%	33	59%	35	63%	36	64%	39	70%	42	75%	44	79%	46	82%	50	89%	52	93%	54	96%	53	95%	
G	P5 - Central Coast Leagues Club Carpark	A	9	0	0%	0	0%	0	0%	2	22%	2	22%	4	44%	4	44%	5	56%	5	56%	5	56%	9	100%	9	100%	9	100%	9	100%	
1	P5 - Central Coast Leagues Club Carpark	NR	87	9	10%	16	18%	24	28%	50	57%	59	68%	62	71%	67	77%	71	82%	72	83%	73	84%	64	74%	58	67%	81	93%	74	85%	
1	P5 - Central Coast Leagues Club Carpark	A	2	0	0%	0	0%	0	0%	0	0%	0	0%	1	50%	1	50%	2	100%	2	100%	2	100%	1	50%	1	50%	1	50%	1	50%	
2	P5 - Central Coast Leagues Club Carpark	NR	83	0	0%	1	1%	1	1%	5	6%	10	12%	17	20%	19	23%	24	29%	29	35%	37	45%	25	30%	19	23%	27	33%	25	30%	
2	P5 - Central Coast Leagues Club Carpark	A	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	50%	1	50%	0	0%	0	0%	0	0%	0	0%	
3	P5 - Central Coast Leagues Club Carpark	NR	46	0	0%	0	0%	0	0%	1	2%	1	2%	2	4%	5	11%	7	15%	9	20%	13	28%	14	30%	8	17%	4	9%	3	7%	
3	P5 - Central Coast Leagues Club Carpark	A	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	50%	1	50%	0	0%	0	0%	0	0%	0	0%	
4	P5 - Central Coast Leagues Club Carpark	NR	68	0	0%	0	0%	0	0%	1	1%	1	1%	3	4%	2	3%	5	7%	5	7%	7	10%	5	7%	3	4%	1	1%	0	0%	
Grand Total			P5 - Central	355	21	6%	37	10%	48	14%	92	26%	108	30%	125	35%	137	39%	156	44%	168	47%	185	52%	168	47%	150	42%	177	50%	165	46%

Carpark Level	Park Plaza Carpark			6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
1	P6 - Park Plaza Carpark	2P	51	5	10%	10	20%	8	16%	26	51%	51	100%	51	100%	51	100%	51	100%	51	100%	51	100%	51	100%	50	98%	41	80%	30	59%	
Grand Total			P6 - Park Plaza	51	5	10%	10	20%	8	16%	26	51%	51	100%	51	100%	51	100%	51	100%	51	100%	51	100%	51	100%	50	98%	41	80%	30	59%

Carpark Level	Gateway Carpark			6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
1	P7 - Gateway Carpark	NR	47	15	32%	47	100%	47	100%	47	100%	47	100%	47	100%	47	100%	47	100%	47	100%	47	100%	47	100%	46	98%	40	85%	31	66%	
1	P7 - Gateway Carpark	A	2	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	1	50%	1	50%	0	0%	
Grand Total			P7 - Gateway	49	17	35%	49	100%	49	100%	49	100%	49	100%	49	100%	49	100%	49	100%	49	100%	49	100%	49	100%	47	96%	41	84%	31	63%

Carpark Level	Kibbleplex Carpark			6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
1	P8 - Kibbleplex Carpark	NR	265	51	19%	85	32%	170	64%	210	79%	231	87%	265	100%	265	100%	265	100%	265	100%	265	100%	231	87%	182	69%	139	52%	84	32%	
2	P8 - Kibbleplex Carpark	NR	263	22	8%	61	23%	112	43%	240	91%	263	100%	263	100%	263	100%	263	100%	263	100%	251	95%	246	94%	211	80%	163	62%	147	56%	
2	P8 - Kibbleplex Carpark	A	7	0	0%	5	71%	5	71%	6	86%	6	86%	6	86%	6	86%	7	100%	6	86%	5	71%	5	71%	4	57%	3	43%	1	14%	
Grand Total			P8 - Kibbleplex	535	73	14%	151	28%	287	54%	456	85%	500	93%	534	100%	534	100%	535	100%	534	100%	521	97%	482	90%	397	74%	305	57%	232	43%

Carpark Level	Aquasplash Carpark			6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
1	P9 - Aquasplash Carpark	2P	25	14	56%	19	76%	24	96%	22	88%	24	96%	23	92%	23	92%	23	92%	21	84%	22	88%	18	72%	21	84%	25	100%	0	0%	
1	P9 - Aquasplash Carpark	A	1	0	0%	0	0%	0	0%	0	0%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Grand Total			P9 - Aquasplash	26	14	54%	19	73%	24	92%	22	85%	25	96%	23	88%	23	88%	23	88%	21	81%	22	85%	18	69%	21	81%	25	96%	0	0%

Carpark Level	Yacht Club/Scout Hall Carpark			6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		
	Description	Restriction	Supply	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
1	P10 - Yacht Club/Scout Hall Carpark	NR	75	1	1%	3	4%	5	7%	8	11%	7	9%	7	9%	2	3%	2	3%	0	0%	8	11%	8	11%	22	29%	5	7%	0	0%	
Grand Total			P10 - Yacht	75	1	1%	3	4%	5	7%	8	11%	7	9%	7	9%	2	3%	2	3%	0	0%	8	11%	8	11%	22	29%	5	7%	0	0%

Focus Area #2 Lisarow RAW DATA

Id	Road Name	Parking Restrictions	Parking Supply	Occupancy	Occupancy %
1	Sunny Bank Road	Unrestricted	7	0	0
2	Sunny Bank Road	No Parking	2	0	0
3	Sunny Bank Road	Unrestricted	29	4	14
4	Sunny Bank Road	No Parking	1	0	0
5	Sunny Bank Road	Unrestricted	6	0	0
6	Sunny Bank Road	No Parking	2	0	0
7	Sunny Bank Road	Unrestricted	3	0	0
8	Sunny Bank Road	No Parking	4	0	0
9	Sunny Bank Road	Unrestricted	2	2	100
10	Sunny Bank Road	No Parking	2	0	0
11	Sunny Bank Road	Unrestricted	8	4	50
12	Sunny Bank Road	No Parking	3	0	0
13	Sunny Bank Road	Unrestricted	28	5	18
14	Sunny Bank Road	No Parking	2	0	0
15	Sunny Bank Road	Unrestricted	2	0	0
16	Sunny Bank Road	Unrestricted	11	0	0
17	Sunny Bank Road	No Parking	3	0	0
18	Sunny Bank Road	Unrestricted	7	0	0
19	Sylvania Way	Unrestricted	19	1	5
20	Sylvania Way	No Parking	2	0	0
21	Sylvania Way	Unrestricted	20	1	5
22	Cambourn Drive	Unrestricted	4	0	0
23	Cambourn Drive	No Parking	1	0	0
24	Cambourn Drive	Unrestricted	14	1	7
25	Cambourn Drive	No Parking	1	0	0
26	Cambourn Drive	Unrestricted	5	2	40
27	Cambourn Drive	No Parking	1	0	0
28	Cambourn Drive	Unrestricted	15	1	7
29	Cambourn Drive	Unrestricted	4	0	0
30	Cambourn Drive	No Parking	1	0	0
31	Cambourn Drive	Unrestricted	5	2	40
32	Cambourn Drive	Unrestricted	2	0	0
33	Cambourn Drive	No Parking	3	0	0
34	Cambourn Drive	No Parking	1	0	0
35	Cambourn Drive	Unrestricted	10	0	0
36	Cambourn Drive	No Parking	2	0	0
37	Cambourn Drive	Unrestricted	2	0	0
38	Cambourn Drive	No Parking	1	0	0
39	Cambourn Drive	Unrestricted	3	0	0
40	Cambourn Drive	No Parking	1	0	0
41	Cambourn Drive	Unrestricted	6	0	0
42	Cambourn Drive	No Parking	1	0	0
43	Cambourn Drive	Unrestricted	2	0	0
44	Cambourn Drive	No Parking	1	0	0
45	Cambourn Drive	Unrestricted	2	0	0
46	Cambourn Drive	No Parking	2	0	0
47	Cambourn Drive	Unrestricted	4	0	0
48	Cambourn Drive	No Parking	2	0	0
49	Cambourn Drive	Unrestricted	2	1	50
50	Cambourn Drive	No Parking	2	0	0
51	Cambourn Drive	Unrestricted	1	0	0
52	Cambourn Drive	Unrestricted	6	0	0
53	Cambourn Drive	No Parking	2	0	0
54	Cambourn Drive	Unrestricted	2	1	50
55	Cambourn Drive	No Parking	1	0	0
56	Cambourn Drive	Unrestricted	2	2	100
57	Cambourn Drive	No Parking	2	0	0
58	Cambourn Drive	Unrestricted	9	1	11
59	Cambourn Drive	No Parking	1	0	0
60	Cambourn Drive	Unrestricted	3	0	0
61	Cambourn Drive	No Parking	1	0	0
62	Cambourn Drive	Unrestricted	2	0	0
63	Cambourn Drive	No Parking	1	0	0
64	Cambourn Drive	No Parking	1	0	0
65	Cambourn Drive	Unrestricted	5	0	0
66	Cambourn Drive	No Parking	1	0	0
67	Cambourn Drive	Unrestricted	3	0	0

68	Cambourn Drive	Unrestricted	3	0	0
69	Cambourn Drive	No Parking	2	0	0
70	Cambourn Drive	Unrestricted	10	1	10
71	Cambourn Drive	No Parking	1	0	0
72	Cambourn Drive	Unrestricted	1	0	0
73	Cambourn Drive	No Parking	1	0	0
74	Cambourn Drive	Unrestricted	4	0	0
75	Cambourn Drive	No Parking	1	0	0
76	Cambourn Drive	Unrestricted	4	0	0
77	Cambourn Drive	No Parking	1	0	0
78	Cambourn Drive	Unrestricted	4	1	25
79	Cambourn Drive	No Parking	1	0	0
80	Cambourn Drive	Unrestricted	3	0	0
81	Cambourn Drive	No Parking	1	0	0
82	Cambourn Drive	Unrestricted	6	0	0
83	Cambourn Drive	Unrestricted	10	4	40
84	Settlers Ridge Cl	Unrestricted	3	0	0
85	Settlers Ridge Cl	No Parking	2	0	0
86	Settlers Ridge Cl	Unrestricted	1	0	0
87	Settlers Ridge Cl	No Parking	1	0	0
88	Settlers Ridge Cl	Unrestricted	2	0	0
89	Settlers Ridge Cl	No Parking	1	0	0
90	Settlers Ridge Cl	Unrestricted	1	0	0
91	Settlers Ridge Cl	No Parking	1	0	0
92	Settlers Ridge Cl	Unrestricted	1	0	0
93	Settlers Ridge Cl	No Parking	1	0	0
94	Settlers Ridge Cl	Unrestricted	4	0	0
95	Settlers Ridge Cl	No Parking	1	0	0
96	Settlers Ridge Cl	Unrestricted	2	0	0
97	Settlers Ridge Cl	No Parking	1	0	0
98	Settlers Ridge Cl	Unrestricted	4	0	0
99	Settlers Ridge Cl	No Parking	1	0	0
100	Settlers Ridge Cl	Unrestricted	2	0	0
101	Settlers Ridge Cl	No Parking	1	0	0
102	Settlers Ridge Cl	No Parking	2	0	0
103	Settlers Ridge Cl	Unrestricted	1	0	0
104	Settlers Ridge Cl	No Parking	1	0	0
105	Settlers Ridge Cl	Unrestricted	4	2	50
106	Settlers Ridge Cl	No Parking	1	0	0
107	Settlers Ridge Cl	No Parking	1	0	0
108	Settlers Ridge Cl	Unrestricted	2	0	0
109	Settlers Ridge Cl	Unrestricted	1	1	100
110	Settlers Ridge Cl	No Parking	1	0	0
111	Settlers Ridge Cl	Unrestricted	1	0	0
112	Settlers Ridge Cl	No Parking	1	0	0
113	Settlers Ridge Cl	Unrestricted	6	0	0
114	Settlers Ridge Cl	No Parking	1	0	0
115	Settlers Ridge Cl	Unrestricted	1	0	0
116	Settlers Ridge Cl	No Parking	1	0	0
117	Settlers Ridge Cl	Unrestricted	2	0	0
118	Glenrose Cl	Unrestricted	2	0	0
119	Glenrose Cl	No Parking	1	0	0
120	Glenrose Cl	Unrestricted	1	0	0
121	Glenrose Cl	No Parking	1	0	0
122	Glenrose Cl	Unrestricted	1	0	0
123	Glenrose Cl	No Parking	2	0	0
124	Glenrose Cl	No Parking	1	0	0
125	Glenrose Cl	Unrestricted	1	0	0
126	Glenrose Cl	No Parking	1	0	0
127	Glenrose Cl	Unrestricted	2	0	0
128	Glenrose Cl	No Parking	2	0	0
129	Glenrose Cl	Unrestricted	5	0	0
130	Burnside Cl	No Parking	1	0	0
131	Burnside Cl	Unrestricted	4	0	0
132	Burnside Cl	Unrestricted	2	0	0
133	Burnside Cl	No Parking	1	0	0
134	Burnside Cl	Unrestricted	1	0	0
135	Burnside Cl	No Parking	1	0	0
136	Burnside Cl	Unrestricted	2	1	50

137	Burnside Cl	No Parking	1	0	0
138	Burnside Cl	Unrestricted	2	1	50
139	Burnside Cl	No Parking	1	0	0
140	Burnside Cl	Unrestricted	3	0	0
141	Burnside Cl	No Parking	1	0	0
142	Burnside Cl	Unrestricted	1	0	0
143	Burnside Cl	No Parking	1	0	0
144	Burnside Cl	Unrestricted	2	1	50
145	Burnside Cl	No Parking	1	0	0
146	Burnside Cl	Unrestricted	1	0	0
147	Burnside Cl	No Parking	1	0	0
148	Burnside Cl	Unrestricted	7	1	14
149	Burnside Cl	No Parking	1	0	0
150	Burnside Cl	Unrestricted	2	1	50
151	Burnside Cl	No Parking	1	0	0
152	Burnside Cl	Unrestricted	1	0	0
153	Burnside Cl	No Parking	1	0	0
154	Burnside Cl	Unrestricted	1	0	0
155	Burnside Cl	No Parking	1	0	0
156	Burnside Cl	Unrestricted	5	0	0
157	Burnside Cl	No Parking	1	0	0
158	Burnside Cl	Unrestricted	2	1	50
159	Burnside Cl	No Parking	1	0	0
160	Burnside Cl	No Parking	3	0	0
161	Burnside Cl	Unrestricted	8	0	0
162	Leafleigh Cl	No Parking	1	0	0
163	Leafleigh Cl	Unrestricted	2	0	0
164	Leafleigh Cl	No Parking	1	0	0
165	Leafleigh Cl	Unrestricted	3	1	33
166	Leafleigh Cl	No Parking	1	0	0
167	Leafleigh Cl	Unrestricted	3	0	0
168	Leafleigh Cl	No Parking	4	0	0
169	Leafleigh Cl	Unrestricted	2	0	0
170	Leafleigh Cl	No Parking	1	0	0
171	Leafleigh Cl	Unrestricted	4	0	0
172	Leafleigh Cl	No Parking	1	0	0
173	Leafleigh Cl	Unrestricted	2	0	0
174	Stewart Brougham Cl	Unrestricted	8	0	0
175	Stewart Brougham Cl	No Parking	1	0	0
176	Stewart Brougham Cl	No Parking	1	0	0
177	Stewart Brougham Cl	Unrestricted	2	1	50
178	Stewart Brougham Cl	No Parking	1	0	0
179	Stewart Brougham Cl	Unrestricted	2	0	0
180	Stewart Brougham Cl	No Parking	1	0	0
181	Stewart Brougham Cl	Unrestricted	4	0	0
182	Stewart Brougham Cl	No Parking	3	0	0
183	Stewart Brougham Cl	Unrestricted	5	2	40
184	Stewart Brougham Cl	No Parking	1	0	0
185	Stewart Brougham Cl	Unrestricted	2	1	50
186	Stewart Brougham Cl	No Parking	2	0	0
187	Stewart Brougham Cl	Unrestricted	3	0	0
188	Stewart Brougham Cl	No Parking	1	0	0
189	Stewart Brougham Cl	Unrestricted	2	0	0
190	Stewart Brougham Cl	No Parking	1	0	0
191	Stewart Brougham Cl	Unrestricted	2	0	0
192	Stewart Brougham Cl	No Parking	1	0	0
193	Stewart Brougham Cl	Unrestricted	2	0	0
194	Train Station Commuter Car Park	Unrestricted	31	26	84
195	Train Station Commuter Car Park	Unrestricted	4	4	100
196	Train Station Commuter Car Park	Unrestricted	4	4	100
197	Train Station Commuter Car Park	Unrestricted	8	6	75
198	Prings Rd	Unrestricted	3	0	0
199	Prings Rd	Unrestricted	3	0	0
200	Newling St	Unrestricted	2	0	0
201	Newling St	Unrestricted	15	0	0
202	Newling St	Unrestricted	2	0	0
203	Newling St	Unrestricted	2	0	0
204	Newling St	Unrestricted	3	0	0
205	Newling St	Unrestricted	5	0	0

206	Newling St	Unrestricted	1	0	0
207	Newling St	Unrestricted	4	1	25
208	Newling St	Unrestricted	3	0	0
209	Newling St	Unrestricted	4	0	0
210	Newling St	Unrestricted	2	0	0
211	Newling St	Unrestricted	4	0	0
212	Newling St	Unrestricted	3	0	0
213	Newling St	Unrestricted	6	3	50
214	Newling St	No Parking 8:00-9:30am 2:30-4pm	3	0	0
215	Newling St	Unrestricted	1	0	0
216	Newling St	Unrestricted	3	2	67
217	Newling St	Unrestricted	3	0	0
218	Newling St	Unrestricted	3	1	33
219	Newling St	Unrestricted	2	1	50
220	Newling St	Unrestricted	2	1	50
221	Newling St	Unrestricted	6	0	0
222	Newling St	Unrestricted	10	4	40
223	Newling St	Unrestricted	9	0	0
224	Newling St	Unrestricted	29	3	10
225	Newling St	Unrestricted	11	1	9
226	Parsons Rd	Unrestricted	10	2	20
227	Newling St	Unrestricted	25	0	0
228	Newling St	Unrestricted	21	1	5
229	Newling St	Unrestricted	6	1	17
230	Pemberton Blvd	Unrestricted	35	5	14
231	Pemberton Blvd	Unrestricted	10	1	10
232	Pemberton Blvd	Unrestricted	9	1	11
233	Pemberton Blvd	Unrestricted	56	10	18
234	Pemberton Blvd	Unrestricted	14	2	14
235	Pemberton Blvd	Unrestricted	5	0	0
236	Pemberton Blvd	Unrestricted	18	1	6
237	Pemberton Blvd	Unrestricted	9	2	22
238	Pemberton Blvd	Unrestricted	9	1	11
239	Hardy Cl	Unrestricted	18	2	11
240	McNee Cl	Unrestricted	20	2	10
241	Tom Cl	Unrestricted	27	2	7
242	Tom Cl	Unrestricted	9	0	0
243	Pemberton Blvd	Unrestricted	3	0	0
244	Douglass Cl	Unrestricted	5	0	0
245	Douglass Cl	No Stopping 2-3pm School Days	2	0	0
246	Douglass Cl	Unrestricted	3	0	0
247	Bellah Cl	Unrestricted	7	0	0
248	Ashburn Cl	Unrestricted	57	5	9
249	Cottesloe Ave	Unrestricted	23	3	13
250	Cottesloe Ave	Unrestricted	21	4	19
251	The Rise	Unrestricted	27	2	7
252	Bannerman Road	Unrestricted	8	1	13
253	Bannerman Road	Unrestricted	24	1	4
254	Bannerman Road	Unrestricted	40	1	3
255	Bannerman Road	Unrestricted	30	1	3
256	Donna Cl	Unrestricted	68	3	4
257	Janine Cl	Unrestricted	32	6	19
258	Janine Cl	Unrestricted	9	1	11
259	Narelle Cl	Unrestricted	37	5	14
260	Taylor Rd	Unrestricted	21	1	5
261	Taylor Rd	Unrestricted	54	2	4
262	Taylor Rd	Unrestricted	23	1	4
263	Courtney Pl	Unrestricted	10	2	20
264	Courtney Pl	Unrestricted	13	0	0
265	Courtney Pl	Unrestricted	7	0	0
266	Karen Cl	Unrestricted	32	2	6
267	Rainbow Cl	Unrestricted	23	0	0
268	Beray Cl	Unrestricted	15	1	7
269	Beray Cl	Unrestricted	22	0	0
270	The Valley Way	Unrestricted	6	3	50
271	Violet Pl	Unrestricted	9	0	0
272	The Valley Way	Unrestricted	11	1	9
273	The Valley Way	Unrestricted	51	6	12
274	Indigo Pl	Unrestricted	9	1	11

275	Silver Pl	Unrestricted	10	2	20
276	Sunnyvale Cl	Unrestricted	44	4	9
277	Woodview Ave	Unrestricted	33	5	15
278	Woodview Ave	Unrestricted	7	1	14
279	Woodview Ave	Unrestricted	7	0	0
280	Woodview Ave	Unrestricted	11	0	0
281	Brie Cl	Unrestricted	18	1	6
282	O'Donnell Cres	Unrestricted	25	0	0
283	O'Donnell Cres	Unrestricted	24	0	0
284	Fagans Rd	Unrestricted	18	3	17
285	Fagans Rd	Unrestricted	20	0	0
286	Pineridge Cl	Unrestricted	8	0	0
287	Pineridge Cl	Unrestricted	38	4	11
288	Pineridge Cl	Unrestricted	17	1	6
289	Crestview Pl	Unrestricted	30	1	3
290	Fagans Rd	Unrestricted	17	0	0
291	Fagans Rd	Unrestricted	6	2	33
292	Fagans Rd	Unrestricted	8	0	0
293	Barkala St	Unrestricted	16	0	0
294	Yirik Cl	Unrestricted	9	2	22
295	Barkala St	Unrestricted	22	0	0
296	Barkala St	Unrestricted	7	0	0
297	Barkala St	Unrestricted	23	3	13
298	Winter Cl	Unrestricted	24	7	29
299	Eagle Cl	Unrestricted	46	4	9
300	Wallarah St	Unrestricted	9	0	0
301	Wallarah St	Unrestricted	10	0	0
302	Dora St	Unrestricted	15	2	13
303	Dora St	Unrestricted	26	0	0
304	Railway Cres	Unrestricted	6	2	33
305	Railway Cres	Unrestricted	6	0	0
306	Railway Cres	Unrestricted	10	0	0
307	Railway Cres	Unrestricted	14	2	14
308	Railway Cres	Unrestricted	12	0	0
309	Pacific Hwy	Unrestricted	9	3	33
310	The Ridgeway	Unrestricted	17	7	41
311	The Ridgeway	Unrestricted	14	1	7
312	The Ridgeway	Unrestricted	10	7	70
313	The Ridgeway	Unrestricted	29	8	28
314	The Ridgeway	Unrestricted	10	0	0
315	The Ridgeway	Unrestricted	32	1	3
316	The Ridgeway	Unrestricted	22	2	9
317	Fagans Rd	Unrestricted	25	0	0
318	Fagans Rd	Unrestricted	21	1	5
319	Tuggerah St	Unrestricted	13	0	0
320	Tuggerah St	Unrestricted	18	0	0
321	Excelsior St	Unrestricted	21	3	14
322	Langdene Cl	Unrestricted	16	3	19
323	Awaba St	Unrestricted	6	3	50
324	Awaba St	Unrestricted	3	1	33
325	Fagans Rd	Unrestricted	1	0	0
326	Fagans Rd	Unrestricted	5	0	0
327	Macdonalds Rd	No Parking 8:00-9:30am 2:30-4pm	4	0	0
328	Glenworth Cl	Unrestricted	25	2	8
329	Dora St	Unrestricted	8	1	13
Grand Total			2667	280	10%
Grand Total (Excluding invalid Parking Types)			2532	280	12%

Note: Highlighted cells not included in occupancy calculations

Focus Area #3 Ourimbah RAW DATA

Id	Parking Restrictions	Road Name	Parking Supply	Occupancy	Occupancy %
1	Unrestricted	Walmsley Road	14	2	14
2	Unrestricted	Walmsley Road	40	2	5
3	Unrestricted	Walmsley Road	32	6	19
4	Unrestricted	Natasha Close	6	1	17
5	Unrestricted	Natasha Close	6	1	17
6	Unrestricted	Walmsley Road	4	0	0
7	Unrestricted	Finlay Crescent	50	0	0
8	Unrestricted	Robert Holl Drive	8	0	0
9	Unrestricted	Robert Holl Drive	15	4	27
10	Unrestricted	Robert Holl Drive	15	0	0
11	Unrestricted	Robert Holl Drive	38	1	3
12	Unrestricted	Robert Holl Drive	45	8	18
13	Unrestricted	Finlay Crescent	30	1	3
14	Unrestricted	Hillgrove Close	45	2	4
15	Unrestricted	Hillgrove Close	45	0	0
16	Unrestricted	Finlay Crescent	4	0	0
17	Unrestricted	Finlay Crescent	10	0	0
18	Unrestricted	Penny Place	6	3	50
19	Unrestricted	Penny Place	6	2	33
20	Unrestricted	Walmsley Road	15	0	0
21	Unrestricted	Walmsley Road	15	1	7
22	Unrestricted	Glen Road	3	2	67
23	Unrestricted	Glen Road	4	3	75
24	Unrestricted	Jaques Street	16	5	31
25	Unrestricted	Jaques Street	16	6	38
26	Unrestricted	Albert Street	19	3	16
27	Unrestricted	Albert Street	19	0	0
28	Unrestricted	King Street	2	2	100
29	Unrestricted	King Street	9	3	33
30	1/4P	Bangalore Street	2	2	100
31	1P	Bangalore Street	6	3	50
32	Unrestricted	Charles Street	4	0	0
33	Unrestricted	Charles Street	4	0	0
34	Unrestricted	Ourimbah Commuter Carpark	6	6	17
35	Unrestricted	Ourimbah Commuter Carpark	3	3	100
36	Unrestricted	Ourimbah Commuter Carpark	37	37	84
37	Unrestricted	Ourimbah Commuter Carpark	44	44	80
38	Unrestricted	Ourimbah Commuter Carpark	27	2	7
39	Unrestricted	Ourimbah Commuter Carpark	23	3	13
40	Unrestricted	Shirley Street	20	0	0
41	Unrestricted	Shirley Street	20	0	0
42	Unrestricted	Mill Street	17	1	6
43	Unrestricted	Mill Street	17	3	18
44	Unrestricted	Ourimbah Street	40	7	18
45	Unrestricted	Ourimbah Street	20	0	0
46	Unrestricted	Ken Cook Way	25	0	0
47	Unrestricted	Ken Cook Way	12	0	0
48	Unrestricted	Ken Cook Way	4	0	0
49	Unrestricted	Bristowe Close	12	0	0
50	Unrestricted	Bristowe Close	12	0	0
51	Unrestricted	Shirley Street	33	0	0
52	Unrestricted	Shirley Street	70	0	0
53	Unrestricted	Shirley Street	30	0	0
54	Unrestricted	Shirley Street	10	0	0
55	Unrestricted	Shirley Street	13	1	8
56	Unrestricted	Shirley Street	13	0	0
57	Unrestricted	Shirley Street	6	0	0
58	Unrestricted	Shirley Street	10	2	20
59	Unrestricted	Kauri Crescent	18	0	0
60	Unrestricted	Kauri Crescent	18	1	6
61	Unrestricted	Shirley Street	7	0	0
62	Unrestricted	Red Cedar Close	25	3	12
63	Unrestricted	Red Cedar Close	12	0	0
64	Unrestricted	Red Cedar Close	10	0	0
65	Unrestricted	Jarrah Crescent	7	0	0
66	Unrestricted	Jarrah Crescent	7	0	0

67	Unrestricted	Shirley Street	10	1	10
68	Unrestricted	Shirley Street	7	1	14
69	Unrestricted	Shirley Street	10	1	10
70	Unrestricted	Shirley Street	10	0	0
71	Unrestricted	Casula Place	2	0	0
72	Unrestricted	Casula Place	3	0	0
73	Unrestricted	Shirley Street	9	0	0
74	Unrestricted	Shirley Street	14	0	0
75	Unrestricted	Coraki Close	17	2	12
76	Unrestricted	Coraki Close	17	0	0
77	Unrestricted	Shirley Street	6	0	0
78	Unrestricted	Shirley Street	2	1	50
79	Unrestricted	Shirley Street	3	0	0
80	Unrestricted	Shirley Street	8	0	0
81	Unrestricted	Old Farm Place	27	0	0
82	Unrestricted	Old Farm Place	27	0	0
83	Unrestricted	Acorn Place	8	0	0
84	Unrestricted	Acorn Place	4	0	0
85	Unrestricted	Acorn Place	2	0	0
86	Unrestricted	Dog Trap Road	18	0	0
87	Unrestricted	Dog Trap Road	35	1	3
88	Unrestricted	Dog Trap Road	13	0	0
89	Unrestricted	Leeder Road	14	0	0
90	Unrestricted	Leeder Road	22	0	0
91	Unrestricted	Leeder Road	3	1	33
92	Unrestricted	Louise Close	3	0	0
93	Unrestricted	Louise Close	3	0	0
94	Unrestricted	Ourimbah Creek Road	12	9	75
95	Unrestricted	Yates Road	40	9	23
96	Unrestricted	Chittaway Road	26	0	0
97	Unrestricted	Chittaway Road	10	0	0
98	Unrestricted	University of Newcastle	36	11	31
99	Unrestricted	University of Newcastle	36	15	42
100	Unrestricted	University of Newcastle	36	4	11
101	Unrestricted	University of Newcastle	36	2	6
102	Unrestricted	University of Newcastle	36	1	3
103	Unrestricted	University of Newcastle	36	1	3
104	Unrestricted	University of Newcastle	7	0	0
105	Unrestricted	University of Newcastle	9	6	67
106	Unrestricted	University of Newcastle	10	6	60
107	Unrestricted	University of Newcastle	12	6	50
108	Unrestricted	University of Newcastle	13	2	15
109	Unrestricted	University of Newcastle	14	1	7
110	Unrestricted	University of Newcastle	32	15	47
111	Unrestricted	University of Newcastle	31	24	77
112	Unrestricted	University of Newcastle	34	13	38
113	Unrestricted	University of Newcastle	38	26	68
114	Unrestricted	University of Newcastle	41	34	83
115	Unrestricted	University of Newcastle	44	31	70
116	Unrestricted	University of Newcastle	47	25	53
117	Unrestricted	University of Newcastle	48	18	38
118	Unrestricted	University of Newcastle	48	16	33
119	Unrestricted	University of Newcastle	47	10	21
120	Unrestricted	University of Newcastle	45	5	11
121	Unrestricted	University of Newcastle	40	1	3
122	Unrestricted	Ourimbah Lisarow RSL Club	26	3	12
123	Unrestricted	Ourimbah Lisarow RSL Club	24	11	46
124	Unrestricted	Ourimbah Lisarow RSL Club	24	7	29
125	Unrestricted	Ourimbah Lisarow RSL Club	20	1	5
126	Unrestricted	Ourimbah Lisarow RSL Club	18	4	22
127	Unrestricted	Ourimbah Lisarow RSL Club	12	4	33
128	Unrestricted	Ourimbah Lisarow RSL Club	10	3	30
129	Unrestricted	Ourimbah Lisarow RSL Club	9	1	11
130	Unrestricted	Ourimbah Lisarow RSL Club	4	0	0
131	Unrestricted	Ourimbah Lisarow RSL Club	2	2	100
Totals			2491	511	21%

Street Section ID	Warnervale				
	Description	Type	Supply	Occ	%
1	Railway Rd between #147 & Sun Dew Cl	NR	37	0	0%
2	Sun Dew Cl	NR	6	0	0%
3	Albert Warner Dr between Railway Rd & Aldenham Rd	NR	9	0	0%
4	Aldenham Rd between Albert Warner Dr & Unnamed Rd	NR	35	0	0%
5	Aldenham Rd between Unnamed Rd & Albert Warner Dr	NR	35	3	9%
6	Albert Warner Dr between Aldenham Rd & St Albans Rd	NR	15	0	0%
7	St Albans Rd between Albert Warner Dr & End	NR	17	0	0%
8	St Albans Rd between End & Albert Warner Dr	NR	17	2	12%
9	Albert Warner Dr between Albert Warner Dr & Railway Rd	NR	17	1	6%
10	Nikko Rd between Warnervale Rd & Kanowna Rd	NR	22	0	0%
11	Kanowna Rd between Nikko Rd & End	NR	29	0	0%
12	Kanowna Rd between End & Nikko Rd	NR	22	3	14%
13	Nikko Rd between Kanowna Rd & Wyreema Rd	NR	12	1	8%
14	Wyreema Rd between Nikko Rd & End	NR	38	9	24%
15	Wyreema Rd between End & Nikko Rd	NR	45	1	2%
16	Nikko Rd between Wyreema Rd & Warnervale Rd	NR	24	12	50%
17	Warnervale Rd between Nikko Rd & Virginia Rd	NR	48	9	19%
18	Virginia Rd between Warnervale Rd & Sparks Rd	NR	50	2	4%
19	Virginia Rd between Sparks Rd & Warnervale Rd	NR	55	5	9%
20	Warnervale Rd between Virginia Rd & Railway Station	NR	73	0	0%
21	Railway Station Carpark 1	NR	32	32	100%
22	Railway Station Carpark 2	NR	44	39	89%
23	Railway Station Carpark 2	A	2	0	0%
24	Railway Rd between Warnervale Rd & #147	NR	27	1	4%
Grand Total			711	120	17%

0 - 20% NR = No Restrictions
 21 - 40% 5M = 5 minute parking
 41 - 60% 10M = 10 minute parking
 61 - 80% 1/4P = 15 minute parking
 81 - 100% 1/2P = Half hour parking
 1P = 1 hour parking
 2P = 2 hour parking
 4P = 4 hour parking

A = Accessible parking
 CL = Council Vehicle parking
 ES = Emergency Services Parking
 LG = Lifeguard Parking
 LZ = Loading Zone
 MB = Mortorbike parking
 TB = Taxi Bay

Street Section ID	Woy Woy				
	Description	Type	Supply	Occ	%
1	McMasters Rd between Blackwall Rd & Dunmore St	NR	11	0	0%
2	McMasters Rd between Dunmore St & Commonwealth Ave	NR	14	0	0%
3	McMasters Rd between Commonwealth Ave & Lake Rd	NR	12	0	0%
4	McMasters Rd between Lake Rd & Trafalgar Ave	NR	10	0	0%
5	McMasters Rd between Trafalgar Ave & Carrington Ave	NR	3	0	0%
6	McMasters Rd between Wentworth Ave & Ocean Beach Rd	NR	9	0	0%
7	McMasters Rd between Blackwall Rd & Colo Rd	NR	19	1	5%
8	Colo Rd between McMasters Rd & Billabong St	NR	15	0	0%
9	Colo Rd between Billabong St & McMasters Rd	NR	18	0	0%
10	McMasters Rd between Colo Rd & Squirrel St	NR	25	5	20%
11	Squirrel St between McMasters Fr & Billabong St	NR	9	0	0%
12	Billabong St between Squirrel St & Stebbing Ln	NR	4	0	0%
13	Stebbing Ln	NR	7	1	14%
14	Billabong St between Stebbing Ln & Swagman Cres	NR	2	0	0%
15	Swagman Cres	NR	15	1	7%
16	Jumbuck Cres	NR	18	2	11%
17	Billabong St between Swagman Cres & Colo Rd	NR	14	0	0%
18	Billabong St between Colo Rd & Blackwall Rd	NR	4	0	0%
19	Billabong St between Blackwall Rd & Squirrel St	NR	25	2	8%
20	Squirrel St between Billabong St & McMasters Rd	NR	25	0	0%
21	McMasters Rd between Squirrel St & Welcome St	NR	4	1	25%
22	Welcome St between McMasters Rd & Alpha Rd	NR	32	3	9%
23	Alpha Rd between Welcome St & Blackwall Rd	NR	36	1	3%
24	Alpha Rd between Blackwall Rd & Welcome St	NR	36	0	0%
25	Welcome St between Alpha Rd & Drew St	NR	14	1	7%
26	Drew St	NR	14	0	0%
27	Welcome St between Drew St & McMasters Rd	NR	24	3	13%
28	McMasters Rd between Welcome St & Fairview St	NR	5	2	40%
29	Fairview St between McMasters Rd & end	NR	21	0	0%
30	Fairview St between end & McMasters Rd	NR	24	5	21%
31	Ross St between McMasters Rd & Kathleen St	NR	17	3	18%
32	Ross St between McMasters Rd & Rowan Rd	NR	22	4	18%
33	Rowan Rd	NR	30	9	30%
34	Ross St between Rowan Rd & Kathleen St	NR	4	2	50%
35	Kathleen St between Ross St & Mascot St	NR	9	8	89%
36	Mascot St	NR	32	14	44%
37	Kathleen St between Mascot St & Ocean Beach Rd	NR	11	10	91%
38	Kathleen St between Ross St & Ocean Beach Rd	NR	29	29	100%
39	Ocean Beach Rd between McMasters Rd & Kathleen St	NR	17	0	0%
40	Ocean Beach Rd between Kathleen St & Hospital Entrance	5min	6	0	0%
41	Ocean Beach Rd between Hospital Entrance & Rawson Rd	NR	24	18	75%
42	Ocean Beach Rd between Rawson Rd & Waratah Ave	NR	4	4	100%
43	Ocean Beach Rd between Waratah Ave & Dunban Rd	NR	38	8	21%
44	Dunban Rd between Ocean Beach Rd & Angler St	NR	7	5	71%
45	Angler St between Dunban Rd & Waratah Ave	NR	36	4	11%
46	Angler St between Waratah Ave & Dunban St	NR	35	11	31%
47	Dunban Rd between Angler St & Moana St	NR	13	7	54%
48	Moana St between Dunban St & Waratah St	NR	39	5	13%
49	Waratah Ave between Moana St & Angler St	NR	20	0	0%
50	Waratah Ave between Angler St & Ocean Beach Rd	NR	11	1	9%
51	Waratah Ave between Ocean Beach Rd & Moana St	NR	21	1	5%
52	Moana St between Waratah Ave & Rawson Rd	NR	11	0	0%
53	Moana St between Rawson Rd & Dunban Rd	NR	45	4	9%
54	Dunban Rd between Moana St & Rothwell St	NR	2	0	0%
55	Rothwell St between Dunban Rd & Walford St	NR	24	3	13%
56	Rothwell St between Walford St & Dunban Rd	NR	25	1	4%

57	Walford St between Rothwell St & End	NR	5	0	0%
58	Walford St between Cogra Rd & End	NR	12	0	0%
59	Cogra Rd between Rawson Rd & Walford St	NR	26	7	27%
60	Cogra Rd between Walford St & Rawson Rd	NR	28	2	7%
61	Walford St between Paton St & Cogra Rd	NR	13	0	0%
62	Walford St between Rothwell St & Cogra Rd	NR	10	1	10%
63	Cogra Rd between Walford St & Dunban Rd	NR	24	2	8%
64	Dunban Rd between Rothwell St & Cogra Rd	NR	13	2	15%
65	Cogra Rd between Dunban Rd & Walford St	NR	23	0	0%
66	Walford St between Cogra Rd & Pratley St	NR	9	1	11%
67	Paton St between Walford St & Rawson Rd	NR	26	0	0%
68	Paton St between Rawson Rd & Walford St	NR	29	2	7%
69	Pratley St between Walford St & Dunban Rd	NR	37	3	8%
70	Pratley St between Dunban Rd & Walford St	NR	33	1	3%
71	Dunban Rd between Cogra Rd & Pratley St	NR	30	7	23%
72	Dunban Rd between Pratley St & Hillview St	NR	22	2	9%
73	Hillview St between Dunban Rd & Railway St	NR	5	0	0%
74	Dunban Rd between club entrance & Everglades Cres	NR	17	9	53%
75	Dunban Rd between Everglades Cres & Hillview St	NR	60	10	17%
76	Hillview St between Railway St & Dunban St	NR	5	0	0%
77	Railway St between Hillview St & Rawson Rd	NR	60	4	7%
78	Railway St between Hillview St & MacArthur Pde	NR	30	3	10%
79	MacArthur Pde between Railway St & Pratley St	NR	12	2	17%
80	MacArthur Pde between Pratley St & Railway St	NR	6	0	0%
81	Railway St between MacArthur Pde & Rawson Rd	NR	36	1	3%
82	Rawson Rd between Railway St & Paton St	NR	10	0	0%
83	Rawson Rd between Paton St & Cogra Rd	NR	2	0	0%
84	Rawson Rd between Cogra Rd & Moana St	NR	6	0	0%
85	Rawson Rd between Moana St & Ocean Beach Rd	NR	25	19	76%
86	Rawson Rd between Ocean Beach Rd & Mutu St	NR	7	0	0%
87	Mutu St between Rawson Rd & Ocean Beach Rd	NR	11	8	73%
88	Mutu St between Ocean Beach Rd & Rawson Rd	NR	11	8	73%
89	Rawson Rd between Mutu St & 1/4P	NR	7	1	14%
90	Rawson Rd between NR's	1/4P	3	1	33%
91	Rawson Rd between NR & Moana St	NR	4	0	0%
92	Moana St between Rawson Rd & Ocean Beach Rd	NR	34	8	24%
93	Moana St between Ocean Beach Rd & Rawson Rd	NR	32	3	9%
94	Rawson Rd between Moana St & Paton St	NR	12	4	33%
95	Paton St between Rawson Rd & Melba Rd	NR	27	7	26%
96	Melba Rd between Paton St & Moana St	NR	18	0	0%
97	Melba Rd between Moana St & Paton St	NR	18	2	11%
98	Paton St between Melba Rd & Ocean Beach Rd	NR	12	7	58%
99	Paton St between Ocean Beach Rd & Melba Rd	NR	12	8	67%
100	Melba Rd between Paton St & Railway St	NR	11	1	9%
101	Melba Rd between Railway St & Paton St	NR	12	2	17%
102	Paton St between Melba Rd & Rawson Rd	NR	35	7	20%
103	Rawson Rd between Paton St & Railway St	NR	13	1	8%
104	Waterview St	NR	30	13	43%
105	Railway St between Rawson Rd & Train Station	NR	74	39	53%
106	Railway St between Rawson Rd & Melba Rd	NR	27	3	11%
107	Railway St between Melba Rd & Ocean Beach Rd	NR	18	14	78%
108	Railway St Carpark	NR	148	148	100%
109	Railway St between Charlton St & Station St	NR	11	10	91%
110	Station St between Railway St & Paton St	NR	11	11	100%
111	Paton St between Station St & Charlton St	NR	4	4	100%
112	Paton St Between NR & Charlton St	2P	11	9	82%
113	Paton St between Charlton St & Station St	NR	8	0	0%
114	Station St between Paton St & Victoria Rd	NR	23	20	87%
115	Victoria Rd between Station St & Charlton St	NR	8	8	100%

116	Victoria Rd between Edward St & Melba Rd	NR	20	17	85%
117	Piper St between Edward St & Melba Rd	NR	19	10	53%
118	Piper St between Melba St & Edward St	NR	20	0	0%
119	Melba Rd between Edward St & Piper St	NR	27	15	56%
120	Melba Rd between Edward St & Greene St	NR	45	7	16%
121	Melba Rd between Piper St & Victoria Rd	NR	12	0	0%
122	Victoria Rd between Ocean Beach Rd & Station St	NR	12	8	67%
123	Station St between Victoria Rd & Paton St	NR	22	17	77%
124	Paton St between Station St & Ocean Beach Rd	NR	12	8	67%
125	Paton St between Ocean Beach Rd & Station St	NR	16	15	94%
126	Station St between Paton St & Railway St	NR	10	6	60%
127	Railway St between Station St & Ocean Beach Rd	NR	5	5	100%
128	Ocean Beach Rd between Victoria Rd & Rawson Rd	1P	3	0	0%
129	Ocean Beach Rd between Mutu St & Rawson Rd	1P	9	3	33%
130	Rawson Rd between Ocean Beach Rd & Greene St	NR	10	3	30%
131	Greene St between Rawson Rd & Melba Rd	NR	28	6	21%
132	Greene St between Melba Rd & Rawson Rd	NR	41	12	29%
133	Rawson Rd between Greene St & Edward St	NR	18	12	67%
134	Rawson Rd between Ocean Beach Rd & Vidler Ave	NR	11	4	36%
135	Vidler Ave between Rawson Rd & End	NR	10	5	50%
136	Vidler Ave between Rawson Rd & End	A	2	1	50%
137	Vidler Ave between Rawson Rd & End	2P	7	7	100%
138	Vidler Ave between End & Dwyer Ave	2P	3	3	100%
139	Dwyer Ave between Vidler Ave & Edward St	NR	17	7	41%
140	Dwyer Ave between Edward St & Vidler Ave	NR	18	11	61%
141	Vidler Ave between Dwyer Ave & Rawson Rd	NR	14	12	86%
142	Rawson Rd between Vidler Ave & Edward St	NR	19	7	37%
143	Edward St between Dwyer Ave & Rawson Rd	NR	23	11	48%
144	Edward St between End & Terry Ave	NR	11	0	0%
145	Terry Ave between Edward St & Blackwall Rd	NR	47	9	19%
146	Terry Ave between Blackwall Rd & Edward St	NR	43	11	26%
147	Edward St between Terry Ave & Allfield Rd	NR	5	0	0%
148	Allfield Rd between Edward St & Blackwall Rd	NR	28	0	0%
149	Allfield Rd between Blackwall Rd & Edward St	NR	29	11	38%
150	Edward St between Allfield Rd & Farnell Rd	NR	9	0	0%
151	Farnell Rd between Edward St & Blackwall Rd	NR	26	14	54%
152	Farnell Rd between Blackwall Rd & Edward St	NR	30	11	37%
153	Edward St between Farnell Rd & Bowden Rd	NR	10	10	100%
154	Edward St between Rawson Rd & Melba Rd	NR	23	11	48%
155	Bowden Rd between Edward St & Blackwall Rd	NR	20	7	35%
156	Bowden Rd between Blackwall rd & Edward St	NR	19	10	53%
157	Edward St between Bowden Rd & Victoria Rd	NR	29	25	86%
158	Charlton St between Victoria Rd & Paton St	2P	11	6	55%
159	Charlton St between Paton St & Railway St	2P	5	0	0%
160	Charlton St between Railway St & Victoria Rd	NR	19	19	100%
161	Victoria Rd between Charlton St & George St	1P	4	3	75%
162	George St between Victoria Rd & Roundabout	1P	8	8	100%
163	George St between Roundabout & Victoria Rd	1P	7	5	71%
164	Victoria Rd between George St & Blackwall Rd	1P	3	2	67%
165	Blackwall Rd between Victoria Rd & Centre Access	1P	5	5	100%
166	Blackwall Rd between Centre Access & Railway St	1P	6	6	100%
167	Blackwall Rd between Centre Access & Railway St	1/4P	3	3	100%
168	Blackwall Rd between Centre Access & Railway St	1/2P	13	10	77%
169	Railway St between Blackwall Rd & Charlton St	1P	16	15	94%
170	Train Station Carpark - Ground	NR	361	332	92%
171	Train Station Carpark - Ground	A	34	15	44%
172	Train Station Carpark - Level 1	4P	212	139	66%
173	Train Station Carpark - Level 1	NR	153	153	100%
174	Train Station Carpark - Level 1	A	6	6	100%

175	Train Station Carpark - Level 2	NR	231	231	100%
176	Train Station Carpark - Level 3	NR	220	212	96%
177	Train Station Carpark - Roof	NR	305	285	93%
178	Railway St between Charlton St & Blackwall St	10min	6	0	0%
179	Small Carpark off Railway St	NR	13	13	100%
180	Small Carpark off Railway St	A	6	6	100%
181	Railway St between Charlton St & Blackwall Rd	5min	9	0	0%
182	Railway St between Brick Wharf Rd & Blackwall Rd	1/4P	3	0	0%
183	Blackwall Rd between Railway St & Oval Ave	5min	1	1	100%
184	Blackwall Rd between Railway St & Oval Ave	1/2P	11	8	73%
185	Blackwall Rd between Oval Ave & Victoria Rd	A	1	1	100%
186	Blackwall Rd between Oval Ave & Victoria Rd	1/2P	6	6	100%
187	Blackwall Rd between Oval Ave & Victoria Rd	1P	6	2	33%
188	Blackwall Rd between Oval Ave & Victoria Rd	A	1	0	0%
189	Blackwall Rd between Oval Ave & Victoria Rd	1P	3	2	67%
190	Victoria Rd between Blackwall Rd & Regina Cl	2P	3	3	100%
191	Regina Cl	NR	28	17	61%
192	Victoria Rd between Regina Cl & Robin Cres	NR	5	4	80%
193	Robin Cres between Victoria Rd & Pattie Pl	NR	27	2	7%
194	Pattie Pl	NR	32	4	13%
195	Robin Cres between Pattie Pl & Norma Cres	NR	25	0	0%
196	Norma Cres between Robin Cres & Daffodil Dr	NR	15	0	0%
197	Daffodil Dr between Norma Cres & Camellia Circ	NR	11	0	0%
198	Camellia Circ between Daffodil Dr & Iris Pl	NR	22	0	0%
199	Iris Pl	NR	13	0	0%
200	Camellia Circ between Iris Pl & Primrose Pl	NR	16	0	0%
201	Primrose Pl	NR	11	0	0%
202	Camellia Circ between Primrose Pl & Sonter Ave	NR	12	2	17%
203	Sonter Pl between Camellia Circ & Brick Wharf Rd	NR	13	0	0%
204	Brick Wharf Rd between Sonter Pl & #73	NR	33	17	52%
205	Brick Wharf Rd between #73 & Oval Ave	2P	29	5	17%
206	Oval Ave between Brick Wharf Rd & Blackwall Rd	1P	23	0	0%
207	Oval Ave between Blackwall Rd & Chambers Pl	1P	13	9	69%
208	Oval Ave between Blackwall Rd & Chambers Pl	LZ & 1/4p	1	1	100%
209	Chambers Pl	1P	3	0	0%
210	Oval Ave between Chambers Pl & Brick Wharf Rd	LZ & 1/4p	1	0	0%
211	Oval Ave between Chambers Pl & Brick Wharf Rd	1P	3	0	0%
212	Brick Wharf Rd between Oval Ave & Railway Rd	1P	4	0	0%
213	Brick Wharf Rd between Railway Rd & The Boulevarde	2P	13	10	77%
214	The Boulevarde between Brick Wharf Rd & Railway Rd	2P	12	0	0%
215	The Boulevarde between Railway Rd & Brick Wharf Rd	2P	12	2	17%
216	The Boulevarde between Railway Rd & Brick Wharf Rd	LZ	2	0	0%
217	The Boulevarde between Railway Rd & Brick Wharf Rd	2P	2	2	100%
218	Brick Wharf Rd between The Boulevarde & #73	2P	24	7	29%
219	Brick Wharf Rd between The Boulevarde #73 & N Burge Rd	NR	89	20	22%
220	Brick Wharf Rd between N Burge Rd & Sonter Pl	NR	30	13	43%
221	Northern Overflow Carpark	2P	31	16	52%
222	Northern Overflow Carpark	NR	418	376	90%
223	Northern Overflow Carpark	A	2	1	50%
224	Southern Overflow Carpark	NR	108	79	73%
225	Southern Overflow Carpark	3P	36	20	56%
226	Sonter Pl between Brick Wharf Rd & Camellia Cir	NR	13	0	0%
227	Camellia Cir between Sonter Pl & Daffodil Dr	NR	3	2	67%
228	Sonter Ave between Camellia Cir & End	NR	48	0	0%
229	Camellia Cir between Sonter Pl & Sonter Pl	NR	86	0	0%
230	Camellia Cir between Daffodil Dr & Daffodil Dr	NR	25	3	12%
231	Daffodil Dr between Camellia Cir & Daffodil Dr	NR	9	4	44%
232	Daffodil Dr between Camellia Cir & Azalea Dr	NR	12	0	0%
233	Azalea Dr	NR	17	2	12%

234	Daffodil Dr between Camellia Cir & Daffodil Dr	NR	30	17	57%
235	Daffodil Dr between Azalea Dr & Norma Cres	NR	28	3	11%
236	Norma Cres between Daffodil Dr & Robin Cres	NR	17	5	29%
237	Robin Cres between N Burge Rd & Victoria Rd	NR	56	5	9%
238	Robin Cres between Norma Cres & N Burge Rd	NR	9	4	44%
239	N Burge Rd between Robin Cres & Brick Wharf Rd	NR	57	4	7%
240	N Burge Rd between Brick Wharf Rd & Carpark	NR	43	7	16%
241	N Burge Rd between Brick Wharf Rd & Carpark	A	1	1	100%
242	Boat Ramp and Carparks at N Burge Rd End	NR	85	18	21%
243	Boat Ramp and Carparks at N Burge Rd End	A	2	0	0%
244	N Burge Rd between Carparks & Brick Wharf Rd	NR	16	7	44%
245	Brick Wharf Rd East of N Burge Rd	NR	10	2	20%
246	N Burge Rd between Brick Wharf Rd & Park Rd Culdesac	NR	46	10	22%
247	Park Rd Culdesac	NR	7	0	0%
248	Burge Rd between Park Rd & Bowden Rd	NR	8	0	0%
249	Bowden Rd East of Burge Rd	NR	8	2	25%
250	Burge Rd between Bowden Rd & Farnell Rd	NR	10	0	0%
251	Farnell Rd East of Burge Rd	NR	13	1	8%
252	Burge Rd between Farnell Rd & Allfield Rd	NR	12	3	25%
253	Allfield Rd East of Burge Rd	NR	8	3	38%
254	Burge Rd between Allfield Rd & End	NR	17	8	47%
255	Burge Rd between End & Allfield Rd	NR	15	7	47%
256	Allfield Rd between Burge Rd & Blackwall Rd	NR	5	1	20%
257	Allfield Rd between Blackwall Rd & Burge Rd	NR	8	3	38%
258	Burge Rd between Allfield Rd & Farnell Rd	NR	11	3	27%
259	Farnell Rd between Burge Rd & Blackwall Rd	NR	19	1	5%
260	Farnell Rd between Blackwall Rd & Burge Rd	NR	23	6	26%
261	Burge Rd between Farnell rd & Bowden Rd	NR	11	1	9%
262	Bowden Rd between Burge Rd & Blackwall Rd	NR	26	11	42%
263	Bowden Rd between Blackwall Rd & Burge Rd	1P	1	0	0%
264	Bowden Rd between Blackwall Rd & Burge Rd	NR	30	9	30%
265	Burge Rd between Bowden Rd & Park Rd	NR	13	2	15%
266	Park Rd between Burge Rd & Blackall Rd	NR	28	11	39%
267	Park Rd between N Burge Rd & Victoria Rd	NR	26	10	38%
268	Park Rd between Victoria Rd & Blackwall Rd	NR	15	11	73%
269	Victoria Rd between Park Rd & Robin Cres	NR	30	12	40%
270	Victoria Rd between Park Rd & Unnamed Lane	NR	42	17	40%
271	Victoria Rd between Unnamed Lane & Blackwall Rd	2P	6	6	100%
272	Victoria Rd between Unnamed Lane & Blackwall Rd	A	1	1	100%
273	Victoria Rd between Unnamed Lane & Blackwall Rd	2P	7	6	86%
274	Blackwall Rd between Victoria Rd & Park Rd	NR	18	10	56%
275	Blackwall Rd between Vicotria Rd & Bowden Rd	NR	11	8	73%
276	Blackwall Rd between Vicotria Rd & Bowden Rd	1P	2	1	50%
277	Blackwall Rd between Vicotria Rd & Bowden Rd	NR	9	5	56%
278	Blackwall Rd between Park Rd & Bowden Rd	NR	1	0	0%
279	Blackwall Rd between Bowden Rd & Farnell Rd	NR	9	2	22%
280	Blackwall Rd between Farnell Rd & Bowden Rd	NR	6	2	33%
281	Blackwall Rd between Allfield Rd & Bus Zone	NR	9	0	0%
282	Blackwall Rd between Bus Zone & Farnell Rd	NR	2	0	0%
283	Blackwall Rd between Allfield Rd & Terry Ave	NR	3	1	33%
284	Blackwall Rd between Alpha Rd & Bus Zone	NR	3	1	33%
285	Blackwall Rd between Billabong St & Alpha Rd	NR	4	0	0%
286	Blackwall Rd between McMasters Rd & Billabong Rd	NR	16	4	25%
287	Blackwall Rd between McMasters Rd & Allfield Rd	NR	30	3	10%
Grand Total			6995	3305	47%
Grand Total (Excluding Invalid Parking Types)			6991	3304	47%

Street Section ID	Tuggerah				
	Description	Type	Supply	Occ	%
1	Reliance Dr between Wyong Rd & Bounty Cl	NR	4	0	0%
2	Reliance Dr between Bounty Cl & Fleet Cl	NR	84	37	44%
3	Fleet Cl	NR	24	22	92%
4	Reliance Dr between Fleet Cl & Teamster Cl	NR	9	7	78%
5	Teamster Cl between Reliance Dr & End	NR	26	26	100%
6	Teamster Cl between End & Reliance Dr	NR	22	20	91%
7	Reliance Dr between Pioneer Ave & Colony Ct	NR	69	49	71%
8	Colony Cl	NR	43	42	98%
9	Reliance Dr between colony Cl & Pioneer Ave	NR	26	24	92%
10	Reliance Dr between Teamster Cl & Wyong Rd	NR	40	38	95%
11	Pioneer Ave between Reliance Dr & Reliance Dr (Eastside)	NR	75	66	88%
12	Pioneer Ave between Reliance Dr & Reliance Dr (Westside)	NR	73	66	90%
13	Reliance Dr between Pioneer Ave & Wyong Rd	NR	11	10	91%
14	Bryant Dr between Wyong Rd & Train Station	NR	31	20	65%
15	Bryant Dr between Wyong Rd & Lake Rd	NR	21	11	52%
16	Church Rd between Lake Rd & Second Ave	NR	16	0	0%
17	Church Rd between Lake Rd & Church Rd	NR	22	0	0%
18	Train Station Carpark 1	NR	347	340	98%
19	Train Station Carpark 1	A	6	6	100%
20	Train Station Carpark 1	5MIN	4	2	50%
21	Train Station Carpark 2	NR	130	127	98%
22	Train Station Carpark 2	A	13	6	46%
23	Train Station Carpark 2	M	10	0	0%
24	Yaldeeme Cl	NR	12	6	50%
25	Arunta Rd	NR	10	3	30%
26	Tambelin St	NR	15	0	0%
27	Fowler Rd between Pacific Hway & End	NR	12	11	92%
28	Fowler Rd between End & Pacific Hway	NR	9	9	100%
29	Pacific Hway between Fowler Rd & #362	NR	5	0	0%
30	Pacific Hway between Turning bay & Tonkiss St	NR	5	3	60%
31	Tonkiss St between Pacific Hway & Indica Cl	NR	8	2	25%
32	Tonkiss St between Indica Cl & Burbank Dr	NR	10	0	0%
33	Tonkiss St between Burbank Dr & Windsong Pl	NR	7	1	14%
34	Tonkiss St between Windsong Pl & Burbank Dr	NR	13	2	15%
35	Tonkiss St between Pacific Hway & Splendens Pl	NR	9	3	33%
36	Splendens Pl	NR	10	1	10%
37	Tonkiss St between Splendens Pl & #49	NR	37	3	8%
38	Tonkiss St between Burbank Dr & #53	NR	3	1	33%
39	Westfield Carpark A	NR	223	148	66%
40	Westfield Carpark A	A	9	5	56%
41	Westfield Carpark B	NR	55	55	100%
42	Westfield Carpark B	A	2	1	50%
43	Westfield Carpark C	NR	338	260	77%
44	Westfield Carpark C	A	13	1	8%
45	Westfield Carpark D	NR	540	232	43%
46	Westfield Carpark D	A	20	11	55%
47	Westfield Carpark E	NR	769	138	18%

48	Westfield Carpark E	A	14	14	100%
49	Westfield Carpark F	NR	601	279	46%
50	Westfield Carpark F	A	8	0	0%
51	Westfield Carpark G	NR	608	377	62%
52	Westfield Carpark G	A	5	1	20%
53	Anzac Rd Gravelled area west of McDonalds	NR	14	7	50%
54	Anzac Rd between McDonalds & Gavenlock Rd	NR	18	13	72%
55	Anzac Avenue between Pacific Hwy & Gavenlock Rd	NR	19	6	32%
56	Gavenlock Rd Between Anzac Rd & Ace Cres	LZ	2	0	0%
57	Gavenlock Rd Between Anzac Rd & Ace Cres	NR	11	1	9%
58	Ace Crescent (Outside)	NR	79	58	73%
59	Ace Crescent (Inside)	NR	80	55	69%
60	Gavenlock Rd between Ace Cres & Ace Cres	NR	15	1	7%
61	Gavenlock Rd between Anzac Rd & School Access	NR	56	3	5%
62	Gavenlock Rd between Ace Cres & Mildon Rd	NR	11	6	55%
63	Cottonwood Ct	NR	9	0	0%
64	Green Cl	NR	44	0	0%
65	Redbank Ct	NR	9	1	11%
66	Betty Anne Pl	NR	43	1	2%
67	Woodbury Park Dr between Wyong Rd & Green Cl	NR	38	6	16%
68	Woodbury Park Dr between Wyong Rd & Treeview Pl	NR	14	3	21%
69	Woodbury Park Dr Between Treeview Pl & Monica Gr	NR	11	0	0%
70	Mark Pl	NR	8	1	13%
71	Monica Gr	NR	25	0	0%
72	Treeview Pl	NR	65	2	3%
73	Woodbury Park Dr between Monica Gr & Wagners Pl	NR	90	5	6%
74	Woodbury Park Dr between Wagners Pl & Bell Cl	NR	32	1	3%
75	Bell Cl	NR	12	0	0%
76	Woodbury Park Dr between Bell Cl & Green Cl	NR	34	7	21%
77	Mildon Rd between Pacific Hwy & Gavenlock Rd	NR	38	27	71%
78	Mildon Rd between Pacific Hwy & Tindal Rd	NR	9	6	67%
79	Tindal Rd	NR	21	8	38%
80	Mildon Rd Between Tindal Rd & Gavenlock Rd	NR	24	17	71%
81	Gavenlock Rd between Mildon Rd & Morton Cl	NR	16	7	44%
82	Morton Cl	NR	23	11	48%
83	Gavenlock Rd between College Entrance & Woodbury Park Dr	NR	23	2	9%
84	Gavenlock Rd between Morton Cl & Joule Pl	NR	32	10	31%
85	Joule Pl	NR	32	31	97%
86	Gavenlock Pl between Joule Pl & Marklea Cl	NR	24	11	46%
87	Marklea Ct	NR	30	17	57%
88	Gavenlock Pl between Marlea Ct & Boswell Ct	NR	13	2	15%
89	Boswell Cl	NR	59	31	53%
90	Gavenlock Rd between Boswell Cl & Johnson Rd	NR	16	3	19%
91	Johnson Rd between Gavenlock Rd & Pacific Hwy (southside)	NR	25	16	64%
92	Johnson Rd between Gavenlock Rd & Pacific Hwy (northside)	NR	30	10	33%
93	Pacific Hwy between Johnson Rd & Mildon Rd	NR	42	26	62%
94	Pacific Hwy between Mildon Rd & Anzac Rd	NR	4	0	0%
95	Pacific Hwy between Mildon Rd & Anzac Rd	1/2P	1	1	100%
96	Pacific Hwy between Mildon Rd & Anzac Rd	1P	4	2	50%
97	Pacific Hwy between Mildon Rd & Anzac Rd	3P	3	3	100%
98	Pacific Hwy between Mildon Rd & Anzac Rd	1P	6	3	50%
Grand Total			5690	2907	51%
Grand Total (Excluding Invalid Parking Types)			5688	2907	51%

Street Section ID	Wyong				
	Description	Type	Supply	Occ	%
1	Unnamed Rd between Pacific Hwy & McPherson Rd	NR	18	8	44%
2	McPherson Rd between Unnamed Rd & Bluegum Cl	NR	25	8	32%
3	McPherson Rd between McPherson Rd & Unnamed Rd	NR	25	0	0%
4	Unnamed Rd between McPherson Rd & S Tacoma Rd	NR	4	0	0%
5	Panonia Rd between Howarth St & River Rd	NR	13	0	0%
6	Panonia Rd between Howarth St & River Rd	NR	6	1	17%
7	Pacific Hwy between River Rd & Church St	NR	17	8	47%
8	Pacific Hwy between River Rd & Church St	1P	18	7	39%
9	Pacific Hwy between River Rd & Church St	1/4P	4	0	0%
10	Church St between Pacific Hwy & Hargrave St	2P	17	5	29%
11	Church St between Margaret St & Peter Ln	1/2P	8	3	38%
12	Peter Lane	1P	12	4	33%
13	Rankens Ct between Alison Rd & Bakers Ln	2P	11	3	27%
14	Rankens Ct between Bakers Ln & End	NR	7	7	100%
15	Rankens Ct between End & Alison Rd	4P	8	6	75%
16	Rankens Ct between End & Alison Rd	2P	24	11	46%
17	Alison Rd between Pacific Hwy & Rankens Ct	1P	12	5	42%
18	Alison Rd between Hey St & Pacific Hwy	1P	18	10	56%
19	Alison Rd between Hey St & Margaret St	A	3	0	0%
20	Alison Rd between Hey St & Margaret St	1P	12	3	25%
21	Alison Rd between Hey St & Margaret St	1/4P	4	2	50%
22	Alison Rd between Hey St & Margaret St	A	1	1	100%
23	Alison Rd between Rankens Ct & Margaret St	1P	9	0	0%
24	Alison Rd between Rankens Ct & Margaret St	1/4P	2	1	50%
25	Alison Rd between Margaret St & Hope St	2P	9	4	44%
26	Alison Rd between Hope St & Margaret St	1P	7	7	100%
27	Alison Rd between Hope St & Margaret St	2P	12	2	17%
28	Hope St between Alison Rd & Hargrave St	NR	11	3	27%
29	Hargrave St between Hope St & Margaret St	NR	9	0	0%
30	Margaret St between Hargrave St & Alison Rd	NR	8	6	75%
31	Margaret St between Hargrave St & Alison Rd	2P	2	1	50%
32	Margaret St between Hargrave St & Alison Rd	1/4P	3	1	33%
33	Margaret St between Church St & Alison Rd	1/4P	2	0	0%
34	Margaret St between Church St & Alison Rd	NR	7	5	71%
35	Hargrave St between Margaret St & River Rd	NR	7	0	0%
36	Jennings Rd between Hope St & School Entrance	NR	24	9	38%
37	Jennings Rd between School Entrance & Hope St	NR	24	6	25%
38	Hope St between Jennings Rd & Alison Rd	NR	7	7	100%
39	Alison Rd between Hope St & School Entrance	NR	16	13	81%
40	Alison Rd between Hope St & Anzac Ave	NR	28	22	79%
41	Alison Rd between Anzac Ave & Wyong River Bridge	NR	50	1	2%
42	Alison Rd between Wyong River Bridge & Porter St	NR	45	0	0%
43	Porter St between Alison Rd & Tafe Entrance	NR	6	0	0%
44	Porter St between Tafe Entrance & North Rd	NR	12	2	17%
45	Porter St between North Rd & Walter Cl	NR	9	0	0%
46	Walter Cl	NR	12	3	25%
47	Porter St between Walter Cl & Anzac Ave	NR	5	1	20%
48	Anzac Ave between Porter St & Hope St	NR	16	10	63%
49	Anzac Ave between Alison Rd & Hope St	NR	16	15	94%
50	Anzac Ave between Alison Rd & Hope St	1/2P	2	1	50%
51	Hope St between Anzac Ave & Manor Cl	NR	8	6	75%
52	Manor Cl	NR	17	5	29%
53	Hope St between Manor Cl & North Rd	NR	11	2	18%
54	Hope St between North Rd & Anzac Ave	NR	21	12	57%
55	Hope St between Alison Rd & Anzac Ave	NR	22	18	82%
56	Hope St between Anzac Ave & Alison Rd	NR	19	19	100%
57	Anzac Ave between Hope St & Margaret St	NR	14	12	86%
58	Anzac Ave between Margaret St & Hope St	NR	14	14	100%
59	Margaret St between Anzac Ave & North Rd	NR	14	14	100%
60	Margaret St between North Rd & Anzac Ave	NR	15	8	53%
61	Margaret St between North Rd & Anzac Ave	15min	2	2	100%
62	Margaret St between Anzac Ave & Alison Rd	NR	15	11	73%
63	Margaret St between Anzac Ave & Alison Rd	1/4P	2	0	0%
64	Margaret St between Alison Rd & Plaza Ln	1/4P	3	0	0%
65	Margaret St between Plaza Ln & Anzac Ave	NR	10	10	100%

66	Anzac Ave between Margaret St & Hely St	5min	2	0	0%
67	Pauline Lane	A	2	2	100%
68	Pauline Lane	NR	45	40	89%
69	Anzac Ave between Pauline Ln & Hely St	1/2P	4	2	50%
70	Anzac Ave between Hely St & Margaret St	1/2P	7	3	43%
71	Constance Pl	LZ	1	0	0%
72	Constance Pl	A	1	0	0%
73	Hely St between Alison Rd & Plaza Ln	1/4P	4	0	0%
74	Hely St between Plaza Ln & Alison Rd	1P	4	4	100%
75	Robleys Ln between Hely St & Pacific Hwy	NR	11	10	91%
76	Hely St between Robleys Ln & Anzac Ave	1P	9	9	100%
77	Hely St between Plaza Ln & Anzac Ave	1P	5	4	80%
78	Hely St between Plaza Ln & Anzac Ave	A	2	0	0%
79	Hely St between Plaza Ln & Anzac Ave	1P	11	6	55%
80	Anzac Ave between Pacific Hwy & Hely St	1P	8	4	50%
81	Anzac Ave between Pacific Hwy & Hardware Ln	1P	3	2	67%
82	Anzac Ave between Hardware Ln & Hely St	1P	2	2	100%
83	Hely St between Anzac Ave & North Rd	A	2	2	100%
84	Hely St between Anzac Ave & North Rd	NR	10	10	100%
85	Hely St between North Rd & Anzac Ave	A	1	1	100%
86	Hely St between North Rd & Anzac Ave	NR	13	11	85%
87	North Rd between Hely St &	NR	7	4	57%
88	North Rd between Pauline Ln & Margaret St	NR	8	6	75%
89	North Rd between Margaret St & Hope St	NR	15	4	27%
90	North Rd between Hope St & Porter St	NR	18	2	11%
91	Timberline Cl	NR	14	2	14%
92	North Rd between Timberline Cl & William St	NR	8	2	25%
93	William St between North Rd & Crystal Cres	NR	23	3	13%
94	Crystal Cres between William St & Page Cl	NR	2	0	0%
95	Page Cl	NR	26	6	23%
96	Crystal Cres between Page Cl & George St	NR	16	1	6%
97	George St between Crystal Cres & Harvey St	NR	28	0	0%
98	George St between Harvey St & Crystal Cres	NR	28	0	0%
99	Crystal Cres between George St & Harvey St	NR	40	5	13%
100	Crystal Cres between William St & Chapman Ave	NR	25	2	8%
101	William St between Crystal Cres & North Rd	NR	23	2	9%
102	North Rd between William St & Chapman Ave	NR	19	0	0%
103	Chapman Ave between North Rd & Arthur Dr	NR	7	0	0%
104	Arthur Dr between Chapman Ave & Chapman Ave	NR	29	1	3%
105	Arthur Dr between Chapman Ave & Chapman Ave	NR	28	4	14%
106	Chapman Ave between Arthur Dr & Arthur Dr	NR	8	2	25%
107	Chapman Ave between Arthur Dr & Crystal Cres	NR	7	4	57%
108	Harvey St between Crystal Cres & George St	NR	10	0	0%
109	Harvey St between George ST & Wakehurst Dr	NR	8	0	0%
110	Harvey St between Wakehurst Dr & Woodward Ave	NR	9	0	0%
111	Harvey St between Woodward Ave & Cutler Dr	NR	5	0	0%
112	Harvey St between Cutler Dr & Crystal Cres	NR	29	0	0%
113	Crystal Cres between Harvey St & Owen Ave	NR	7	1	14%
114	Crystal Cres between Owen Ave & Chapman Ave	NR	12	0	0%
115	Chapman Ave between Crystal Cres & Joyce Ave	NR	12	0	0%
116	Joyce Ave	NR	24	2	8%
117	Chapman Ave between Joyce Ave & North Rd	NR	11	0	0%
118	North Rd between Chapman Ave & Owen Ave	NR	12	6	50%
119	North Rd between Owen Ave & Watanobbi Rd	NR	11	10	91%
120	Ingram St	NR	20	2	10%
121	Cutler Dr between Owen Ave & Harvey St	NR	4	0	0%
122	Cutler St between Harvey St & Northcott Ave	NR	12	0	0%
123	Cutler Dr between Northcott Ave & Watanobbi Rd	NR	3	0	0%
124	Cutler Dr between Owen Ave & Watanobbi Rd	NR	10	0	0%
125	Cutler Dr between Watanobbi Rd & Pacific Hwy	NR	2	0	0%
126	Cutler Dr between Pacific Hwy & Watanobbi Rd	NR	2	0	0%
127	Watanobbi Rd	NR	15	0	0%
128	Pacific Hwy between North Rd & Cutler Dr	NR	40	8	20%
129	North Rd between Pacific Hwy & Watanobbi Rd	NR	1	0	0%
130	Pacific Hwy between North Rd & Anzac Ave	1P	18	17	94%
131	Pacific Hwy between Anzac Ave & Robleys Ln	1P	8	2	25%
132	Pacific Hwy between Robleys Ln & Alison Rd	1P	4	3	75%
133	Pacific Hwy between Alison Rd & Bakers Ln	LZ	2	2	100%

134	Pacific Hwy between Bakers Ln & Church St	1P	12	9	75%
135	Pacific Hwy between Bakers Ln & Church St	1/4P	2	2	100%
136	Howarth St between Panonia Rd & Rose St	NR	112	28	25%
137	Train Carpark 1	NR	119	103	87%
138	Train Carpark 1	A	12	12	100%
139	Train Carpark 1	1/2P	13	1	8%
140	Train Carpark 1	AV	4	4	100%
141	Train Carpark 1	2P	5	0	0%
142	Train Carpark 1	1P	5	2	40%
143	Train Carpark 2	NR	219	204	93%
144	Train Carpark 2	A	12	9	75%
145	Howarth St between Unnamed Rd & End	NR	50	10	20%
146	Howarth St between End & Unnamed Rd	NR	48	37	77%
147	Unnamed Rd between Hwarth St & Rose St	NR	8	6	75%
148	Unnamed Rd between Hwarth St & Rose St	2P	8	6	75%
149	Rose St between Howarth St & Ithome St	1P	3	2	67%
150	Rose St between Howarth St & Ithome St	NR	18	11	61%
151	Ithome St between Rose St & Warner Ave	NR	38	3	8%
152	Ithome St between Warner Ave & Rose St	NR	27	0	0%
153	Rose St between Ithome St & Howarth St	NR	18	13	72%
154	Rose St Carpark	NR	207	27	13%
155	Howarth St between Rose St & Warner Ave	2P	31	5	16%
156	Warner Ave between Howarth St & Levitt St	2P	5	0	0%
157	Levitt St between Warner Ave & End	NR	13	8	62%
158	Levitt St between End & Warner Ave	NR	13	1	8%
159	Warner Ave between Levitt St & Ithome St	NR	21	1	5%
160	Warner Ave between Ithome St & Pollock Ave	NR	22	0	0%
161	Warner Ave between Pollock Ave & Boyce Ave	NR	9	1	11%
162	Warner Ave between Rockleigh St & Marathon St	NR	20	6	30%
163	Warner Ave between Marathon St & Leppington St	NR	16	2	13%
164	Warner Ave between Leppington St & Byron St	NR	18	2	11%
165	Warner Ave between Byron St & Howarth St	4P	8	2	25%
166	Howarth St between Warner Ave & Panonia Rd	NR	36	8	22%
167	Panonia Rd between Howarth St & Byron St	NR	9	0	0%
168	Byron St between Panonia Rd & Warner Ave	NR	47	8	17%
169	Byron St between Panonia Rd & Warner Ave	4P	13	1	8%
170	Byron St between Warner Ave & Ethel Ln	4P	8	0	0%
171	Byron St between Ethel Ln & Panonia Rd	NR	36	4	11%
172	Panonia Rd between Byron St & Leppington St	NR	12	0	0%
173	Leppington St between Panonia Rd & Ethel Ln	NR	38	5	13%
174	Leppington St between Ethel Ln & Warner Ave	NR	10	1	10%
175	Leppington St between Warner Ave & Panonia Rd	NR	58	3	5%
176	Panonia Rd between Leppington St & Marathon St	NR	13	8	62%
177	Marathon St between Panonia Rd & Warner Ave	NR	38	5	13%
178	Marathon St between Warner Ave & Panonia Rd	NR	46	2	4%
179	Panonia Rd between Marathon St & Rockleigh St	NR	21	3	14%
180	Rockleigh St between Panonia Rd & Bowman Cl	NR	14	3	21%
181	Bowman Cl	NR	27	3	11%
182	Rockleigh St between Bowman Cl & Warner Ave	NR	23	2	9%
183	Rockleigh St between Boyce Ave & Panonia Rd	NR	35	4	11%
184	Panonia Rd between Rockleigh St & Pacific Hwy	NR	60	8	13%
185	Pollock Ave between Warner Ave & #26	NR	31	4	13%
186	Pollock Ave between #27 & Warner Ave	NR	32	4	13%
Grand Total			3354	1153	34%
Grand Total (Excluding Invalid Parking Types)			3351	1151	34%

Street Section ID	Terrigal				
	Description	Type	Supply	Occ	%
1	Terrigal Dr btw Coles Express roundabout & Willoughby Rd	NR	39	24	62%
2	Terrigal Dr btw Junction Rd & Bellbird Ave	NR	29	27	93%
3	Terrigal Dr btw Junction Rd & Bellbird Ave	10min	1	0	0%
4	Junction Rd btw Havenview Rd & Terrigal Dr	NR	19	5	26%
5	Junction Rd btw Terrigal Dr & Havenview Rd	NR	13	2	15%
6	Havenview Rd btw Junction Rd & Terrigal Dr	NR	14	0	0%
7	Havenview Rd btw Terrigal Dr & Hillcrest St	NR	19	7	37%
8	Havenview Rd btw Bellbird Ave & Junction Rd	NR	43	18	42%
9	Havenview Rd btw Hillcrest St & Billbird Ave	NR	29	9	31%
10	Bellbird Ave btw Yarang Cl & Terrigal Dr	NR	2	0	0%
11	Bellbird Ave btw Terrigal Dr & Havenview Rd	NR	7	2	29%
12	Bellbird Ave btw Grasslands Ave & Yarang Cl	NR	15	1	7%
13	Bellbird Ave btw Havenview Rd & Lorikeet St	NR	8	0	0%
14	Lorikeet St btw Bellbird Ave & end of street	NR	18	5	28%
15	Lorikeet St btw end of street & Bellbird Ave	NR	23	4	17%
16	Bellbird Ave btw Lorikeet St & bend of Bellbird Ave	NR	7	1	14%
17	Bellbird Ave btw Ashley Ave & Greenlands Ave	NR	3	3	100%
18	Bellbird Ave btw Alanna St & Ashley Ave	NR	3	1	33%
19	Bellbird Ave btw end of street & Alana St	NR	10	1	10%
20	bend of Bellbird Ave btw Bellbird Ave & end of street	NR	17	2	12%
21	Hillcrest St btw Hillcrest St & Havenview Rd	NR	9	6	67%
22	Hillcrest St btw Havenview Rd & corner of Ena St	NR	11	3	27%
23	Ena St btw corner of Ena St & Terrigal Dr	NR	38	24	63%
24	Ena St btw Terrigal Dr & Karla Ave	NR	21	18	86%
25	Terrigal Dr btw Ocean View Dr & small car park	NR	7	7	100%
26	Terrigal Dr btw Willougby Rd & Ocean View Dr	NR	8	3	38%
27	Karla St btw Ena St & end of street	NR	8	7	88%
28	Karla St btw end of street & Ena St	NR	9	6	67%
29	Ena St btw Karla Ave & Parry Ave	NR	18	8	44%
30	Ena St btw Parry Ave & Hillcrest St	NR	10	0	0%
31	Hillcrest St btw end of street & Ena St	NR	43	7	16%
32	Hillcrest St btw Ena St & end of street	NR	35	7	20%
33	Cottee Cres btw end of street & Parry Ave	NR	28	3	11%
34	Cottee Cres btw Parry Ave & end of street	NR	32	6	19%
35	Parry Ave btw Riviera Ave & Cottee Cres	NR	12	3	25%
36	Parry ave btw Cottee Cres & Ena St	NR	10	1	10%
37	Parry ave btw Ena St & Riviera Ave	NR	35	8	23%
38	Chantell Ave btw Riviera Ave & Quarang Rd	NR	23	6	26%
39	Chantell Ave btw Quarang Rd & Riviera Ave	NR	12	1	8%
40	Quarang Rd btw Chantell Ave & end of street	NR	21	3	14%
41	Dale Cl btw Quarang Rd & end of street	NR	5	0	0%
42	Dale Cl btw end of street & Quarang Rd	NR	7	0	0%
43	Quarang Rd btw Dale Cl & Chantell Ave	NR	8	2	25%
44	Riviera Ave btw Parry Ave & Chantell Ave	NR	8	4	50%
45	Riviera Ave btw Chantell Ave & Whiting Ave	NR	8	3	38%
46	Whiting Ave btw Riviera Ave & Terrigal Dr	NR	28	7	25%
47	Whiting Ave btw Terrigal Dr & Campbell Cres	NR	26	8	31%
48	Riviera Ave btw Campbell Cres & Casino St	NR	9	0	0%
49	Riviera Ave btw Casino St & Trevally Cl	NR	5	0	0%
50	Trevally Cl btw Marlin Pl & Rivera Ave	NR	7	1	14%
51	Marlin Pl btw Trevally Cl & end of street	NR	7	2	29%
52	Marlin Pl btw end of street & Treevally Cl	NR	13	1	8%
53	Trevally Cl btw end of street & Marlin Pl	NR	32	3	9%
54	Trevally Cl btw Riviera Ave & end of street	NR	37	9	24%
55	Casino St btw Riviera Ave & Riviera Ave East	NR	35	5	14%
56	Casino St btw Riviera Ave & Riviera Ave West	NR	35	5	14%
57	Riviera Ave btw Casino St & Barnhill Rd	NR	38	1	3%
58	Riviera Ave btw Barnhill Rd & Parry Ave	NR	134	21	16%
59	Riviera Ave btw Trevally Cl & Barnhill Rd	NR	125	20	16%
60	Scenic Hwy btw Pacific Hwy roundabout & Barnhill Rd	NR	76	13	17%
61	Scenic Hwy btw Francis Rd & Bradleys Rd	NR	26	9	35%
62	Scenic Hwy btw Table Top Rd & Rancis Rd	NR	30	5	17%
63	Easter Pde btw Lake Shore Dr & end of street	NR	41	13	32%
64	Surf Rider Ave btw Easter Pde & end of street	NR	46	12	26%
65	Table Top Dr btw end of street & Scenic Hwy	NR	18	3	17%

66	Table Top Dr btw Scenic Hwy & end of street	NR	26	5	19%
67	Lake Shorw Dr btw Surf Ride Ave & Duncan Rd	NR	48	12	25%
68	Lake Shorw Dr btw Duncan Rd & Easter Pde	NR	31	3	10%
69	Easter Pde btw Easter Pde & Surf Rider Ave	NR	6	1	17%
70	Surf Rider Ave btw Tramway Rd & Easter Pde	NR	19	10	53%
71	Surf Rider Ave btw Surf Rider Ave & Tramway Rd	NR	19	3	16%
72	Bellevue Cres btw Scenic Hwy & Bellevue Cres	NR	42	27	64%
73	Coast Rd btw Scenic Hwy & John Grey Cres	NR	4	0	0%
74	Coast Rd btw John Grey Cres & Scenic Hwy	NR	6	5	83%
75	Wilson Rd btw Scenic Hwy & Miller Rd	NR	5	0	0%
76	Miller Rd btw Wilson Rd & Wilson Rd - Skinny St	NR	22	10	45%
77	Wilson Rd btw Miller Rd & Auld St	NR	10	1	10%
78	Auld St btw Wilson Rd & Kurrawyba Ave	NP	0	0	0%
79	Kurrawyba Ave btw Auld St & Grosvenor Rd	NR	17	3	18%
80	Kurrawyba Ave /Auld St btw Grosvenor Rd & Wilson Rd	NR	52	11	21%
81	Boomerang Rd btw Wilson St & Wilson St	NR	8	3	38%
82	Wilson Rd btw Auld St & Boomerang Rd	NR	6	1	17%
83	Henly Ave btw Wilson St & Ash St	NR	14	1	7%
84	Henly Ave btw Ash St & Wilson St	NR	16	1	6%
85	Wilson Rd btw Henly Ave & Smillie Ave	NR	6	2	33%
86	Smillie Ave btw Wilson Rd & Ash St	NR	8	3	38%
87	Smillie Ave btw Ash St & Wilson Rd	NR	2	1	50%
88	Wilson Rd btw Smillie Ave & Scenic Hwy	NR	11	1	9%
89	Ash St btw Scenic Hwy & Price Lane	NR	3	3	100%
90	Ash St btw Price Lane & Smillie Ave	NR	8	7	88%
91	Ash St btw Smillie Ave & Henly Ave	NR	9	2	22%
92	Ash St btw Scenic Hwy & Maroomba Rd	NR	26	0	0%
93	Barrington Rd	NR	34	3	9%
94	Woolunga Ave	NR	13	5	38%
95	Tiarri Cres btw Scenic Hwy & Barrington Rd	NR	4	0	0%
96	Tiarri Cres btw Barrington Rd & Scenic Way (southside)	NR	3	2	67%
97	Maroomba Rd	NR	27	9	33%
98	Ash St btw Maroomba Rd & Pine Tree Lane roundabout	NR	9	4	44%
99	Ash St btw Henly St & Pine Tree Lane	NR	19	17	89%
100	Scenic Hwy btw Tiarri Cres & Bus Zone	NR	10	0	0%
101	Terrigal Haven	NR	310	115	37%
102	Terrigal Haven	A	3	0	0%
103	Terrigal Haven	5min	7	2	29%
104	Terrigal Esplanade carpark btw Ash St & Terrigal Haven	NR	10	7	70%
105	Terrigal Esplanade btw Kurrawyba Ave & Ash St (beachside)	1P	11	11	100%
106	Kurrawyba Ave btw Terrigal Esp & Pine Tree Lane	1P	11	0	0%
107	Terrigal Esplanade btw Kurrawyba Ave & Ash St (shop side)	1P	7	5	71%
108	Terrigal Esplanade btw Kurrawyba Ave & Ash St (shop side)	LZ	2	1	50%
109	Terrigal Esplanade btw Kurrawyba Ave & Ash St (shop side)	1P	2	1	50%
110	Ash St btw Terrigal Esp & Pine Tree Lane (east side)	2P	5	2	40%
111	Ash St btw Terrigal Esp & Pine Tree Lane (west side)	2P	7	7	100%
112	Pine Tree Lane btw Kurrawyba Ave & Ash St	2P	8	8	100%
113	Pine Tree Lane btw Ash St & Kurrawyba Ave	2P	9	9	100%
114	Pine Tree Lane btw Ash St & Kurrawyba Ave	1/4P	5	4	80%
115	Kurrawyba Ave btw Wilson Rd & Pine Tree Lane	1P	4	1	25%
116	Kurrawyba Ave btw Wilson Rd & Grosvenor Rd	4P	9	4	44%
117	Grosvenor Rd btw Kurrawyba Ave & Wilson Rd	NR	8	1	13%
118	Grosvenor Rd btw Kurrawyba Ave & Wilson Rd	NR	5	1	20%
119	Wilson Rd btw Grosvenor Rd & Wilson Rd	NR	13	13	100%
120	Wilson Rd btw Grosvenor Rd & Wilson Carpark entrance	NR	5	1	20%
121	Wilson Rd btw Grosvenor Rd & Wilson Carpark entrance	2P	14	12	86%
122	Wilson St Carpark Level 1	NR	90	90	100%
123	Wilson St Carpark Level 1	A	9	1	11%
124	Wilson St Carpark Level 2	NR	108	59	55%
125	Wilson St Carpark Level 3	NR	107	5	5%
126	Wilson St Carpark Level 4	NR	109	0	0%
127	Wilson Rd btw Kurrawyba Rd & Wilson Rd corner	1P	7	0	0%
128	Barnhill Rd btw Scenic Hwy & Grosvenor Rd	NR	4	0	0%
129	Barnhill Rd btw Scenic Hwy & Riviera Ave	NR	6	0	0%
130	Barnhill Rd btw Grosvenor Rd & Campbell Cres	NR	6	5	83%
131	Grosvenor Rd btw Barnhill Rd & Glen View Close	NR	8	2	25%
132	Grosvenor Rd btw Barnhill Rd & Kurrawyba Ave	NR	17	4	24%
133	Grosvenor Rd btw Glen View Cl & Kurrawyba Ave	NR	4	3	75%

134	Glen View Close	NR	7	0	0%
135	Talgai Close	NR	16	11	69%
136	Cadell St	NR	18	15	83%
137	Kurrawyba Ave btw Grosvenor Rd & Cadell St	NR	7	2	29%
138	Kurrawyba Ave btw Cadell St & Scenic Hwy	1P	12	12	100%
139	Scenic Hwy btw Campbell Cres & Kurrawyba Ave	1P	9	8	89%
140	Scenic Hwy btw Campbell Cres & Kurrawyba Ave	1/4P	1	1	100%
141	Kurrawyba Ave btw Scenic Hwy & Hudson Lane	1P	10	1	10%
142	Kurrawyba Ave btw Hudson Lane & Terrigal Esplanade	LZ	3	0	0%
143	Terrigal Esp btw Campbell Cres & Kurrawyba Ave (beachside)	1/2P	11	9	82%
144	Terrigal Beach Carpark	2P	56	56	100%
145	Terrigal Beach Carpark	A	2	1	50%
146	Terrigal Beach Carpark	1/2P	10	4	40%
147	Campbell Cres btw Talgai Cl & Scenic Hwy	2P	4	3	75%
148	Campbell Cres btw Painters Lane & Terrigal Esp	1P	12	2	17%
149	Campbell Cres btw Painters Lane & Terrigal Esp	LZ	3	3	100%
150	Terrigal Esp btw Campbell Cres & Painters Lane	1P	10	7	70%
Grand Total			3184	1051	33%
Grand Total (Excluding invalid parking types)			3176	1047	33%

Fully highlighted items are not included in occupancy calculations due to invalid parking types.
Individual cells have been subject to supply recount and change in occupancy where necessary.

The Entrance					
ID	Description	Type	Supply	Occ	%
1	Toowoan Bay Rd btw Werrina Pde & Bay Rd (roadworks)	NR	24	1	4%
2	Toowoan Bay Rd btw Bay Rd & Eloora Rd	1/2P	3	0	0%
3	Toowoan Bay Rd btw Eloora Rd & Nirvana St	NR	18	10	56%
4	Toowoan Bay Rd btw Nirvana St & Watkins St	NR	18	2	11%
5	Toowoan Bay Rd btw Watkins St & The Entrance Rd	NR	40	9	23%
6	Toowoan Bay Rd btw The Entrance Rd & Fraser Rd	NR	14	8	57%
7	Toowoan Bay Rd btw Fraser Rd & Kitchener Rd	NR	24	8	33%
8	Toowoan Bay Rd btw Kitchener Rd & Archbold Rd	NR	18	2	11%
9	Toowoan Bay Rd btw Nirvana St Gilbert St	NR	10	0	0%
10	Toowoan Bay Rd btw Gilbert St & Eloora Rd	NR	7	4	57%
11	Toowoan Bay Rd btw Eloora Rd & Bay Rd	1/2P	4	4	100%
12	Toowoan Bay Rd btw Bay Rd & Werrina Pde (roadworks)	NR	20	0	0%
13	Werrina Pde btw Toowoan Bay Rd & Blue St	NR	30	6	20%
14	Blue St	NR	10	10	100%
15	Werrina Pde btw Blue St & end of St	NR	10	0	0%
16	Werrina Pde btw end of St & Beenbah Ave	NR	22	7	32%
17	Werrina Pde btw Beenbah Ave & Toowoan Bay Rd	NR	14	0	0%
18	Beenbah Ave btw Werrina Pde & Bay Rd	NR	27	4	15%
19	Beenbah Ave btw Bay Rd & Currawong St	NR	13	1	8%
20	Beenbah Ave btw Currawong St & Werrina Pde	NR	10	2	20%
21	Currawong St btw Beenbah Ave & Orana Ave	NR	15	3	20%
22	Orana Ave btw Currawong St to end of Ave (both sides)	NR	5	4	80%
23	Currawong St btw Orana Ave & Narrawa Ave	NR	20	3	15%
24	Narrawa Ave btw Bay Rd & end of Ave (Nth)	NR	12	2	17%
25	Narrawa Ave btw Bay Rd & end of Ave (Sth)	NR	12	1	8%
26	Currawong St btw Narrawa Ave & Orana Ave	NR	20	5	25%
27	Orana Ave btw Currawong St & Bay Rd (Nth)	NR	12	0	0%
28	Orana Ave btw Bay Rd & Currawong St (Sth)	NR	9	3	33%
29	Currawong St btw Orana Ave & Beenbah Ave	NR	15	1	7%
30	Bay Rd btw Beenbah Ave & Orana Ave	NR	14	1	7%
31	Bay Rd btw Orana Ave & Narrawa Ave	NR	22	3	14%
32	Bay Rd btw Bnarrawa Ave & Ocean Pde	NR	12	1	8%
33	Ocean Pde btw Bay Rd & Seaview Pde	NR	29	2	7%
34	Ocean Pde btw Seaview Pde & Boondilla Rd	NR	16	2	13%
35	Boondilla Rd btw Ocean Pde & end of st	NR	7	7	100%
36	Boondilla Rd btw Ocean Pde & The Crescent	NR	9	2	22%
37	Ocean Pde btw Boondilla Rd & The Crescent	NR	33	13	39%
38	The Crescent	NR	31	3	10%
39	Ocean Pde btw The Crescent & Bay Rd	NR	9	2	22%
40	Bay Rd btw Ocean Pde & Boondilla Rd	NR	7	1	14%
41	Boondilla Rd btw The Crescent & Bay Rd	NR	6	1	17%
42	Boondilla Rd btw Bay Rd & Kulgoa St	NR	7	0	0%
43	Bay Rd btw Boondilla Rd & Yethonga Ave	NR	13	3	23%
44	Yethonga Ave btw Bay Rd & Kulgoa St	NR	10	4	40%
45	Kulgoa St btw Yethonga Ave & Boondilla Rd	NR	20	4	20%
46	Kulgoa St btw Boomerang Rd & Boondilla Rd	NR	10	2	20%
47	Boondilla Rd btw Kulgoa St & Warrigal St	NR	13	0	0%
48	Warrigal St btw Boondilla St & Boomerang Rd (east)	NR	6	0	0%
49	Warrigal St btw Boondilla St & Boomerang Rd (west)	NR	7	0	0%
50	Boomerang Rd btw Warrigal St & Kulgoa St (Nth)	NR	13	0	0%
51	Boomerang Rd btw Warrigal St & Kulgoa St (Sth)	NR	15	0	0%
52	Kulgoa St btw Boomerang Rd & Yethonga Ave	NR	10	2	20%
53	Yethonga Ave btw Kulgoa St & Eloora Rd	NR	16	4	25%
54	Yethonga Ave btw Eloora Rd & Bay Rd	NR	22	3	14%
55	Bay Rd btw Yethonga Ave & Yeddenba Ave	NR	7	2	29%
56	Yeddenba Ave btw Eloora Rd & Bay Rd (Nth)	NR	18	5	28%
57	Yeddenba Ave btw Eloora Rd & Bay Rd (Sth)	NR	22	1	5%
58	Bay Rd btw Yeddenba Ave & Karooah Ave	NR	10	0	0%
59	Karooah Ave btw Eloora Rd & Bay Rd (Nth)	NR	19	2	11%
60	Karooah Ave btw Eloora Rd & Bay Rd (Sth)	NR	23	3	13%
61	Bay Rd btw Karooah Ave & Moorah Ave	NR	12	0	0%
62	Moorah Ave btw Bay Rd & Eloora Rd (Nth)	NR	16	0	0%
63	Moorah Ave btw Bay Rd & Eloora Rd (Sth)	NR	15	1	7%
64	Bay Rd btw Moorah Ave & Koonah Ave	NR	11	1	9%
65	Koonah Ave btw Eloora Rd & Bay Rd (Nth)	NR	11	2	18%
66	Koonah Ave btw Eloora Rd & Bay Rd (Sth)	NR	13	5	38%
67	Bay Rd btw Koonah Ave & Toowoan Bay Rd	NR	14	4	29%
68	Bay Rd btw Koonah Ave & Toowoan Bay Rd	1/2P	4	1	25%
69	Eloora Rd btw Toowoan Bay Rd & Koonah Ave	NR	15	12	80%
70	Eloora Rd btw Koonah Ave & Moorah Ave	NR	12	2	17%

71	Eloora Rd btw Moorah Ave & Karooah Ave	NR	11	0	0%
72	Eloora Rd btw Karooah Ave & Yeddenba Ave	NR	10	0	0%
73	Eloora Rd btw Yeddenba Ave & Yethonga Ave	NR	12	2	17%
74	Eloora Rd btw Yethonga Ave & Boomerang Rd	NR	10	2	20%
75	Boondilla Rd btw Warrigal St & Nimbin St	NR	27	0	0%
76	Nimbin St btw Boondilla Rd & Boomerang Rd	NR	11	4	36%
77	Boomerang Rd btw Nimbin St & Warrigal St	NR	35	4	11%
78	Boomerang Rd btw Gilbert St & Eloora Rd	NR	8	1	13%
79	Eloora Rd btw Boomerang Rd & Anzac Rd	NR	36	3	8%
80	Anzac Rd btw Eloora Rd & Gilbert St	NR	10	0	0%
81	Anzac Rd btw Gilbert St & Eloora Rd	NR	9	2	22%
82	Eloora Rd btw Anzac Rd & Toowoan Bay Rd	NR	38	9	24%
83	Gilbert St btw Toowoan Bay Rd & Anzac Rd	NR	37	8	22%
84	Gilbert St btw Anzac Rd & Boomerang Rd	NR	38	6	16%
85	Gilbert St btw Boomerang Rd & Anzac Rd	NR	36	3	8%
86	Anzac Rd btw Gilbert St & Rhodin Dr	NR	9	1	11%
87	Anzac Rd btw Nirvana St & Gilbert St	NR	10	0	0%
88	Gilbert St btw Anzac Rd & Toowoan Bay Rd	NR	43	3	7%
89	Nirvana St btw Toowoan Bay Rd & Anzac Rd	NR	46	5	11%
90	Rhodin Dr btw Anzac Rd & Boomerang Rd (east)	NR	32	2	6%
91	Nimbin St btw Gosford Ave & Boondilla Rd	NR	13	2	15%
92	Boondilla Rd btw Nimbin St & Gosford Ave	NR	9	2	22%
93	Gosford Ave btw Boondilla Rd & Boomerang Rd (east)	NR	13	0	0%
94	Gosford Ave btw Boondilla Rd & Boomerang Rd (west)	NR	13	0	0%
95	Boondilla Rd btw Gosford Ave & The Entrance Rd	NR	12	1	8%
96	The Entrance Rd btw Boondilla Rd & Gosford Ave r'about	NR	20	3	15%
97	The Entrance Rd btw Norberta St & Battley Ave	NR	7	2	29%
98	Battley Ave btw The Entrance Rd & Oakland Ave	NR	10	1	10%
99	Norberta St btw Oakland Ave & The Entrance Rd (Nth)	NR	15	9	60%
100	Norberta St btw Oakland Ave & The Entrance Rd (Sth)	NR	16	5	31%
101	The Entrance Rd btw Norberta St & Oakland Ave r'about	NR	10	0	0%
102	Gosford Ave from The Entrance Rd to Boomerang Rd (Nth side)	NR	11	3	27%
103	Gosford Ave from The Entrance Rd to Boomerang Rd (Sth side)	NR	15	9	60%
104	Boomarang Rd btw Gosford Ave & Nimbin St	NR	9	0	0%
105	Boomarang Rd btw Gosford Ave & Nimbin St & Rhodin Dr	NR	10	2	20%
106	Rhodin Dr btw Boomerang Rd & Rhodin Dr	NR	10	0	0%
107	Rhodin Dr crescent	NR	40	4	10%
108	Rhodin Dr btw Rhodin Dr & Rhodin Dr	NR	8	1	13%
109	Rhodin Dr btw Rhodin Dr & Anzac Rd	NR	9	0	0%
110	Anzac Rd btw Rhodin Dr & The Entrance Rd	NR	34	3	9%
111	Anzac Rd btw The Entrance Rd & Fraser Rd	NR	9	6	67%
112	Anzac Rd btw Fraser Rd & Kitchener Rd	NR	23	9	39%
113	Kitchener Rd btw Anzac Rd & Sutton Ave (west)	NR	15	1	7%
114	Kitchener Rd btw Anzac Rd & Sutton Ave (east)	NR	13	2	15%
115	Sutton Ave btw Kitchener Rd & Fraser Rd	NR	25	2	8%
116	Sutton Ave btw Fraser Rd & Kitchener Rd	NR	22	0	0%
117	Nirvana St btw Kitchener rd & Toowoan Bay Rd	NR	39	4	10%
118	Archbold Rd btw Toowoan Bay Rd & Kitchener Rd (Nth)	NR	25	3	12%
119	Archbold Rd btw Toowoan Bay Rd & Kitchener Rd (Sth)	NR	27	8	30%
120	Kitchener Rd btw Archbold Rd & Jubilee Oval entrance	NR	12	0	0%
121	Kitchener Rd btw Archbold Rd & Toowoan Bay Rd	NR	21	7	33%
122	Kitchener Rd btw Toowoan Bay Rd & Archbold Rd	NR	20	0	0%
123	Archbold Rd between Kitchener Rd & Fraser Rd	NR	24	4	17%
124	Archbold Rd between Fraser Rd & Kitchener Rd	NR	23	6	26%
125	Fraser Rd between Archbold Rd & Centennial Ave	NR	11	0	0%
126	Centennial Ave	NR	6	2	33%
127	Fraser Rd between Centennial Ave & Toowoan Bay Rd	NR	15	2	13%
128	Fraser Rd between Toowoan Bay Rd & Archbold Rd	NR	35	10	29%
129	Fraser Rd between Archbold Rd & Anzac Rd	NR	41	9	22%
130	Fraser Rd between Anzac Rd & Sutton Ave	NR	14	0	0%
131	Fraser Rd between Sutton Ave & Archbold Rd	NR	25	8	32%
132	Archbold Rd between Fraser Rd & The Entrance Rd	NR	9	3	33%
133	Archbold Rd between The Entrance Rd & Fraser Rd	NR	13	4	31%
134	The Entrance Rd between Archbold Rd & Anzac Rd	NR	10	0	0%
135	The Entrance Rd between Archbold Rd & Toowoan Bay Rd	NR	30	0	0%
136	The Entrance Rd between Gordon Rd & Archbold Rd	NR	21	1	5%
137	The Entrance Rd between Gordon Rd & Toowoan Bay Rd	NR	10	6	60%
138	The Entrance Rd between Gordon Rd & Toowoan Bay Rd	1/2p	2	2	100%
139	Toowoan Bay Rd between The Entrance Rd & Tuggerah Parade	1P	1	1	100%
140	Toowoan Bay Rd between The Entrance Rd & Tuggerah Parade	A	1	0	0%
141	Toowoan Bay Rd between The Entrance Rd & Tuggerah Parade	1P	36	17	47%
142	Toowoan Bay Rd between Tuggerah Pde & The Entrance Rd	A	1	0	0%
143	Toowoan Bay Rd between Tuggerah Pde & The Entrance Rd	1P	36	18	50%

144	Tuggerah Pde between Toowoan Bay Rd & End	NR	91	10	11%
145	Tuggerah Pde between Archbold Rd & Toowoan Bay Rd	NR	42	0	0%
146	Archbold Rd between Tuggerah Pde & Gordon Rd	NR	8	4	50%
147	Archbold Rd between Gordon Rd & Tuggerah Pde	NR	9	1	11%
148	Gordon Rd between Archbold Rd & The Entrance Rd	NR	27	5	19%
149	Gordon Rd between The Entrance Rd & Archbold Rd	NR	20	6	30%
150	Gordon Rd between Archbold Rd & Anzac Rd	NR	30	7	23%
151	Gordon Rd between Anzac Rd & Archbold Rd	NR	26	0	0%
152	Archbold Rd between Gordon Rd & Gallipoli Rd	NR	6	0	0%
153	Archbold Rd between Gallipoli Rd & The Entrance Rd	NR	6	0	0%
154	Archbold Rd between The Entrance Rd & Gordon Rd	NR	16	5	31%
155	Gallipoli Rd between Archbold Rd & Anzac Rd	NR	38	3	8%
156	Gallipoli Rd between Anzac Rd & Archbold Rd	NR	32	5	16%
157	Anzac Rd between The Entrance Rd & Gallipoli Rd	NR	28	8	29%
158	Anzac Rd between Gallipoli Rd & Gordon Rd	NR	6	0	0%
159	Anzac Rd between Gordon Rd & End	NR	5	5	100%
160	Anzac Rd between End & Gallipoli Rd	NR	14	3	21%
161	Gallipoli Rd	NR	15	0	0%
162	Anzac Rd between Gallipoli Rd & The Entrance Rd	NR	27	7	26%
163	Willow St	NR	26	3	12%
164	Norfolk St between End & Willow St	NR	8	1	13%
165	Norfolk Rd between Willow St & The Entrance Rd	NR	22	4	18%
166	Oakland Ave between Norfolk St & The Entrance Rd	NR	2	0	0%
167	Norfolk St between Oakland Ave & End	NR	25	4	16%
168	Oakland Ave between Norfolk Ave & Norberta St	NR	9	2	22%
169	Norberta St between End & Oakland Ave	NR	10	6	60%
170	Norberta St between End & Oakland Ave	A	1	0	0%
171	Norberta St between End & Oakland Ave	NR	8	3	38%
172	Norberta St between End & Oakland Ave	A	1	0	0%
173	Norberta St between End & Oakland Ave	NR	6	4	67%
174	Norberta St between Oakland Ave and End	NR	22	3	14%
175	Oakland Ave between Norberta St & Battley Ave	NR	3	2	67%
176	Battley Ave between Oakland Ave & End	NR	3	2	67%
177	Battley Ave between Oakland Ave & End	A	1	0	0%
178	Battley Ave between Oakland Ave & End	NR	24	16	67%
179	Battley Ave between End & Oakland Ave	NR	21	7	33%
180	Oakland Ave between Battley Ave & View St	NR	4	0	0%
181	Oakland Ave between Battley Ave & View St	NR	7	5	71%
182	View St between Oakland Ave & End	NR	27	2	7%
183	View St between End & Oakland Ave	NR	27	6	22%
184	Lynwood Ave between Oakland Ave & Lakeside Pde	NR	20	8	40%
185	Lynwood Ave between Lakeside Pde & Oakland Ave	NR	22	0	0%
186	Oakland Ave between View St & Campbell Ave	NR	13	9	69%
187	Oakland Ave between Lynwood Ave & Cambell Ave	NR	12	3	25%
188	Campbell Ave between Oakland Ave & Lakeview Pde	NR	19	3	16%
189	Campbell Ave between Lakeview Pde & Oakland Ave	NR	19	1	5%
190	Oakland Ave between Campbell Ave & Ashton Ave	NR	7	0	0%
191	Oakland Ave between Ashton Ave & Campbell Ave	NR	8	0	0%
192	Ashton Ave between Oakland Ave & Lakeview Rd	NR	18	3	17%
193	Ashton Ave between Lakeview Pde & Duncan St	NR	13	1	8%
194	Duncan St between Ashton Ave & Lakeview Pde	NR	30	3	10%
195	Duncan St between Lakeview Pde & Ashton Ave	NR	29	4	14%
196	Ashton Ave between Duncan St & Oakland Ave	NR	7	1	14%
197	Oakland Ave between Ashton Ave & Fairview Ave	NR	19	4	21%
198	Oakland Ave between Ashton Ave & Armidale St	NR	9	2	22%
199	Oakland Ave between Armidale St & Fairview Ave	NR	7	1	14%
200	Fairview Ave between Oakland Ave & Lakeview Pde	NR	18	1	6%
201	Lakeside Pde between Fairview Ave & Duncan St	NR	12	8	67%
202	Lakeside Pde between Duncan St & Ashton Ave	NR	20	4	20%
203	Lakeside Pde between Ashton Ave & Campbell Ave	NR	10	0	0%
204	Lakeside Pde between Campbell Ave & Lynwood Ave	NR	9	0	0%
205	Lakeside Pde between Lynwood Ave & Tuggerah Pde	NR	25	3	12%
206	Lakeside Pde between Tuggerah Pde & Fairview Ave	NR	20	1	5%
207	Tuggerah Pde between Lakeside Pde & Fairview Ave	NR	23	0	0%
208	Fairview Ave between Lakeside Pde & Tuggerah Ave	NR	4	1	25%
209	Fairview Ave between Tuggerah Ave & Lakeside Pde	NR	4	0	0%
210	Tuggerah Pde between Lakeside Pde & Boatramp entrance	NR	68	1	1%
211	Tuggerah Pde between Fairview Ave & Manning Rd	NR	32	4	13%
212	Lakeside Pde between Fairview Ave & Manning Rd	NR	43	5	12%
213	Lakeside Pde between Manning Rd & Fairview Ave	NR	50	4	8%
214	Fairview Ave between Lakeside Pde & McGirr Ave	NR	4	0	0%
215	McGirr Ave between Fairview Ave & Manning Rd	NR	52	12	23%
216	McGirr Ave between Manning Rd & Fairview Ave	NR	47	4	9%

217	Fairview Ave between McGirr Ave & Oakland Ave	NR	11	1	9%
218	Oakland Ave between Fairview Ave & Manning Rd	NR	20	4	20%
219	Oakland Ave between Coral St & Fairview Ave	NR	32	4	13%
220	Manning Rd between Oakland Ave & McGirr Ave	NR	12	2	17%
221	Manning Rd between McGirr Ave & Lakeside Pde	NR	7	2	29%
222	Manning Rd between Lakeside Pde & Tuggerah Pde	NR	5	0	0%
223	Manning Rd between Tuggerah Pde & Oakland Ave	NR	24	3	13%
224	Tuggerah Pde between Manning Rd & Clifford St	NR	9	0	0%
225	Clifford St	NR	9	0	0%
226	Tuggerah Pde between Clifford St & The Entrance Rd	NR	15	2	13%
227	Tuggerah Pde between Boat ramp entrance & The Entrance Rd	NR	36	4	11%
228	The Entrance Rd between Tuggerah Pde & Oakland Ave	NR	27	6	22%
229	The Entrance Rd between Tuggerah Pde & End	NR	50	15	30%
230	The Entrance Rd between Tuggerah Pde & End	LZ	5	4	80%
231	The Entrance Rd between Tuggerah Pde & End	LZ	2	0	0%
232	The Entrance Rd between End & Oakland Ave	NR	27	10	37%
233	Oakland Ave between The Entrance Rd & Bent St	NR	15	2	13%
234	Bent St between Oakland Ave & Wilfred Barrett Dr	NR	17	2	12%
235	Bent St between Wilfred Barret Dr & Oakland Ave	NR	17	0	0%
236	Oakland Ave between Bent St & Coral St	NR	10	2	20%
237	Coral St between Wilfred Barret Dr & The Entrance Rd	2P	5	5	100%
238	The Entrance Rd between Marine Pde & Ocean Pde	MB	2	1	50%
239	The Entrance Rd between Marine Pde & Ocean Pde	2P	13	2	15%
240	Victoria Ave between The Entrance Rd & torrens Ave	2P	5	5	100%
241	Victoria Ave between The Entrance Rd & torrens Ave	5min	2	1	50%
242	Victoria Ave between The Entrance Rd & torrens Ave	NR	8	8	100%
243	Victoria Ave between Torrens Ave & The Entrance Rd	NR	12	8	67%
244	Victoria Ave between Torrens Ave & The Entrance Rd	2P	4	3	75%
245	The Entrance Rd between Victoria Ave & Fairview Ave	2P	11	8	73%
246	The Entrance Rd between Ocean Pde & Dening St	A	1	0	0%
247	The Entrance Rd between Ocean Pde & Dening St	2P	7	7	100%
248	The Entrance Rd between Ocean Pde & Dening St	A	1	1	100%
249	The Entrance Rd between Ocean Pde & Dening St	2P	9	6	67%
250	The Entrance Rd between Ocean Pde & Dening St	MB	2	0	0%
251	The Entrance Rd between Ocean Pde & Dening St	2P	6	5	83%
252	The Entrance Rd between Ocean Pde & Dening St	A	1	1	100%
253	Fairview Ave between The Entrance Rd & Torrens Ave	2P	11	8	73%
254	Torrens Ave between Fairview Ave & Victoria Ave	NR	16	5	31%
255	Torren Ave between Victoria Ave & Fairview Ave	NR	28	11	39%
256	Fairview Ave between Torrens Ave & Oakland Ave	NR	15	5	33%
257	Fairview Ave between Oakland Ave & Copnor Ave	NR	19	8	42%
258	Fairview Ave between Copnor Ave & The Entrance Rd	2P	4	0	0%
259	The Entrance Rd between Fairview Ave & Ashton Ave	1P	11	11	100%
260	Dening St between The Entrance Rd & Ambler Pde	2P	3	0	0%
261	Bayview Ave between Ambler Pde & Ocean Pde	2P	12	2	17%
262	Bayview Ave between Ambler Pde & Ocean Pde	NR	12	0	0%
263	Bayview Ave between Ocean Pde & Short St	NR	11	1	9%
264	Bayview Ave between Short St & Theatre Ln	2P	7	0	0%
265	Theatre Ln between Bayview Ave & Dening St	1P	10	7	70%
266	Theatre Ln between Bayview Ave & Dening St	LZ	1	0	0%
267	Dening St between Theatre Ln & Short St	1/2P	3	3	100%
268	Short St between Bayview Ave & Dening St	NR	23	0	0%
269	Short St between Dening St & Bayview Ave	NR	13	7	54%
270	Dening St between Short St & Ozone St	NR	5	5	100%
271	Ozone St between Dening St & Ocean Pde	NR	20	0	0%
272	Ozone St between Ocean Pde & Dening St	NR	21	6	29%
273	Dening St between Ozone St & Fairport Ave	NR	17	7	41%
274	Fairport Ave between Dening St & Ocean Pde	NR	6	3	50%
275	Fairport Ave between Ocean Pde & Dening St	NR	6	2	33%
276	Dening St between Fairport Ave & Ocean Pde	NR	8	4	50%
277	Dening ST between Ocean Pde & Bay Rd	NR	16	3	19%
278	DeningSt between Bay Rd & Park Rd	NR	12	0	0%
279	Dening St between Park Rd & Taylor St	NR	10	0	0%
280	Dening St between Taylor St & The Entrance Rd	1P	2	1	50%
281	The Entrance Rd between Dening St & Warrigal St	1P	11	5	45%
282	Ashton Ave between The Entrance Rd & Copnor Ave	1P	4	1	25%
283	Ashton Ave between The Entrance Rd & Copnor Ave	NR	8	0	0%
284	Copnor Ave between Ashoton Ave & Newling Ln	NR	13	2	15%
285	Newling Ln	NR	23	9	39%
286	Copnor Ave between Newling Ln & Newling Ln	NR	15	0	0%
287	Copnor Ave between Newling Ln & Fairview Ave	NR	5	4	80%
288	Copnor Ave between Fairveiw Ave & Armidale St	NR	7	5	71%
289	Armidale St between Copnor Ave & Oakland Ave	NR	17	1	6%

290	Armidale St between Oakland Ave & Copnor Ave	NR	12	1	8%
291	Copnor Ave between Armidale St & Ashton Ave	NR	17	2	12%
292	Ashton Ave between Copnor Ave & Oakland Ave	NR	8	3	38%
293	Ashton Ave between Oakland Ave & The Entrance Rd	NR	20	3	15%
294	The Entrance Rd between Ashton Ave & Campbell Ave	1P	8	4	50%
295	The Entrance Rd between Ashton Ave & Campbell Ave	LZ	2	0	0%
296	The Entrance Rd between Ashton Ave & Campbell Ave	1P	3	1	33%
297	Campbell Ave between Oakland Ave & The Entrance Ave	NR	17	6	35%
298	Campebl Ave between The Entrance Rd & Oakland Ave	NR	23	8	35%
299	Warrigal ST between The Entrance Rd & Taylor St	NR	8	7	88%
300	Taylor St between Warrigal Dt & Dening St	NR	25	13	52%
301	Taylor St between Dening St & Warrigal	NR	28	5	18%
302	Warrigal St between Taylor St & Park Rd	NR	10	0	0%
303	Park Rd between Warrigal St & Dening St	NR	23	3	13%
304	Park Rd between Dening St & Warrigal St	A	1	0	0%
305	Park Rd between Dening St & Warrigal St	NR	7	0	0%
306	Park Rd between Dening St & Warrigal St	A	1	0	0%
307	Park Rd between Dening St & Warrigal St	NR	12	11	92%
308	Park Rd between Dening St & Warrigal St	A	1	0	0%
309	Warrigal St between Park Rd & Boondilla Rd	NR	6	0	0%
310	Warrigal St between Park Rd & Boondilla Rd	LZ	4	0	0%
311	Warrigal St between Park Rd & Boondilla Rd	NR	26	6	23%
312	Benelong St between Boondilla Rd & End	NR	33	7	21%
313	Benelong St between End & Yamba St	NR	6	4	67%
314	Yamba St between Benelong St & Bay Rd	NR	10	0	0%
315	Bay Rd between Yamba St & Dening St	NR	6	0	0%
316	Bay Rd between Dening St & Yamba St	NR	15	0	0%
317	Yamba St between Bay Rd & Ocean Pde	NR	14	2	14%
318	Yamba St between Ocean Pde & Bay Rd	NR	21	0	0%
319	Bay Rd between Yamba St & Richard St	NR	23	0	0%
320	Richard St between Bay Rd & Ocean Pde	NR	15	0	0%
321	Richard St between Ocean Pde & Gateleigh Cres	NR	10	0	0%
322	Gateleigh Cres	NR	14	0	0%
323	Richard St between Gateleigh Cres & Bay Rd	NR	3	1	33%
324	Bay Rd between Boondilla Rd & Yamba St	NR	23	0	0%
325	Bay Rd between Yamba St & Boondilla Rd	NR	33	0	0%
326	Yamba St between Bay Rd & Benlong St	NR	9	0	0%
327	Benelong St between Yamba St & Boondilla Rd	NR	24	5	21%
328	Warrigal St between Boondilla Rd & Gosford Ave	NR	37	3	8%
329	Gosford Ave between Warrigal St & Broonarra St	NR	7	7	100%
330	Broonarra St between Gosford Ave & Boondilla Rd	NR	34	2	6%
331	Broonarra St between Boondilla Rd & Gosford Ave	NR	32	0	0%
332	Gosford Ave between Broonarra St & Boondilla Rd	NR	10	4	40%
333	Gosford Ave between Boondilla Rd & Warrigal St	NR	24	0	0%
334	Warrigal St between Gosford Ave & The Entrance Rd	NR	7	5	71%
335	The Entrance Rd between Warrigal ST & Boondilla Rd	NR	22	5	23%
336	View St between Oakland Ave & The Entrance Rd	NR	16	16	100%
337	View St between Oakland Ave & The Entrance Rd	A	1	0	0%
338	View St between Oakland Ave & The Entrance Rd	NR	4	0	0%
339	View St between The Entrance Rd & Oakland Ave	NR	11	6	55%
340	The Entrance Rd between View St & Battley Ave	NR	4	3	75%
341	Battley Ave between The Entrance Rd & Oakland Ave	NR	12	3	25%
342	Boondilla Rd between The Entrance Rd & Gosford Ave	NR	15	7	47%
343	Boondilla Rd between Gosford Ave & Broonarra St	NR	26	3	12%
344	Boondilla Rd between Broonarra St & Warrigal St	NR	10	0	0%
345	Boondilla Rd between Warrigal St & Benelong St	NR	11	0	0%
346	Boondilla Rd between Benelong St & Bay Rd	NR	11	0	0%
347	Boondilla Rd between Bay Rd & Ocean Pde	NR	19	4	21%
348	Ocean Pde between Boondilla Rd & Richard St	NR	22	2	9%
349	Ocean Pde between Boondilla Rd & Dening St	NR	32	6	19%
350	Ocean Pde between Richard St & Yamba St	NR	8	2	25%
351	Ocean Pde between Yamba St & Dening St	NR	13	0	0%
352	Dening St between Ocean Pde & Marine Pde	NR	15	2	13%
353	Dening St between Marine Pde & Ocean Pde	NR	6	0	0%
354	Marine Pde between Dening St & Frances St	NR	3	0	0%
355	Frances St between Marine Pde & Ocean Pde	NR	8	1	13%
356	Ocean Pde between Frances St & Dening St	NR	6	1	17%
357	Frances St between Ocean Pde & Fairport Ave	NR	11	5	45%
358	Ocean Pde between Fairport Ave & Ozone St	NR	9	1	11%
359	Ocean Pde between Ozone St & Bayview Ave	NR	10	0	0%
360	Ocean Pde between Bayview Ave & Ambler Pde	NR	15	15	100%
361	Ocean Pde between Ambler Pde & The Entrance Rd	2P	5	3	60%
362	Ocean Pde between The Entrance Rd & Beach St	NR	26	14	54%

363	Beach St between Ocean Pde & Marine Pde	NR	12	6	50%
364	Beach St between Marine Pde & Ocean Pde	NR	13	3	23%
365	Ocean Pde between Beach St & Fairport Ave	NR	20	3	15%
366	Fairport Ave between Ocean Pde & Marine Pde	NR	8	1	13%
367	Fairport Ave between Marine Pde & Ocean Pde	NR	7	0	0%
368	Frances St between Fairport Ave & Marine Pde	NR	10	0	0%
369	Marine Pde between Frances St & Fairport Ave	NR	7	1	14%
370	Marine Pde between Fairport Ave & Beach St	NR	17	0	0%
371	Marine Pde between Beach St & The Entrance Rd	NR	5	1	20%
372	Marine Pde between Beach St & The Entrance Rd	2P	6	0	0%
373	Marine Pde between The Entrance Rd & Memorial Park Carpark	1/4P	5	3	60%
374	Marine Pde between Memorial Park Carpark & Dening St	NR	30	4	13%
375	Marine Pde between Memorial Park Carpark & Dening St	A	1	0	0%
376	Marine Pde between Memorial Park Carpark & Dening St	NR	44	8	18%
377	Memorial Park Carpark	NR	143	28	20%
378	Memorial Park Carpark	A	1	1	100%
379	Entrance Rd Carpark	NR	66	9	14%
380	The Entrance Public Carpark Ground Floor	NR	120	62	52%
381	The Entrance Public Carpark Ground Floor	A	8	2	25%
382	The Entrance Public Carpark Level 1	NR	168	7	4%
383	The Entrance Public Carpark Level 2	NR	195	0	0%
Grand Total			6571	1269	19%
Grand Total (Excluding invalid parking types)			6017	1149	19%

0 - 20% NR = No Restrictions

21 - 40% 5M = 5 minute parking

41 - 60% 10M = 10 minute parking

61 - 80% 1/4P = 15 minute parking

81 - 100% 1/2P = Half hour parking

1P = 1 hour parking

2P = 2 hour parking

4P = 4 hour parking

A = Accessible parking

CL = Council Vehicle parking

ES = Emergency Services Parking

LG = Lifeguard Parking

LZ = Loading Zone

MB = Motorbike parking

TB = Taxi Bay

Fully highlighted items are not included in occupancy calculations due to both invalid parking types and changes in focus area boundaries.

Focus Area #7 The Entrance Raw Data (Holiday Spot Survey)					
Id	Parking Restriction	Description	Parking Supply	Bitzios Occupancy	Bitzios %
0	Unrestricted	Toowoan Bay Rd btw Werrina Pde & Bay Rd (roadworks)	24	0	0
1	1/2P	Toowoan Bay Rd btw Bay Rd & Eloora Rd	3	3	100
2	Unrestricted	Toowoan Bay Rd btw Eloora Rd & Nirvana St	18	3	17
3	Unrestricted	Toowoan Bay Rd btw Nirvana St Gilbert St	10	0	0
4	Unrestricted	Toowoan Bay Rd btw Gilbert St & Eloora Rd	7	4	57
5	1/2P	Toowoan Bay Rd btw Eloora Rd & Bay Rd	4	3	75
6	Unrestricted	Toowoan Bay Rd btw Bay Rd & Werrina Pde (roadworks)	20	3	15
7	Unrestricted	Werrina Pde btw Toowoan Bay Rd & Blue St	30	9	30
8	Unrestricted	Blue St	10	8	80
9	Unrestricted	Werrina Pde btw Blue St & end of St	10	0	0
10	Unrestricted	Werrina Pde btw end of St & Beenbah Ave	22	6	27
11	Unrestricted	Werrina Pde btw Beenbah Ave & Toowoan Bay Rd	14	3	21
12	Unrestricted	Beenbah Ave btw Werrina Pde & Bay Rd	27	3	11
13	Unrestricted	Beenbah Ave btw Bay Rd & Currawong St	13	1	8
14	Unrestricted	Beenbah Ave btw Currawong St & Werrina Pde	10	2	20
15	Unrestricted	Currawong St btw Beenbah Ave & Orana Ave	15	3	20
16	Unrestricted	Orana Ave btw Currawong St to end of Ave (both sides)	5	0	0
17	Unrestricted	Currawong St btw Orana Ave & Narrawa Ave	20	5	25
18	Unrestricted	Narrawa Ave btw Bay Rd & end of Narrawa Ave (Nth)	12	3	25
19	Unrestricted	Narrawa Ave btw Bay Rd & end of Narrawa Ave (Sth)	12	2	17
20	Unrestricted	Currawong St btw Narrawa Ave & Orana Ave	20	3	15
21	Unrestricted	Orana Ave btw Currawong St & Bay Rd (Nth)	12	0	0
22	Unrestricted	Orana Ave btw Bay Rd & Currawong St (Sth)	9	0	0
23	Unrestricted	Currawong St btw Orana Ave & Beenbah Ave	15	7	47
24	Unrestricted	Bay Rd btw Beenbah Ave & Orana Ave	14	2	14
25	Unrestricted	Bay Rd btw Orana Ave & Narrawa Ave	22	2	9
26	Unrestricted	Bay Rd btw Narrawa Ave & Ocean Pde	12	2	17
27	Unrestricted	Ocean Pde btw Bay Rd & Seaview Pde	29	6	21
28	Unrestricted	Ocean Pde btw Seaview Pde & Boondilla Rd	16	5	31
29	Unrestricted	Boondilla Rd btw Ocean Pde & end of st	7	6	86
30	Unrestricted	Boondilla Rd btw Ocean Pde & The Crescent	9	3	33
31	Unrestricted	Ocean Pde btw Boondilla Rd & The Crescent	33	11	33
32	Unrestricted	The Crescent	31	5	16
33	Unrestricted	Ocean Pde btw The Crescent & Bay Rd	9	1	11
34	Unrestricted	Bay Rd btw Ocean Pde & Boondilla Rd	7	1	14
35	Unrestricted	Boondilla Rd btw The Crescent & Bay Rd	6	0	0
36	Unrestricted	Boondilla Rd btw Bay Rd & Kulgoa St	7	0	0
37	Unrestricted	Bay Rd btw Boondilla Rd & Yethonga Ave	13	5	38
38	Unrestricted	Yethonga Ave btw Bay Rd & Kulgoa St	10	4	40
39	Unrestricted	Kulgoa St btw Yethonga Ave & Boondilla Rd	20	1	5
40	Unrestricted	Kulgoa St btw Boomerang Rd & Boondilla Rd	10	1	10
41	Unrestricted	Boondilla Rd btw Kulgoa St & Warrigal St	13	1	8
42	Unrestricted	Warrigal St btw Boondilla St & Boomerang Rd (east)	6	0	0
43	Unrestricted	Warrigal St btw Boondilla St & Boomerang Rd (west)	7	0	0
44	Unrestricted	Boomerang Rd btw Warrigal St & Kulgoa St (Nth)	13	3	23
45	Unrestricted	Boomerang Rd btw Warrigal St & Kulgoa St (Sth)	15	0	0
46	Unrestricted	Kulgoa St btw Boomerang Rd & Yethonga Ave	10	0	0
47	Unrestricted	Yethonga Ave btw Kulgoa St & Eloora Rd	16	1	6
48	Unrestricted	Yethonga Ave btw Eloora Rd & Bay Rd	22	2	9
49	Unrestricted	Bay Rd btw Yethonga Ave & Yeddenba Ave	7	0	0
50	Unrestricted	Yeddenba Ave btw Eloora Rd & Bay Rd (Nth)	18	4	22
51	Unrestricted	Yeddenba Ave btw Eloora Rd & Bay Rd (Sth)	22	1	5
52	Unrestricted	Bay Rd btw Yeddenba Ave & Karooah Ave	10	2	20
53	Unrestricted	Karooah Ave btw Eloora Rd & Bay Rd (Nth)	19	4	21
54	Unrestricted	Karooah Ave btw Eloora Rd & Bay Rd (Sth)	23	1	4
55	Unrestricted	Bay Rd btw Karooah Ave & Moorah Ave	12	1	8
56	Unrestricted	Moorah Ave btw Bay Rd & Eloora Rd (Nth)	16	1	6
57	Unrestricted	Moorah Ave btw Bay Rd & Eloora Rd (Sth)	15	2	13
58	Unrestricted	Bay Rd btw Moorah Ave & Koonah Ave	11	1	9
59	Unrestricted	Koonah Ave btw Eloora Rd & Bay Rd (Nth)	11	2	18
60	Unrestricted	Koonah Ave btw Eloora Rd & Bay Rd (Sth)	13	4	31
61	Unrestricted	Bay Rd btw Koonah Ave & Toowoan Bay Rd	14	0	0
62	1/2P	Bay Rd btw Koonah Ave & Toowoan Bay Rd	4	0	0
63	Unrestricted	Eloora Rd btw Toowoan Bay Rd & Koonah Ave	15	11	73
64	Unrestricted	Eloora Rd btw Koonah Ave & Moorah Ave	12	1	8
65	Unrestricted	Eloora Rd btw Moorah Ave & Karooah Ave	11	0	0
66	Unrestricted	Eloora Rd btw Karooah Ave & Yeddenba Ave	10	0	0
67	Unrestricted	Eloora Rd btw Yeddenba Ave & Yethonga Ave	12	0	0
68	Unrestricted	Eloora Rd btw Yethonga Ave & Boomerang Rd	10	5	50
69	Unrestricted	Boondilla Rd btw Warrigal St & Nimbin St	27	2	7
70	Unrestricted	Nimbin St btw Boondilla Rd & Boomerang Rd	11	3	27
71	Unrestricted	Boomerang Rd btw Nimbin St & Warrigal St	35	3	9
72	Unrestricted	Boomerang Rd btw Gilbert St & Eloora Rd	8	1	13

73	Unrestricted	Eloora Rd btw Boomerang Rd & Anzac Rd	36	2	6
74	Unrestricted	Anzac Rd btw Eloora Rd & Gilbert St	10	2	20
75	Unrestricted	Anzac Rd btw Gilbert St & Eloora Rd	9	0	0
76	Unrestricted	Eloora Rd btw Anzac Rd & Toowoan Bay Rd	38	8	21
77	Unrestricted	Gilbert St btw Toowoan Bay Rd & Anzac Rd	37	4	11
78	Unrestricted	Gilbert St btw Anzac Rd & Boomerang Rd	38	2	5
79	Unrestricted	Gilbert St btw Boomerang Rd & Anzac Rd	36	4	11
80	Unrestricted	Anzac Rd btw Gilbert St & Rhodin Dr	9	0	0
81	Unrestricted	Anzac Rd btw Nirvana St & Gilbert St	10	1	10
82	Unrestricted	Gilbert St btw Anzac Rd & Toowoan Bay Rd	43	0	0
83	Unrestricted	Nirvana St btw Toowoan Bay Rd & Anzac Rd	46	10	22
84	Unrestricted	Rhodin Dr btw Anzac Rd & Boomerang Rd (east)	32	4	13
85	Unrestricted	Nimbin St btw Boomerang Rd & Boondilla Rd	13	0	0
86	Unrestricted	Boondilla Rd btw Nimbin St & Gosford Ave	9	1	11
87	Unrestricted	Gosford Ave btw Boondilla Rd & Boomerang Rd (east)	13	0	0
88	Unrestricted	Gosford Ave btw Boondilla Rd & Boomerang Rd (west)	13	4	31
89	Unrestricted	Boondilla Rd btw Gosford Ave & The Entrance Rd	12	4	33
90	Unrestricted	The Entrance Rd btw Boondilla Rd & Gosford Ave r/about	20	0	0
91	Unrestricted	The Entrance Rd btw Norberta St & Battley Ave	7	1	14
92	Unrestricted	Battley Ave btw The Entrance Rd & Oakland Ave	10	1	10
93	Unrestricted	Norberta St btw Oakland Ave & The Entrance Rd (Nth)	15	6	40
94	Unrestricted	Norberta St btw Oakland Ave & The Entrance Rd (Sth)	16	9	56
95	Unrestricted	The Entrance Rd btw Norberta St & Oakland Ave r/about	10	4	40
96	Unrestricted	Gosford Ave from The Entrance Rd to Boomerang Rd (Nth side)	11	1	9
97	Unrestricted	Gosford Ave from The Entrance Rd to Boomerang Rd (Sth side)	15	7	47
98	Unrestricted	Boomerang Rd btw Gosford Ave & Nimbin St	9	0	0
99	Unrestricted	Boomerang Rd btw Gosford Ave & Nimbin St & Rhodin Dr	10	0	0
100	Unrestricted	Rhodin Dr btw Boomerang Rd & Rhodin Dr	10	0	0
101	Unrestricted	Rhodin Dr crescent	40	3	8
102	Unrestricted	Rhodin Dr btw Rhodin Dr & Rhodin Dr	8	0	0
103	Unrestricted	Rhodin Dr btw Rhodin Dr & Anzac Rd	9	1	11
104	Unrestricted	Anzac Rd btw Rhodin Dr & The Entrance Rd	34	5	15
105	Unrestricted	Anzac Rd btw The Entrance Rd & Fraser Rd	9	4	44
106	Unrestricted	Anzac Rd btw Fraser Rd & Kitchener Rd	23	3	13
107	Unrestricted	Kitchener Rd btw Anzac Rd & Sutton Ave (west)	15	1	7
108	Unrestricted	Kitchener Rd btw Anzac Rd & Sutton Ave (east)	13	2	15
109	Unrestricted	Sutton Ave btw Kitchener Rd & Fraser Rd	25	2	8
110	Unrestricted	Sutton Ave btw Fraser Rd & Kitchener Rd	22	2	9
111	Unrestricted	Nirvana St btw Kitchener rd & Toowoan Bay Rd	39	6	15
112	Unrestricted	Archbold Rd btw Toowoan Bay Rd & Kitchener Rd (Nth)	25	1	4
113	Unrestricted	Archbold Rd btw Toowoan Bay Rd & Kitchener Rd (Sth)	27	3	11
114	Unrestricted	Kitchener Rd btw Archbold Rd & Jubilee Oval entrance	12	0	0
115	Unrestricted	Archbold Rd between Kitchener Rd & Fraser Rd	24	3	13
116	Unrestricted	Archbold Rd between Fraser Rd & Kitchener Rd	23	4	17
117	Unrestricted	Fraser Rd between Archbold Rd & Anzac Rd	41	9	22
118	Unrestricted	Fraser Rd between Anzac Rd & Sutton Ave	14	0	0
119	Unrestricted	Fraser Rd between Sutton Ave & Archbold Rd	25	8	32
120	Unrestricted	Archbold Rd between Fraser Rd & The Entrance Rd	9	3	33
121	Unrestricted	Archbold Rd between The Entrance Rd & Fraser Rd	13	2	15
122	Unrestricted	The Entrance Rd between Archbold Rd & Anzac Rd	10	2	20
123	Unrestricted	Archbold Rd between Tuggerah Pde & Gordon Rd	8	2	25
124	Unrestricted	Archbold Rd between Gordon Rd & Tuggerah Pde	9	0	0
125	Unrestricted	Gordon Rd between Archbold Rd & Anzac Rd	30	5	17
126	Unrestricted	Gordon Rd between Anzac Rd & Archbold Rd	26	7	27
127	Unrestricted	Archbold Rd between Gordon Rd & Gallipoli Rd	6	0	0
128	Unrestricted	Archbold Rd between Gallipoli Rd & The Entrance Rd	6	1	17
129	Unrestricted	Archbold Rd between The Entrance Rd & Gordon Rd	16	4	25
130	Unrestricted	Gallipoli Rd between Archbold Rd & Anzac Rd	38	5	13
131	Unrestricted	Gallipoli Rd between Anzac Rd & Archbold Rd	32	10	31
132	Unrestricted	Anzac Rd between The Entrance Rd & Gallipoli Rd	28	12	43
133	Unrestricted	Anzac Rd between Gallipoli Rd & Gordon Rd	6	0	0
134	Unrestricted	Anzac Rd between Gordon Rd & End	5	0	0
135	Unrestricted	Anzac Rd between End & Gallipoli Rd	14	0	0
136	Unrestricted	Gallipoli Rd	15	0	0
137	Unrestricted	Anzac Rd between Gallipoli Rd & The Entrance Rd	27	7	26
138	Unrestricted	Willow St	26	4	15
139	Unrestricted	Norfolk St between End & Willow St	8	5	63
140	Unrestricted	Norfolk Rd between Willow St & The Entrance Rd	22	5	23
141	Unrestricted	Oakland Ave between Norfolk St & The Entrance Rd	2	0	0
142	Unrestricted	Norfolk St between Oakland Ave & End	25	4	16
143	Unrestricted	Oakland Ave between Norfolk Ave & Norberta St	9	0	0
144	Unrestricted	Norberta St between End & Oakland Ave	10	1	10
145	Accessible	Norberta St between End & Oakland Ave	1	0	0
146	Unrestricted	Norberta St between End & Oakland Ave	8	2	25
147	Accessible	Norberta St between End & Oakland Ave	1	0	0

148	Unrestricted	Norberta St between End & Oakland Ave	6	0	0
149	Unrestricted	Norberta St between Oakland Ave and End	22	3	14
150	Unrestricted	Oakland Ave between Norberta St & Battley Ave	3	0	0
151	Unrestricted	Battley Ave between Oakland Ave & End	3	3	100
152	Accessible	Battley Ave between Oakland Ave & End	1	0	0
153	Unrestricted	Battley Ave between Oakland Ave & End	24	13	54
154	Unrestricted	Battley Ave between End & Oakland Ave	21	9	43
155	Unrestricted	Oakland Ave between Battley Ave & View St	4	0	0
156	Unrestricted	Oakland Ave between Battley Ave & View St	7	0	0
157	Unrestricted	View St between Oakland Ave & End	27	2	7
158	Unrestricted	View St between End & Oakland Ave	27	2	7
159	Unrestricted	Lynwood Ave between Oakland Ave & Lakeside Pde	20	6	30
160	Unrestricted	Lynwood Ave between Lakeside Pde & Oakland Ave	22	2	9
161	Unrestricted	Oakland Ave between View St & Campbell Ave	13	0	0
162	Unrestricted	Oakland Ave between Lynwood Ave & Cambell Ave	12	0	0
163	Unrestricted	Campbell Ave between Oakland Ave & Lakeview Pde	19	3	16
164	Unrestricted	Campbell Ave between Lakeview Pde & Oakland Ave	19	0	0
165	Unrestricted	Oakland Ave between Campbell Ave & Ashton Ave	7	0	0
166	Unrestricted	Oakland Ave between Ashton Ave & Campbell Ave	8	0	0
167	Unrestricted	Ashton Ave between Oakland Ave & Lakeside Pde	18	2	11
168	Unrestricted	Ashton Ave between Lakeside Pde & Duncan St	13	2	15
169	Unrestricted	Duncan St between Ashton Ave & Lakeview Pde	30	6	20
170	Unrestricted	Duncan St between Ashton Ave & Lakeside Pde	29	3	10
171	Unrestricted	Ashton Ave between Duncan St & Oakland Ave	7	0	0
172	Unrestricted	Oakland Ave between Ashton Ave & Fairview Ave	19	4	21
173	Unrestricted	Oakland Ave between Ashton Ave & Armidale St	9	5	56
174	Unrestricted	Oakland Ave between Armidale St & Fairview Ave	7	3	43
175	Unrestricted	Fairview Ave between Oakland Ave & Lakeside Pde	18	0	0
176	Unrestricted	Lakeside Pde between Fairview Ave & Duncan St	12	2	17
177	Unrestricted	Lakeside Pde between Duncan St & Ashton Ave	20	3	15
178	Unrestricted	Lakeside Pde between Ashton Ave & Campbell Ave	10	1	10
179	Unrestricted	Lakeside Pde between Campbell Ave & Lynwood Ave	9	4	44
180	Unrestricted	Lakeside Pde between Lynwood Ave & Tuggerah Pde	25	6	24
181	Unrestricted	Lakeside Pde between Tuggerah Pde & Fairview Ave	20	5	25
182	Unrestricted	Tuggerah Pde between Lakeside Pde & Fairview Ave	23	1	4
183	Unrestricted	Fairview Ave between Lakeside Pde & Tuggerah Ave	4	1	25
184	Unrestricted	Fairview Ave between Tuggerah Ave & Lakeside Pde	4	0	0
185	Unrestricted	Tuggerah Pde between Lakeside Pde & Boatramp entrance	68	0	0
186	Unrestricted	Tuggerah Pde between Fairview Ave & Manning Rd	32	0	0
187	Unrestricted	Lakeside Pde between Fairview Ave & Manning Rd	43	6	14
188	Unrestricted	Lakeside Pde between Manning Rd & Fairview Ave	50	3	6
189	Unrestricted	Fairview Ave between Lakeside Pde & McGirr Ave	4	0	0
190	Unrestricted	McGirr Ave between Fairview Ave & Manning Rd	52	7	13
191	Unrestricted	McGirr Ave between Manning Rd & Fairview Ave	47	6	13
192	Unrestricted	Fairview Ave between McGirr Ave & Oakland Ave	11	1	9
193	Unrestricted	Oakland Ave between Fairview Ave & Manning Rd	20	6	30
194	Unrestricted	Oakland Ave between Coral St & Fairview Ave	32	6	19
195	Unrestricted	Manning Rd between Oakland Ave & McGirr Ave	12	0	0
196	Unrestricted	Manning Rd between McGirr Ave & Lakeside Pde	7	0	0
197	Unrestricted	Manning Rd between Lakeside Pde & Tuggerah Pde	5	0	0
198	Unrestricted	Manning Rd between Tuggerah Pde & Oakland Ave	24	3	13
199	Unrestricted	Tuggerah Pde between Manning Rd & Clifford St	9	0	0
200	Unrestricted	Clifford St	9	4	44
201	Unrestricted	Tuggerah Pde between Clifford St & The Entrance Rd	15	1	7
202	Unrestricted	Tuggerah Pde between Boat ramp entrance & The Entrance Rd	36	3	8
203	Unrestricted	The Entrance Rd between Tuggerah Pde & Oakland Ave	27	3	11
204	Unrestricted	The Entrance Rd between Tuggerah Pde & End	50	40	80
205	Unrestricted	The Entrance Rd between End & Oakland Ave	27	8	30
206	Unrestricted	Oakland Ave between The Entrance Rd & Bent St	15	0	0
207	Unrestricted	Bent St between Oakland Ave & Wilfred Barrett Dr	17	3	18
208	Unrestricted	Bent St between Wilfred Barret Dr & Oakland Ave	17	1	6
209	Unrestricted	Oakland Ave between Bent St & Coral St	10	1	10
210	2P	Coral St between Wilfred Barret Dr & The Entrance Rd	5	5	100
211	Motorbike	The Entrance Rd between Marine Pde & Ocean Pde	2	0	0
212	2P	The Entrance Rd between Marine Pde & Ocean Pde	13	10	77
213	2P	Victoria Ave between The Entrance Rd & torrens Ave	5	3	60
214	5minP	Victoria Ave between The Entrance Rd & torrens Ave	2	2	100
215	Unrestricted	Victoria Ave between The Entrance Rd & torrens Ave	8	8	100
216	Unrestricted	Victoria Ave between Torrens Ave & The Entrance Rd	12	7	58
217	2P	Victoria Ave between Torrens Ave & The Entrance Rd	4	2	50
218	2P	The Entrance Rd between Victoria Ave & Fairview Ave	11	9	82
219	Accessible	The Entrance Rd between Ocean Pde & Dening St	1	0	0
220	2P	The Entrance Rd between Ocean Pde & Dening St	7	7	100
221	Accessible	The Entrance Rd between Ocean Pde & Dening St	1	1	100
222	2P	The Entrance Rd between Ocean Pde & Dening St	9	9	100

223	Motorbike	The Entrance Rd between Ocean Pde & Denning St	2	2	100
224	2P	The Entrance Rd between Ocean Pde & Denning St	6	6	100
225	Accessible	The Entrance Rd between Ocean Pde & Denning St	1	1	100
226	2P	Fairview Ave between The Entrance Rd & Torrens Ave	11	7	64
227	Unrestricted	Torrens Ave between Fairview Ave & Victoria Ave	16	10	63
228	Unrestricted	Torren Ave between Coral St & Fairview Ave	28	13	46
229	Unrestricted	Fairview Ave between Torrens Ave & Oakland Ave	15	7	47
230	Unrestricted	Fairview Ave between Oakland Ave & Copnor Ave	19	2	11
231	2P	Fairview Ave between Copnor Ave & The Entrance Rd	4	4	100
232	1P	The Entrance Rd between Fairview Ave & Ashton Ave	11	11	100
233	2P	Denning St between The Entrance Rd & Theatre Ln	3	3	100
234	2P	Bayview Ave between Ambler Pde & Ocean Pde	12	3	25
235	Unrestricted	Bayview Ave between Ambler Pde & Ocean Pde	12	5	42
236	Unrestricted	Bayview Ave between Ocean Pde & Short St	11	4	36
237	2P	Bayview Ave between Short St & Theatre Ln	7	2	29
238	1P	Theatre Ln between Bayview Ave & Denning St	10	4	40
239	1/2P	Denning St between Theatre Ln & Short St	3	0	0
240	Unrestricted	Short St between Bayview Ave & Denning St	23	7	30
241	Unrestricted	Short St between Denning St & Bayview Ave	13	4	31
242	Unrestricted	Denning St between Short St & Ozone St	5	1	20
243	Unrestricted	Ozone St between Denning St & Ocean Pde	20	1	5
244	Unrestricted	Ozone St between Ocean Pde & Denning St	21	6	29
245	Unrestricted	Denning St between Ozone St & Fairport Ave	17	2	12
246	Unrestricted	Fairport Ave between Denning St & Ocean Pde	6	5	83
247	Unrestricted	Fairport Ave between Ocean Pde & Denning St	6	1	17
248	Unrestricted	Denning St between Fairport Ave & Ocean Pde	8	6	75
249	Unrestricted	Denning ST between Ocean Pde & Bay Rd	16	2	13
250	Unrestricted	DenningSt between Bay Rd & Park Rd	12	1	8
251	Unrestricted	Denning St between Park Rd & Taylor St	10	1	10
252	1P	Denning St between Taylor St & The Entrance Rd	2	2	100
253	1P	The Entrance Rd between Denning St & Warrigal St	11	10	91
254	1P	Ashton Ave between The Entrance Rd & Copnor Ave	4	2	50
255	Unrestricted	Ashton Ave between The Entrance Rd & Copnor Ave	8	5	63
256	Unrestricted	Copnor Ave between Ashoton Ave & Newling Ln	13	0	0
257	Unrestricted	Newling Ln	23	13	57
258	Unrestricted	Copnor Ave between Newling Ln & Newling Ln	15	5	33
259	Unrestricted	Copnor Ave between Newling Ln & Fairview Ave	5	4	80
260	Unrestricted	Copnor Ave between Fairveiv Ave & Armidale St	7	5	71
261	Unrestricted	Armidale St between Copnor Ave & Oakland Ave	17	4	24
262	Unrestricted	Armidale St between Oakland Ave & Copnor Ave	12	1	8
263	Unrestricted	Copnor Ave between Armidale St & Ashton Ave	17	4	24
264	Unrestricted	Ashton Ave between Copnor Ave & Oakland Ave	8	3	38
265	Unrestricted	Ashton Ave between Oakland Ave & The Entrance Rd	20	4	20
266	1P	The Entrance Rd between Ashton Ave & Campbell Ave	8	8	100
267	1P	The Entrance Rd between Ashton Ave & Campbell Ave	3	2	67
268	Unrestricted	Campbell Ave between Oakland Ave & The Entrance Ave	17	5	29
269	Unrestricted	Campebl Ave between The Entrance Rd & Oakland Ave	23	5	22
270	Unrestricted	Warrigal ST between The Entrance Rd & Taylor St	8	7	88
271	Unrestricted	Taylor St between Warrigal Dt & Denning St	25	16	64
272	Unrestricted	Taylor St between Denning St & Warrigal	28	8	29
273	Unrestricted	Warrigal St between Taylor St & Park Rd	10	3	30
274	Unrestricted	Park Rd between Warrigal St & Denning St	23	2	9
275	Accessible	Park Rd between Denning St & Warrigal St	1	0	0
276	Unrestricted	Park Rd between Denning St & Warrigal St	7	5	71
277	Accessible	Park Rd between Denning St & Warrigal St	1	1	100
278	Unrestricted	Park Rd between Denning St & Warrigal St	12	10	83
279	Accessible	Park Rd between Denning St & Warrigal St	1	0	0
280	Unrestricted	Warrigal St between Park Rd & Boondilla Rd	6	6	100
281	Unrestricted	Warrigal St between Park Rd & Boondilla Rd	26	2	8
282	Unrestricted	Benelong St between Boondilla Rd & End	33	10	30
283	Unrestricted	Benelong St between End & Yamba St	6	3	50
284	Unrestricted	Yamba St between Benelong St & Bay Rd	10	0	0
285	Unrestricted	Bay Rd between Yamba St & Denning St	6	1	17
286	Unrestricted	Bay Rd between Denning St & Yamba St	15	4	27
287	Unrestricted	Yamba St between Bay Rd & Ocean Pde	14	2	14
288	Unrestricted	Yamba St between Ocean Pde & Bay Rd	21	4	19
289	Unrestricted	Bay Rd between Yamba St & Richard St	23	1	4
290	Unrestricted	Richard St between Bay Rd & Ocean Pde	15	0	0
291	Unrestricted	Richard St between Ocean Pde & Gateleigh Cres	10	1	10
292	Unrestricted	Gateleigh Cres	14	0	0
293	Unrestricted	Richard St between Gateleigh Cres & Bay Rd	3	1	33
294	Unrestricted	Bay Rd between Boondilla Rd & Yamba St	23	2	9
295	Unrestricted	Bay Rd between Yamba St & Boondilla Rd	33	3	9
296	Unrestricted	Yamba St between Bay Rd & Benlong St	9	0	0
297	Unrestricted	Benelong St between Yamba St & Boondilla Rd	24	6	25

298	Unrestricted	Warrigal St between Boondilla Rd & Gosford Ave	37	5	14
299	Unrestricted	Gosford Ave between Warrigal St & Broonarra St	7	2	29
300	Unrestricted	Broonarra St between Gosford Ave & Boondilla Rd	34	3	9
301	Unrestricted	Broonarra St between Boondilla Rd & Gosford Ave	32	1	3
302	Unrestricted	Gosford Ave between Broonarra St & Boondilla Rd	10	2	20
303	Unrestricted	Gosford Ave between Boondilla Rd & Warrigal St	24	7	29
304	Unrestricted	Warrigal St between Gosford Ave & The Entrance Rd	7	5	71
305	Unrestricted	The Entrance Rd between Warrigal St & Boondilla Rd	22	7	32
306	Unrestricted	View St between Oakland Ave & The Entrance Rd	16	4	25
307	Accessible	View St between Oakland Ave & The Entrance Rd	1	0	0
308	Unrestricted	View St between Oakland Ave & The Entrance Rd	4	0	0
309	Unrestricted	View St between The Entrance Rd & Oakland Ave	11	1	9
310	Unrestricted	The Entrance Rd between View St & Battley Ave	4	0	0
311	Unrestricted	Battley Ave between The Entrance Rd & Oakland Ave	12	2	17
312	Unrestricted	Boondilla Rd between The Entrance Rd & Gosford Ave	15	6	40
313	Unrestricted	Boondilla Rd between Gosford Ave & Broonarra St	26	8	31
314	Unrestricted	Boondilla Rd between Broonarra St & Warrigal St	10	0	0
315	Unrestricted	Boondilla Rd between Warrigal St & Benelong St	11	1	9
316	Unrestricted	Boondilla Rd between Benelong St & Bay Rd	11	1	9
317	Unrestricted	Boondilla Rd between Bay Rd & Ocean Pde	19	4	21
318	Unrestricted	Ocean Pde between Boondilla Rd & Richard St	22	8	36
319	Unrestricted	Ocean Pde between Boondilla Rd & Denning St	32	10	31
320	Unrestricted	Ocean Pde between Richard St & Yamba St	8	5	63
321	Unrestricted	Ocean Pde between Yamba St & Denning St	13	1	8
322	Unrestricted	Denning St between Ocean Pde & Marine Pde	15	0	0
323	Unrestricted	Denning St between Marine Pde & Ocean Pde	6	0	0
324	Unrestricted	Marine Pde between Denning St & Frances St	3	0	0
325	Unrestricted	Frances St between Marine Pde & Ocean Pde	8	7	88
326	Unrestricted	Ocean Pde between Frances St & Denning St	6	2	33
327	Unrestricted	Frances St between Ocean Pde & Fairport Ave	11	5	45
328	Unrestricted	Ocean Pde between Fairport Ave & Ozone St	9	1	11
329	Unrestricted	Ocean Pde between Ozone St & Bayview Ave	10	1	10
330	Unrestricted	Ocean Pde between Bayview Ave & Ambler Pde	15	15	100
331	2P	Ocean Pde between Ambler Pde & The Entrance Rd	5	0	0
332	Unrestricted	Ocean Pde between The Entrance Rd & Beach St	26	15	58
333	Unrestricted	Beach St between Ocean Pde & Marine Pde	12	4	33
334	Unrestricted	Beach St between Marine Pde & Ocean Pde	13	1	8
335	Unrestricted	Ocean Pde between Beach St & Fairport Ave	20	5	25
336	Unrestricted	Fairport Ave between Ocean Pde & Marine Pde	8	1	13
337	Unrestricted	Fairport Ave between Marine Pde & Ocean Pde	7	1	14
338	Unrestricted	Frances St between Fairport Ave & Marine Pde	10	6	60
339	Unrestricted	Marine Pde between Frances St & Fairport Ave	7	3	43
340	Unrestricted	Marine Pde between Fairport Ave & Beach St	17	0	0
341	Unrestricted	Marine Pde between Beach St & The Entrance Rd	5	0	0
342	2P	Marine Pde between Beach St & The Entrance Rd	6	6	100
343	1/4P	Marine Pde between The Entrance Rd & Memorial Park Carpark	5	4	80
344	Unrestricted	Marine Pde between Memorial Park Carpark & Denning St	30	6	20
345	Accessible	Marine Pde between Memorial Park Carpark & Denning St	1	0	0
346	Unrestricted	Marine Pde between Memorial Park Carpark & Denning St	44	17	39
347	Unrestricted	Memorial Park Carpark	143	99	69
348	Accessible	Memorial Park Carpark	1	1	100
349	Unrestricted	Entrance Rd Carpark	66	47	71
350	Unrestricted	The Entrance Public Carpark	491	164	33
Overall Totals			6017	1446	24%

Focus Area 8 Terrigal Holiday Spot Check

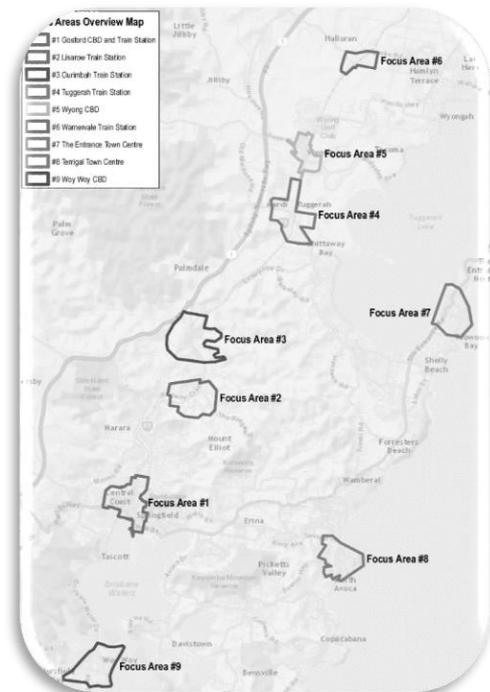
Id	Parking Restrictions	Description	Parking Supply	Occupancy	Occupancy %
1	Unrestricted	Terrigal Dr btw Coles Express roundabout & Willoughby Rd	39	24	62
2	Unrestricted	Terrigal Dr btw Junction Rd & Bellbird Ave	29	29	100
3	10minP	Terrigal Dr btw Junction Rd & Bellbird Ave	1	0	0
4	Unrestricted	Junction Rd btw Havenview Rd & Terrigal Dr	19	4	21
5	Unrestricted	Junction Rd btw Terrigal Dr & Havenview Rd	13	5	38
6	Unrestricted	Havenview Rd btw Junction Rd & Terrigal Dr	14	5	36
7	Unrestricted	Havenview Rd btw Terrigal Dr & Hillcrest St	19	9	47
8	Unrestricted	Havenview Rd btw Bellbird Ave & Junction Rd	43	11	26
9	Unrestricted	Havenview Rd btw Hillcrest St & Billbird Ave	29	9	31
10	Unrestricted	Bellbird Ave btw Yarang Cl & Terrigal Dr	2	0	0
11	Unrestricted	Bellbird Ave btw Terrigal Dr & Havenview Rd	7	1	14
12	Unrestricted	Bellbird Ave btw Grasslands Ave & Yarang Cl	15	4	27
13	Unrestricted	Bellbird Ave btw Havenview Rd & Lorikeet St	8	1	13
14	Unrestricted	Lorikeet St btw Bellbird Ave & end of street	18	4	22
15	Unrestricted	Lorikeet St btw end of street & Bellbird Ave	23	6	26
16	Unrestricted	Bellbird Ave btw Lorikeet St & bend of Bellbird Ave	7	2	29
17	Unrestricted	Bellbird Ave btw Ashley Ave & Greenlands Ave	3	2	67
18	Unrestricted	Bellbird Ave btw Alanna St & Ashley Ave	3	1	33
19	Unrestricted	Bellbird Ave btw end of street & Alana St	10	1	10
20	Unrestricted	bend of Bellbird Ave btw Bellbird Ave & end of street	17	3	18
21	Unrestricted	Hillcrest St btw Hillcrest St & Havenview Rd	9	5	56
22	Unrestricted	Hillcrest St btw Havenview Rd & corner of Ena St	11	5	45
23	Unrestricted	Ena St btw corner of Ena St & Terrigal Dr	38	19	50
24	Unrestricted	Ena St btw Terrigal Dr & Karla Ave	21	14	67
25	Unrestricted	Terrigal Dr btw Ocean View Dr & small car park	7	0	0
26	Unrestricted	Terrigal Dr btw Willoughby Rd & Ocean View Dr	8	0	0
27	Unrestricted	Karla St btw Ena St & end of street	8	4	50
28	Unrestricted	Karla St btw end of street & Ena St	9	5	56
29	Unrestricted	Ena St btw Karla Ave & Parry Ave	18	6	33
30	Unrestricted	Ena St btw Parry Ave & Hillcrest St	10	0	0
31	Unrestricted	Hillcrest St btw end of street & Ena St	43	12	28
32	Unrestricted	Hillcrest St btw Ena St & end of street	35	8	23
33	Unrestricted	Cottee Cres btw end of street & Parry Ave	28	8	29
34	Unrestricted	Cottee Cres btw Parry Ave & end of street	32	6	19
35	Unrestricted	Parry Ave btw Riviera Ave & Cottee Cres	12	2	17
36	Unrestricted	Parry ave btw Cottee Cres & Ena St	10	2	20
37	Unrestricted	Parry ave btw Ena St & Riviera Ave	35	7	20
38	Unrestricted	Chantell Ave btw Riviera Ave & Quarang Rd	23	1	4
39	Unrestricted	Chantell Ave btw Quarang Rd & Riviera Ave	12	5	42
40	Unrestricted	Quarang Rd btw Chantell Ave & end of street	21	3	14
41	Unrestricted	Dale Cl btw Quarang Rd & end of street	7	0	0
42	Unrestricted	Dale Cl btw end of street & Quarang Rd	5	0	0
43	Unrestricted	Quarang Rd btw Dale Cl & Chantell Ave	8	0	0
44	Unrestricted	Riviera Ave btw Parry Ave & Chantell Ave	8	1	13
45	Unrestricted	Riviera Ave btw Chantell Ave & Whiting Ave	8	0	0
46	Unrestricted	Whiting Ave btw Riviera Ave & Terrigal Dr	28	8	29
47	Unrestricted	Whiting Ave btw Terrigal Dr & Campbell Cres	26	6	23
48	Unrestricted	Riviera Ave btw Campbell Cres & Casino St	9	0	0
49	Unrestricted	Riviera Ave btw Casino St & Trevally Cl	5	0	0
50	Unrestricted	Trevally Cl btw Marlin Pl & Rivera Ave	7	0	0
51	Unrestricted	Marlin Pl btw Trevally Cl & end of street	7	3	43
52	Unrestricted	Marlin Pl btw end of street & Trevally Cl	13	4	31
53	Unrestricted	Trevally Cl btw end of street & Marlin Pl	32	5	16
54	Unrestricted	Trevally Cl btw Riviera Ave & end of street	37	7	19
55	Unrestricted	Casino St btw Riviera Ave & Riviera Ave East	35	9	26
56	Unrestricted	Casino St btw Riviera Ave & Riviera Ave West	35	4	11
57	Unrestricted	Riviera Ave btw Casino St & Barnhill Rd	38	5	13
58	Unrestricted	Riviera Ave btw Barnhill Rd & Parry Ave	134	37	28
59	Unrestricted	Riviera Ave btw Trevally Cl & Barnhill Rd	125	31	25
60	Unrestricted	Scenic Hwy btw Pacific Hwy roundabout & Barnhill Rd	76	18	24
61	Unrestricted	Scenic Hwy btw Francis Rd & Bradleys Rd	26	10	38
62	Unrestricted	Scenic Hwy btw Table Top Rd & Francis Rd	30	7	23
63	Unrestricted	Easter Pde btw Lake Shore Dr & end of street	41	15	37
64	Unrestricted	Surf Rider Ave btw Easter Pde & end of street	46	12	26
65	Unrestricted	Table Top Dr btw end of street & Scenic Hwy	18	2	11
66	Unrestricted	Table Top Dr btw Scenic Hwy & end of street	26	3	12
67	Unrestricted	Lake Show Dr btw Surf Ride Ave & Duncan Rd	48	16	33
68	Unrestricted	Lake Show Dr btw Duncan Rd & Easter Pde	31	6	19
69	Unrestricted	Easter Pde btw Easter Pde & Surf Rider Ave	6	0	0
70	Unrestricted	Surf Rider Ave btw Tramway Rd & Easter Pde	19	2	11
71	Unrestricted	Surf Rider Ave btw Surf Rider Ave & Tramway Rd	19	1	5
72	Unrestricted	Bellevue Cres btw Scenic Hwy & Bellevue Cres	42	15	36
73	Unrestricted	Coast Rd btw Scenic Hwy & John Grey Cres	4	3	75
74	Unrestricted	Coast Rd btw John Grey Cres & Scenic Hwy	6	5	83
75	Unrestricted	Wilson Rd btw Scenic Hwy & Miller Rd	5	1	20
76	Unrestricted	Miller Rd btw Wilson Rd & Wilson Rd - Skinny St	22	6	27
77	Unrestricted	Wilson Rd btw Miller Rd & Auld St	10	1	10
79	Unrestricted	Kurrayba Ave btw Auld St & Grosvenor Rd	17	6	35

80	Unrestricted	Kurrawyba Ave /Auld St btw Grosvenor Rd & Wilson Rd	52	17	33
81	Unrestricted	Boomerang Rd btw Wilson St & Wilson St	8	5	63
82	Unrestricted	Wilson Rd btw Auld St & Boomerang Rd	6	2	33
83	Unrestricted	Henly Ave btw Wilson St & Ash St	14	3	21
84	Unrestricted	Henly Ave btw Ash St & Wilson St	16	7	44
85	Unrestricted	Wilson Rd btw Henly Ave & Smillie Ave	6	1	17
86	Unrestricted	Smillie Ave btw Wilson Rd & Ash St	8	1	13
87	Unrestricted	Smillie Ave btw Ash St & Wilson Rd	2	2	100
88	Unrestricted	Wilson Rd btw Smillie Ave & Scenic Hwy	11	1	9
89	Unrestricted	Ash St btw Scenic Hwy & Pryce Lane	3	2	67
90	Unrestricted	Ash St btw Pryce Lane & Smillie Ave	8	0	0
91	Unrestricted	Ash St btw Smillie Ave & Henley Ave	9	1	11
92	Unrestricted	Ash St btw Scenic Hwy & Maroomba Rd	26	12	46
93	Unrestricted	Barrington Rd	34	8	24
94	Unrestricted	Woolunga Ave	13	6	46
95	Unrestricted	Tiarri Cres btw Scenic Hwy & Barrington Rd	4	0	0
96	Unrestricted	Tiarri Cres btw Barrington Rd & Scenic Way	3	0	0
97	Unrestricted	Maroomba Rd	27	15	56
98	Unrestricted	Ash St btw Maroomba Rd & Pine Tree Lane roundabout	9	9	100
99	Unrestricted	Ash St btw Henley St & Pine Tree Lane	19	15	79
100	Unrestricted	Scenic Hwy btw Tiarri Cres & Bus Zone	10	7	70
102	Accessible	Terrigal Haven	3	2	67
103	5minP	Terrigal Haven	7	1	14
101	Unrestricted	Terrigal Haven	310	83	27
104	Unrestricted	Terrigal Esplanade carpark btw Ash St & Terrigal Haven	10	9	90
105	1P	Terrigal Esplanade btw Kurrawyba Ave & Ash St (beachside)	11	8	73
106	1P	Kurrawyba Ave btw Terrigal Esp & Pine Tree Lane	11	7	64
107	1P	Terrigal Esplanade btw Kurrawyba Ave & Ash St (shop side)	7	7	100
109	1P	Terrigal Esplanade btw Kurrawyba Ave & Ash St (shop side)	2	2	100
110	2P	Ash St btw Terrigal Esp & Pine Tree Lane (east side)	5	4	80
111	2P	Ash St btw Terrigal Esp & Pine Tree Lane (west side)	7	6	86
112	2P	Pine Tree Lane btw Kurrawyba Ave & Ash St	8	8	100
113	2P	Pine Tree Lane btw Ash St & Kurrawyba Ave	9	9	100
114	1/4P	Pine Tree Lane btw Ash St & Kurrawyba Ave	5	4	80
115	1P	Kurrawyba Ave btw Wilson Rd & Pine Tree Lane	4	4	100
116	4P	Kurrawyba Ave btw Wilson Rd & Grosvenor Rd	9	9	100
117	Unrestricted	Grosvenor Rd btw Kurrawyba Ave & Wilson Rd	8	4	50
118	Unrestricted	Grosvenor Rd btw Wilson Rd & Kurrawyba Ave	5	0	0
119	Unrestricted	Wilson Rd btw Grosvenor Rd & Wilson Rd	13	7	54
120	Unrestricted	Wilson Rd btw Grosvenor Rd & Wilson Carpark entrance	5	4	80
121	2P	Wilson Rd btw Grosvenor Rd & Wilson Carpark entrance	14	12	86
122	Unrestricted	Wilson St Carpark Level 1	90	90	100
123	Accessible	Wilson St Carpark Level 1	9	1	11
124	Unrestricted	Wilson St Carpark Level 2	108	91	84
125	Unrestricted	Wilson St Carpark Level 3	107	15	14
126	Unrestricted	Wilson St Carpark Level 4	109	0	0
127	1P	Wilson Rd btw Kurrawyba Rd & Wilson Rd corner	7	6	86
128	Unrestricted	Barnhill Rd btw Scenic Hwy & Grosvenor Rd	4	0	0
129	Unrestricted	Barnhill Rd btw Scenic Hwy & Riviera Ave	6	2	33
130	Unrestricted	Barnhill Rd btw Grosvenor Rd & Campbell Cres	6	6	100
131	Unrestricted	Grosvenor Rd btw Barnhill Rd & Glen View Cres	8	1	13
132	Unrestricted	Grosvenor Rd btw Barnhill Rd & Kurrawyba Ave	17	3	18
133	Unrestricted	Grosvenor Rd btw Glen View Cl & Kurrawyba Ave	4	2	50
134	Unrestricted	Glen View Cres	7	0	0
135	Unrestricted	Talgai Close	16	15	94
136	Unrestricted	Cadell St	18	14	78
137	Unrestricted	Kurrawyba Ave btw Grosvenor Rd & Cadell St	7	5	71
138	1P	Kurrawyba Ave btw Cadell St & Scenic Hwy	12	9	75
139	1P	Scenic Hwy btw Campbell Cres & Kurrawyba Ave	9	9	100
140	1/4P	Scenic Hwy btw Campbell Cres & Kurrawyba Ave	1	1	100
141	1P	Kurrawyba Ave btw Scenic Hwy & Hudson Lane	10	8	80
143	1/2P	Terrigal Esp btw Campbell Cres & Kurrawyba Ave (beachside)	11	10	91
145	Accessible	Terrigal Beach Carpark	2	1	50
146	1/2P	Terrigal Beach Carpark	10	4	40
144	2P	Terrigal Beach Carpark	56	56	100
147	2P	Campbell Cres btw Talgai Cl & Scenic Hwy	4	2	50
148	1P	Campbell Cres btw Painters Lane & Terrigal Esp	12	12	100
150	1P	Terrigal Esp btw Campbell Cres & Painters Lane	10	9	90
Overall Totals			3176	1158	36%

Highlighted cells have amended parking supply values and corresponding adjusted occupancy values where necessary.

APPENDIX B

STAKEHOLDER INTERVIEWS



Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Damien Scutt (Bitzios)

Interviewee: Laurie Maher, GBID

Date: 26/06/2018

Time: 9:40am to 10:04am

1. How would you describe the current parking situation in Gosford?

- Absolutely disastrous.
- Noted that this is not a new issue, and that it has been building for 10-15 years.
- Lack of parking is impacting the redevelopment of the CBD.
- Lack of parking is impacting businesses, as customers are utilising suburban centres with better parking conditions.
- Noted that there is a substantial amount of vacant tenancies in the CBD, and that a lot of other businesses are on the brink and are likely to close in the next 12 months, unless the parking situation is improved.
- Noted that the ATO building only provided 1/3 of their parking requirements.
- Noted that the financial building is likely to provide a similar parking shortfall as the ATO building.
- Stated that employees at the ATO building are more than happy to pay the \$16.50 all day parking fee at the Imperial Centre as it is significantly cheaper than what they pay in Sydney (\$40 per day). This is impacting local businesses.

2. Where are the key parking 'hotspots' in Gosford?

- On-street extending out from the commercial core for kilometres.
- Kibbleplex (600 cars). Noted that Council staff utilise shuttle buses to access this site (?)
- The hospital precinct. Noted that hospital staff utilise shuttle buses and park at the showground.

3. How do you think the current parking situation in Gosford could be improved?

- Difficult issue to solve and will require State funding.
- Park n Ride at Adcock Park. Stated that this is utilised on game day at the Central Coast Stadium.
- Park n Walk on Leagues Club Field (I assume this is Ray Maher Field?). Stated this is occasionally utilised by the circus.
- Construct commuter parking stations along the rail line, to shift rail commuter parking out of Gosford.

4. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would be well utilised?

- It would be challenging, as people always want to park at the front door.
- The services would need to be efficient with limited waiting times.
- Again, noted the showground road example currently utilised by hospital staff.

5. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would improve short term parking availability within the CBD?

- Yes. Stated that there is no alternative.

6. Do you think people would be willing to pay to utilise a 'Park and Ride' Facility? If so, how much?

- No. Not a rich community, and a lot of people do not have the capacity to pay.
- Also noted that ATO staff are willing to pay \$16.50 per day, so charging a fee could be viable.

7. What shuttle bus frequency do you think would be required to make a 'Park and Ride' Facility an attractive option for CBD workers?

- Peak = 10 minutes.
- Off-Peak = 60 minutes.
- Noted the Sydney Airport shuttle bus service as a good example, in terms of frequencies.

8. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would be well utilised?

- No. Noted that Gosford has an aging community with a lot of over 65's.
- Again, noted that people always want to park at the front door.

9. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would improve short term parking availability within the CBD?

- Yes, if it was well utilised.

10. Do you think people would be willing to pay to utilise a 'Park and Walk' Facility? If so, how much?

- Yes, if rates were comparable to other regional cities.

11. Do you think introducing paid kerbside parking within the CBD core would improve short term parking availability within the CBD?

- Yes. But it would be difficult to convince the community.
- Councillors are already receiving complaints due to people parking across residential driveways etc.

12. Do you think people would be willing to pay for short term kerbside parking within the CBD core? If so, how much?

- Unlikely.
- The perception is that Gosford is a country city, and you don't pay for parking in the country.
- However, suggested the first 2 hours should be free, and then a low rate per hour afterwards.

13. How would you describe the current public transport network and services in and around Gosford?

- Hopeless.
- Noted that the Central Coast has a lot of small isolated communities, and it is difficult to connect them via public transport.
- Noted that poor public transport is resulting in increased unemployment as youth cannot access available jobs.
- Noted that there is always reliability issues (delays) with the train network.

14. How do you think the current public transport network and services in and around Gosford could be improved?

- Need additional funding to increase frequency of bus services.
- Need to education the community to encourage a shift away from private vehicles.

15. Do you think people would utilise a train station other than Gosford to commute into Sydney, if service frequencies were increased?

- Yes, but additional parking will need to be provided at the other train stations.

16. Do you think more people would utilise local bus services if direct services to the CBD were provided?

- Yes, current routes are very circuitous.

Other general comments:

- Nil.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Damien Scutt (Bitzios)

Interviewee: Edgar Adams (Central Coast Business Review & GBID board, Chamber of Commerce Board)

Date: 19/06/2018

Time: 2:49pm to 3.11pm

1. How would you describe the current parking situation in Gosford?

- Diabolical. Extremely difficult to find a spot to park. Businesses are suffering.
- A lot of big projects have recently increased parking demands in the CBD (i.e. tradies).
- ATO building (currently 300, but soon to be 600 people) and Finance building (expected to be 300 to 400 people) will significantly increase parking demands in the CBD.
- People expect to park at the front door and are willing to pay \$16.50 per day at the Imperial centre due to the lack of parking options.

2. Where are the key parking 'hotspots' in Gosford?

- In the commercial core and on the CBD fringe within a 10-minute walk from the commercial core.

3. How do you think the current parking situation in Gosford could be improved?

- New parking station on Erina Street East (east of Albany Street North);
- Park n Ride facility at Adcock Park.
- Park n Ride facility at Erina Fair. Noted that Erina Fair may be supportive of this option.
- On-street parking within the commercial core to be limited to 2hrs (to encourage use of Park n Ride facilities).

4. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would be well utilised?

- Yes, as long as on-street parking within the commercial core is limited to 2hrs.
- Need to 'force' all day parking out of the CBD.

5. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would improve short term parking availability within the CBD?

- Yes, as long as on-street parking within the commercial core is limited to 2hrs.

6. Do you think people would be willing to pay to utilise a 'Park and Ride' Facility? If so, how much?

- Erina Fair option: No, as they would need to pay to utilise the existing bus network / services.
- Adcock Park option: Yes, people can't expect this option to be free. Suggested \$5 per day (\$25 per week), which is significantly less than the \$16.50 per day people are currently paying to park all day at the Imperial centre.

7. What shuttle bus frequency do you think would be required to make a 'Park and Ride' Facility an attractive option for CBD workers?

- Peak: 10 to 15 minutes.
- Off-Peak: 60 minutes.

8. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would be well utilised?

- This is not an option. There are no available sites within 800m of the CBD for a park n walk facility.

9. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would improve short term parking availability within the CBD?

- This is not an option. There are no available sites within 800m of the CBD for a park n walk facility.

10. Do you think people would be willing to pay to utilise a 'Park and Walk' Facility? If so, how much?

- This is not an option. There are no available sites within 800m of the CBD for a park n walk facility.

11. Do you think introducing paid kerbside parking within the CBD core would improve short term parking availability within the CBD?

- No, people need to be encouraged to park somewhere else.
- Noted that the paid 3P paid parking on ground level in the Baker Street parking is underutilised.

12. Do you think people would be willing to pay for short term kerbside parking within the CBD core? If so, how much?

- Yes, for short-stay parking at the front door (i.e. to purchase a newspaper, pie etc.).
- Noted that Newcastle rates are far too high
- Suggested \$2 per hour would be reasonable.

13. How would you describe the current public transport network and services in and around Gosford?

- Diabolical. Not a viable travel option for commuters to the CBD.
- Bus services are geared towards schools and the train network, not Gosford CBD workers.
- If the bus network was better, people wouldn't need to drive as much.
- Noted that there are no peak hour train services from Ourimbah.
- Noted that bus services are reasonably good from Erina Fair as all bus services utilise the interchange there.

14. How do you think the current public transport network and services in and around Gosford could be improved?

- More scheduled buses.
- Trains to stop at other stations (other than Gosford Station).
- Driverless buses in the CBD, with parking at the fringe.

15. Do you think people would utilise a train station other than Gosford to commute into Sydney, if service frequencies were increased?

- Yes, no question.

16. Do you think more people would utilise local bus services if direct services to the CBD were provided?

- Yes, if increased bus frequencies were provided.
- Noted that school bus services are heavily subsidised and that there is no real incentive for bus operators to operate outside of school periods.

Other general comments:

- Gosford will always be a commuter point for the Sydney CBD. However, most of the growth will occur in Gosford CBD based workers. Need to accommodate the parking demands generated by the increased workforce.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Damien Scutt (Bitzios)

Interviewee: Deborah Warwick (Centre Manager, Imperial Centre & GBID board)

Date: 20/06/2018

Time: 11:05am to 11:29am

1. How would you describe the current parking situation in Gosford?

- Disastrous.
- There is insufficient parking supply to accommodate the 12,000+ workers in the Gosford CBD.
- All-day parking demands (CBD workers + Sydney commuters) consumes all available parking.
- There are a number of significant parking generators including Gosford Train Station, Gosford Hospital, and Government Buildings.
- New office buildings have been approved with very limited parking, which adds to the problem.
- Very limited parking is available for customers which is significantly impacting businesses.

2. Where are the key parking 'hotspots' in Gosford?

- Imperial Centre (CBD workers are parking all-day and moving their car every 4 hours to avoid the all-day charge).
- Woolworths.
- Kibbleplex.
- Baker Street.
- Gosford Train Station Commuter car park (noted that parking demands spill into the commercial core).

3. How do you think the current parking situation in Gosford could be improved?

- Shift all-day parking out of the commercial core.
- Construct a new parking station. Although there are no obvious available sites.
- Implement a Park n Ride (Bus) scheme as a way to shift all-day parking out of the commercial core.
- Improve the public transport network, specifically the bus network.
- Change the train timetable to improve frequencies at other stations.
- Incentivise people to car pool. This could include free or discounted parking.

4. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would be well utilised?

- Yes, subject to frequency of bus services and security considerations.

5. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would improve short term parking availability within the CBD?

- Yes, as it would be targeted at CBD workers (all day parking).

6. Do you think people would be willing to pay to utilise a 'Park and Ride' Facility? If so, how much?

- No. Nobody wants to pay.
- Noted that customers at the Imperial Centre complain when they have to pay \$1.60 (after the first 3hrs free).

7. What shuttle bus frequency do you think would be required to make a 'Park and Ride' Facility an attractive option for CBD workers?

- 15 minutes. However, buses only required during peak periods (7:00 to 10:00 in the morning and 15:00 to 18:00 in the afternoon).

8. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would be well utilised?

- Yes, if it was free parking.

9. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would improve short term parking availability within the CBD?

- Yes, as it would be targeted at CBD workers (all day parking).

10. Do you think people would be willing to pay to utilise a 'Park and Walk' Facility? If so, how much?

- No, people can not afford parking fees every day.
- Noted, that a discounted early bird fee could be an option.

11. Do you think introducing paid kerbside parking within the CBD core would improve short term parking availability within the CBD?

- Yes, but not a popular option. It would be a hard sell.
- Noted, that it would help with parking compliance.

12. Do you think people would be willing to pay for short term kerbside parking within the CBD core? If so, how much?

- Yes, but would need to be consistent with rates in other regional cities.
- Noted, that the rates in Newcastle are too high.
- Recommended that the first 1hr should be free.
- Suggested a rate of \$2 per hour after the first hour would be reasonable.
- Noted that the \$2 rate is consistent with the Gosford District Hospital car park.

13. How would you describe the current public transport network and services in and around Gosford?

- Bus network is poor and is very inefficient.
- Noted that a bus trip from Copacabana to Gosford takes 60mins, vs. 20 to 30mins by Car.
- Train network is good.

14. How do you think the current public transport network and services in and around Gosford could be improved?

- Express bus services into the Gosford CBD.
- Change the train timetable to improve frequencies at other stations.

15. Do you think people would utilise a train station other than Gosford to commute into Sydney, if service frequencies were increased?

- Yes.
- Noted that the commuter demand could be in the order of 1500 vehicles.
- Noted that the commuter demand provides no benefit to the CBD. They don't spend any time or money in the CBD yet consume available parking for customers (which is negatively impacting businesses).

16. Do you think more people would utilise local bus services if direct services to the CBD were provided?

- Yes. Currently very inefficient.

Other general comments:

- Frustrated that the parking issues which have been looming for years are only now being investigated.
- Concerned that any short-term strategy will still take over 12 months to implement.
- A lot of businesses are on the brink, and if the current situation continues for another 12 months, more businesses will close.
- Would like Council to identify immediate strategies that could be implemented sooner (i.e. less than 12 months).
- Noted that Council also needs to plan for the future.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Damien Scutt (Bitzios)

Interviewee: David Tawyer (Shop owner and real estate principal, LJ Hooker Commercial)

Date: 21/06/2018

Time: 3:00pm to 3:24pm

1. How would you describe the current parking situation in Gosford?

- Stretched.

2. Where are the key parking 'hotspots' in Gosford?

- commercial core.
- Waterfront (since ATO building opened).
- Woolworths and Imperial Centre.
- Gosford Train Station commuter car park.

3. How do you think the current parking situation in Gosford could be improved?

- Construct new parking station/s in close proximity to the commercial core.

4. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would be well utilised?

- Potentially, but the bus trip would need to be very short.

5. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would improve short term parking availability within the CBD?

- Yes, it would help, if the facility was well utilised.

6. Do you think people would be willing to pay to utilise a 'Park and Ride' Facility? If so, how much?

- Yes. Suggested a fee of \$4 per day would be reasonable (i.e. \$2 each way).
- Noted that he currently leases parking spaces for \$100 per month and stated that the fee would need to be less than this.

7. What shuttle bus frequency do you think would be required to make a 'Park and Ride' Facility an attractive option for CBD workers?

- Peak = 10 to 15minutes. Would need two (2) buses.
- Off-Peak = 60 minutes.

8. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would be well utilised?

- Yes, but there are no obvious sites.

9. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would improve short term parking availability within the CBD?

- Yes, it would help, if suitable sites could be identified.

10. Do you think people would be willing to pay to utilise a 'Park and Walk' Facility? If so, how much?

- No.
- People would rather pay for parking closer to the CBD core than walk.

11. Do you think introducing paid kerbside parking within the CBD core would improve short term parking availability within the CBD?

- Yes, but what a nightmare.
- It would be a hard sell.

12. Do you think people would be willing to pay for short term kerbside parking within the CBD core? If so, how much?

- No.
- Suggested an alternative would be for the parking to be free for the first few hours and then \$1 to \$2 per hour afterwards.
- Suggested that it would be very difficult to police and would create compliance issues for Council.

13. How would you describe the current public transport network and services in and around Gosford?

- No idea, not a public transport user.
- Noted that he is leasing out office space to businesses due to the public transport accessibility in Gosford.

14. How do you think the current public transport network and services in and around Gosford could be improved?

- No idea, not a public transport user.

15. Do you think people would utilise a train station other than Gosford to commute into Sydney, if service frequencies were increased?

- Yes.

16. Do you think more people would utilise local bus services if direct services to the CBD were provided?

- Yes.

Other general comments:

- Frustrated that Council purchased Kibbleplex and then sold it to a private developer, which will result in a loss of parking.
- Suggested the Council owned site at 53-71 Mann Street (adjacent to the Council office) has could be utilised for additional parking.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Damien Scutt (Bitzios)

Interviewee: Anonymous

Date: 25/06/2018

Time: 3:25pm to 3:43pm

1. How would you describe the current parking situation in Gosford?

- Pretty bad.
- All-day commuters (to Sydney & Newcastle etc.) consume all available parking early in the morning.
- Kibbleplex (600 cars) and the commuter car park (1,100 cars) are 100% occupied by 7am in the morning.

2. Where are the key parking 'hotspots' in Gosford?

- Imperial Centre.
- Baker Street (Work Cover staff).
- ATO building generates significant parking demands but only provided 1/3 of their parking requirements.

3. How do you think the current parking situation in Gosford could be improved?

- Add an additional level to the Baker Street parking station. Stated that the structure was designed for this to occur in the future.
- Construct a parking station at the corner of Faunce St / Mann St, where in 2015 State Rail built an at-grade car park for only 60 cars.

4. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would be well utilised?

- Yes, by commuters.
- Noted Adcock Park adjacent to the netball courts as a potential site.

5. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would improve short term parking availability within the CBD?

- Yes, but noted that future residential developments in the CBD would likely consume available on-street parking.

6. Do you think people would be willing to pay to utilise a 'Park and Ride' Facility? If so, how much?

- Yes.
- Suggested \$5 / day would be reasonable

7. What shuttle bus frequency do you think would be required to make a 'Park and Ride' Facility an attractive option for CBD workers?

- Peak = 10minutes.
- Off-Peak = no services required.

8. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would be well utilised?

- Yes, noted that people are already doing this.

9. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would improve short term parking availability within the CBD?

- Yes, absolutely.

10. Do you think people would be willing to pay to utilise a 'Park and Walk' Facility? If so, how much?

- Yes, if rates were comparable to Baker Street station.
- Suggested \$5 / day would be reasonable.

11. Do you think introducing paid kerbside parking within the CBD core would improve short term parking availability within the CBD?

- Yes.

12. Do you think people would be willing to pay for short term kerbside parking within the CBD core? If so, how much?

- Yes, if comparable to other regional cities.
- Suggested \$1 to \$2 per hour would be reasonable.

13. How would you describe the current public transport network and services in and around Gosford?

- Trains are excellent.
- Buses are very underutilised. Noted that most buses that go past her office are less than 50% full.
- Noted that bus routes are very circuitous.

14. How do you think the current public transport network and services in and around Gosford could be improved?

- Modify the train timetable to pick up other train stations.
- Provide more direct bus routes into the CBD.

15. Do you think people would utilise a train station other than Gosford to commute into Sydney, if service frequencies were increased?

- Yes.

16. Do you think more people would utilise local bus services if direct services to the CBD were provided?

- Yes, if they were express services.

Other general comments:

- Stated that Gosford is growing too fast and that new developments are not providing adequate parking.
- Concerned that Kibbleplex could be demolished / redeveloped in the near future which would create significant parking issues.
- Stated that Gosford is gridlocked each afternoon at 5pm as everyone commutes home.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Damien Scutt (Bitzios)

Interviewee: Laurie Maher, GBID

Date: 26/06/2018

Time: 9:40am to 10:04am

1. How would you describe the current parking situation in Gosford?

- Absolutely disastrous.
- Noted that this is not a new issue, and that it has been building for 10-15 years.
- Lack of parking is impacting the redevelopment of the CBD.
- Lack of parking is impacting businesses, as customers are utilising suburban centres with better parking conditions.
- Noted that there is a substantial amount of vacant tenancies in the CBD, and that a lot of other businesses are on the brink and are likely to close in the next 12 months, unless the parking situation is improved.
- Noted that the ATO building only provided 1/3 of their parking requirements.
- Noted that the financial building is likely to provide a similar parking shortfall as the ATO building.
- Stated that employees at the ATO building are more than happy to pay the \$16.50 all day parking fee at the Imperial Centre as it is significantly cheaper than what they pay in Sydney (\$40 per day). This is impacting local businesses.

2. Where are the key parking 'hotspots' in Gosford?

- On-street extending out from the commercial core for kilometres.
- Kibbleplex (600 cars). Noted that Council staff utilise shuttle buses to access this site (?)
- The hospital precinct. Noted that hospital staff utilise shuttle buses and park at the showground.

3. How do you think the current parking situation in Gosford could be improved?

- Difficult issue to solve and will require State funding.
- Park n Ride at Adcock Park. Stated that this is utilised on game day at the Central Coast Stadium.
- Park n Walk on Leagues Club Field (I assume this is Ray Maher Field?). Stated this is occasionally utilised by the circus.
- Construct commuter parking stations along the rail line, to shift rail commuter parking out of Gosford.

4. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would be well utilised?

- It would be challenging, as people always want to park at the front door.
- The services would need to be efficient with limited waiting times.
- Again, noted the showground road example currently utilised by hospital staff.

5. Do you think a 'Park and Ride' Facility located on the fringe of the CBD would improve short term parking availability within the CBD?

- Yes. Stated that there is no alternative.

6. Do you think people would be willing to pay to utilise a 'Park and Ride' Facility? If so, how much?

- No. Not a rich community, and a lot of people do not have the capacity to pay.
- Also noted that ATO staff are willing to pay \$16.50 per day, so charging a fee could be viable.

7. What shuttle bus frequency do you think would be required to make a 'Park and Ride' Facility an attractive option for CBD workers?

- Peak = 10 minutes.
- Off-Peak = 60 minutes.
- Noted the Sydney Airport shuttle bus service as a good example, in terms of frequencies.

8. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would be well utilised?

- No. Noted that Gosford has an aging community with a lot of over 65's.
- Again, noted that people always want to park at the front door.

9. Do you think a 'Park and Walk' Facility located within 800m (10-minute walk) of the CBD would improve short term parking availability within the CBD?

- Yes, if it was well utilised.

10. Do you think people would be willing to pay to utilise a 'Park and Walk' Facility? If so, how much?

- Yes, if rates were comparable to other regional cities.

11. Do you think introducing paid kerbside parking within the CBD core would improve short term parking availability within the CBD?

- Yes. But it would be difficult to convince the community.
- Councillors are already receiving complaints due to people parking across residential driveways etc.

12. Do you think people would be willing to pay for short term kerbside parking within the CBD core? If so, how much?

- Unlikely.
- The perception is that Gosford is a country city, and you don't pay for parking in the country.
- However, suggested the first 2 hours should be free, and then a low rate per hour afterwards.

13. How would you describe the current public transport network and services in and around Gosford?

- Hopeless.
- Noted that the Central Coast has a lot of small isolated communities, and it is difficult to connect them via public transport.
- Noted that poor public transport is resulting in increased unemployment as youth cannot access available jobs.
- Noted that there is always reliability issues (delays) with the train network.

14. How do you think the current public transport network and services in and around Gosford could be improved?

- Need additional funding to increase frequency of bus services.
- Need to education the community to encourage a shift away from private vehicles.

15. Do you think people would utilise a train station other than Gosford to commute into Sydney, if service frequencies were increased?

- Yes, but additional parking will need to be provided at the other train stations.

16. Do you think more people would utilise local bus services if direct services to the CBD were provided?

- Yes, current routes are very circuitous.

Other general comments:

- Nil.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Matthew Quick

Business Name: The Entrance Chemsave Pharmacy

Business Type: Retail

Years of Operation in the Focus Area: 30 - 40 years

Date: 29/08/2018

Time: 3:01pm to 3:18pm

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- improve the carpark behind his shop as it has many potholes and lacks signage – he had to install “parking at rear” sign at his own expense;
- mentioned that customers regularly come in with twisted ankles; and
- shorter hourly parking restrictions like 15minP or 1/2P and more disabled parking spaces around his shop.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned there's not a lot of parking in general; and
- no dedicated parking spaces for Centrelink (nearby store) so they use his shop's carpark.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Agree
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Disagree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, it would only frustrate people and will not help their problem of needing more parking spaces.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Shuttle buses for big events but needs to be well advertised.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, improvements for wheelchair access.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, shuttle buses just for big events.

10. What role do you think local businesses can play to help improve parking availability in this area?

- advertisement of their parking areas especially for tourists to avoid circulating traffic.

11. Do you have any other comments about parking in this area?

- more parking spaces for carpark behind his shop; and
- convert 1P or 2P spaces outside his shop to shorter hourly parking restrictions like 15minP or 1/2P and introduce more disabled parking.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Bob Diaz

Business Name: Pro Dive Central Coast

Business Type: Recreational

Years of Operation in the Focus Area: 33 years

Date: 27/08/2018

Time: 12:13pm to 12:21pm

1. How important is parking to your business/ your members' business?

- between very important and critical – Very very important!

2. How do you think the current parking situation can be improved to benefit your business?

- more signposting to carparks.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned that parking during the weekday is not too bad but diabolical in the weekend; and
- better signposting to carparks to avoid circulating traffic.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Disagree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, existing paid parking is already too expensive.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, more services which leads to more frequency.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, it would encourage locals more compared to tourists.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, find a suitable location outside of the area and have it come every 15 minutes in and out of the commercial core.

10. What role do you think local businesses can play to help improve parking availability in this area?

- local businesses should have off-street parking for their own employees.

11. Do you have any other comments about parking in this area?

- Improved signposting (highlighted, LED, etc.)

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Tanya Maio

Business Name: The Entrance Hotel

Business Type: Hotel

Years of Operation in the Focus Area: 30-40 years

Date: 28/08/2018

Time: 2:39pm to 2:46pm

1. How important is parking to your business/ your members' business?

- Vey important

2. How do you think the current parking situation can be improved to benefit your business?

- a safer underground carpark – currently creepy!

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- more carparks.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

a) **General household rates:** Disagree

b) **Revenue on-street parking meters:** Disagree

c) **Revenue from multi-storey car parks:** Agree

d) **Business/Tourism levies:** Disagree

e) **Revenue collected through parking enforcement:** Agree

f) **State or federal funding (usually granted to build carparks only):** Agree

g) **Development contributions (only if available from new developments):** Strongly Agree

h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, if implemented, people will start parking in her carpark.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, closer bus stops and more frequent routes – currently every hour!

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, bikes to rent that can be moved from location to location.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, buses are currently every hour and it would be great if it connected to a train station.

10. What role do you think local businesses can play to help improve parking availability in this area?

- to have their feedback heard every once in a while; and
- businesses should have sufficient parking for their employees.

11. Do you have any other comments about parking in this area?

- No, the discussion above was enough.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Deb

Business Name: Licks Ice Cream

Business Type: Retail

Years of Operation in the Focus Area: 21 years

Date: 17/09/2018

Time: 12:15pm to 12:26pm

1. How important is parking to your business/ your members' business?

- Very important.

2. How do you think the current parking situation can be improved to benefit your business?

- more parking spaces for customers!

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- more options on where to park particularly in weekends; and
- possibility of a shuttle bus.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, if introducing payment gives a higher turnover then yes.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- payment should increase the longer they stay.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, more frequent bus services particularly in weekends and school holidays.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes to improved cycling links and updating existing cycling infrastructure, but no to pedestrian improvements.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, they can park their cars for as long as they want, catch a bus into the CBD and not have to worry about time restrictions;
- mentioned that The Entrance is a "family area"; and
- noted that she could not think of possible Park N Ride locations and Council should know this.

10. What role do you think local businesses can play to help improve parking availability in this area?

- not much.

11. Do you have any other comments about parking in this area?

- mentioned that disabled parking in the area is well monitored which is good.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Craig Sinclair representing Bob Dunnet

Business Name: Development Manager for Lakeside Shopping Plaza

Business Type: Shopping Centre

Years of Operation in the Focus Area: 35 years

Date: 28/08/2018

Time: 4:01pm to 4:18pm

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- improvements to access in / out of the Entrance.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned the town centre has a number of public car spaces that should be consolidated into a central position.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

a) **General household rates:** Agree

b) **Revenue on-street parking meters:** Disagree

c) **Revenue from multi-storey car parks:** Agree

d) **Business/Tourism levies:** Disagree

e) **Revenue collected through parking enforcement:** Agree

f) **State or federal funding (usually granted to build carparks only):** Agree

g) **Development contributions (only if available from new developments):** Agree

h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, this would put The Entrance into a marketplace disadvantage.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, possibly a rail link. Increase of public and private bus services.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, improved pedestrian / cycle way connection points into the town centre connecting residential, recreation, etc.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, particularly in the occasional high season demand that leaves congestion in the area, therefore, this scheme will reduce the parking demand.

10. What role do you think local businesses can play to help improve parking availability in this area?

- to be more embracing of long term permanent fixtures required to allow carparking operations to work at their most productive; and
- shopkeepers should sacrifice their own convenience for the surrounding community.

11. Do you have any other comments about parking in this area?

- mentioned that it is critical that the authorities (Council, State & Fed) should investigate what is required to upgrade the main road infrastructure link on the Entrance Road from Wyong to The Entrance Town Centre through Long Jetty; and
- would like to send through report discussing this link and have it incorporated.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: John Millard

Business Name: The Entrance Historical Carousel

Business Type: N/A

Years of Operation in the Focus Area: Established 1930

Date: 24/08/2018

Time: 9:46am to 10:02am

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned there was a proposed Manning Road Parking station but was rejected and noted there is only one (1) parking station in the area;
- mentioned that businesses are growing on residential spots and there should be more parking spaces for businesses; and
- noted the privately-owned carpark behind Centrelink on Fairview Avenue should be better utilised.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- signage strategy;
- mentioned there was a time the parking sensors were not working which caused an issue;
- mentioned there was an 18-month issue of contractors fining on weekends and special events with no signage; and
- mentioned a 'No Parking' sign was knocked down and was never replaced by Council.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Neutral
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Neutral
- d) **Business/Tourism levies:** Agree
- e) **Revenue collected through parking enforcement:** Disagree
- f) **State or federal funding (usually granted to build carparks only):** Neutral
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, too many shopping centres so it would not be a good strategy.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, mentioned Duffys Lane used to be a bus-friendly route but is now too narrow. There was no consultation with bus companies which makes it difficult for an elderly community.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, update existing pedestrian and cycling links and adjust the speed.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, particularly since The Entrance is a hilly suburb.

10. What role do you think local businesses can play to help improve parking availability in this area?

- Nothing, because the rate to own a shop is already so high.

11. Do you have any other comments about parking in this area?

- Traffic Management during events directing visitors where to park.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Matt Lusted

Business Name: LA Group, Gallery Precinct, 1916 Investments

Business Type: Developers

Years of Operation in the Focus Area: 60+ years

Date: 27/08/2018

Time: 2:36pm to 2:51pm

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- installation of carpark on Rankens Crescent / Bakers Lane (council owned land); and
- mentioned he sent carparking designs to Council but they were not implemented.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- in the short term, 30 carparking spaces can be introduced at the carpark on Rankens Crescent / Bakers Lane.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

a) **General household rates:** Agree

b) **Revenue on-street parking meters:** Disagree

c) **Revenue from multi-storey car parks:** Disagree

d) **Business/Tourism levies:** Disagree

e) **Revenue collected through parking enforcement:** Neutral

f) **State or federal funding (usually granted to build carparks only):** Neutral

g) **Development contributions (only if available from new developments):** Agree

h) **Other potential sources:**

- reduce council staff and use it for the ratepayers; and
- reduce level of consultancy services and get Council to speak directly to the landowners.

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, never had paid parking in the area. Light enforcement would be ok but mainly for Council workers.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- No, the area already has a bus terminus.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, upgrade the existing pedestrian and cycling infrastructure particularly from River Road to Tacoma. Mentioned there were two (2) state government grants, one of which he was involved in.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- No, everything is within walking distance but could be viable for Council workers.

10. What role do you think local businesses can play to help improve parking availability in this area?

- for them to be communicated with; and
- mentioned he will build the carpark himself which will be cheaper than what Council will propose.

11. Do you have any other comments about parking in this area?

- Would like to talk to Council regarding the issues and proposed carpark mentioned above.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Derrick Hajje

Business Name: Owner of Chapman Building

Business Type: -

Years of Operation in the Focus Area: Owned for 5 years, building established 1901.

Date: 23/08/2018

Time: 2:31pm to 2:55pm

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- Create more parking; and
- Lower parking turnovers.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- Noted that Council / Government workers takes majority of parking spaces; and
- Lower turnovers, but not all (e.g. Hairdressers – currently 2P but some appointments take longer, and customers have to come out and move their car and café shops).

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Strongly Agree
- b) **Revenue on-street parking meters:** Strongly Disagree
- c) **Revenue from multi-storey car parks:** Strongly Agree;
- d) **Business/Tourism levies:** Strongly Agree;
- e) **Revenue collected through parking enforcement:** Strongly Agree;
- f) **State or federal funding (usually granted to build carparks only):** Strongly Agree;
- g) **Development contributions (only if available from new developments):** Strongly Agree; and
- h) **Other potential sources:** N/A.

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, not a rich area and if implemented, majority of customers will go to Westfield Tuggerah because it is free.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- More than 2 hours parking for customers of hairdressers & Café.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Lack of buses and noted that only one (1) school bus is going through the town centre; and
- More buses particularly for an elderly community.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- More advertising;
- More cyclist routes; and
- Promote bush bike trails.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, finding parking is rare and it will reduce the parking demand especially for Council / Government Workers and free up spaces for visitors.

10. What role do you think local businesses can play to help improve parking availability in this area?

- More signage, more awareness; and
- Promote to their customers (e.g. visitors at café) to utilise for example park n ride.

11. Do you have any other comments about parking in this area?

- More parking, longer parking for businesses; and
- Create multi-storey car parks at the Wyong Town Carpark and council-owned land near the art house (Piazza).

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Richard Jack

Business Name: Village Central Wyong

Business Type: Shopping Centre

Years of Operation in the Focus Area: 30+ years

Date: 24/08/2018

Time: 11:25am to 11:38am

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned there is not enough adequate parking available;
- every business including Council should have adequate parking; and
- compliancy of parking for existing / proposed developments;

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned that too many Council workers are parking in the shopping centre; and
- potential multi-storey carpark location at the other side other train station (Race Club side);

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Disagree on some areas / Agree on some areas
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Strongly Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Neutral (follow constraints of D.A.)
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, customers / visitors would go somewhere else and this would have a massive impact on the Shopping Centre.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, more buses with improved frequency; and
- mentioned introducing courtesy buses.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, most businesses are in walking distance; and
- mentioned that Wyong does not have adequate pedestrian / cycling links.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, particularly for businesses as it would reduce the parking demand and help prevent Council workers parking in the Shopping Centre.

10. What role do you think local businesses can play to help improve parking availability in this area?

- to provide adequate parking to facilitate their workers and / or customers.

11. Do you have any other comments about parking in this area?

- Council should provide more adequate parking in this area.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Ron Stevens

Business Name: President of Wyong Regional Chamber of Commerce

Business Type: -

Years of Operation in the Focus Area: -

Date: 24/08/2018

Time: 12:54pm to 1:24pm

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned there is little parking in the town centre;
- due to amalgamations, there's not enough parking particularly for Council workers who now park in local streets and shopping centres;
- build new road (proposed upgrade where the bus terminus will be re-located east of the train station); and
- upgrade existing railway crossovers and bus routes.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned the land west of Council chambers can be used for multi-storey parking; and
- mentioned issues of parking in residential streets and the shopping centre.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Neutral
- e) **Revenue collected through parking enforcement:** Strongly Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, not attractive - customers / visitors would go somewhere else.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, shuttle buses would be viable for business owners.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, at his time of being a Councillor, it had 50km of cycle routes and walkways and hoped this has increased; and
- Upgrading the existing cycle routes and walkways could be added.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, possible locations would be at train stations or business parks.

10. What role do you think local businesses can play to help improve parking availability in this area?

- consultation to businesses / land owners regarding the levies they pay and coordinate what happens.

11. Do you have any other comments about parking in this area?

- more parking;
- more multi-storey carparks; and
- could convert existing ground level carparks to multi-storey.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Mark Cooper

Business Name: Bendigo Bank Wyong

Business Type: Bank

Years of Operation in the Focus Area: 15 years

Date: 27/08/2018

Time: 11:43am to 11:50am

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned that staff have to move their cars every two (2) hours to not get fined;
- create more spaces; and
- extend time restrictions of on-street parking spaces.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- same as above

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Strongly agree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Strongly Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, advised that we should look at other options. There are not enough people coming into the suburb and if introduced, they would look somewhere else.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- No, it's good as it is.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, it's good as it is.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- in the medium-long term (future) – yes, to keep up with the population growth; and
- in the short term (current) – no.

10. What role do you think local businesses can play to help improve parking availability in this area?

- business owners have no control with the amount of parking spaces allocated in their lease - it is inadequate forcing employees to park in residential streets; and
- businesses should provide enough off-street parking spaces for their employees within their premises.

11. Do you have any other comments about parking in this area?

- If these parking issues are not addressed, it is going to deteriorate.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Dan Gaydon

Business Name: Kiss my Cupcake

Business Type: Retail

Years of Operation in the Focus Area: 6 years

Date: 30/08/2018

Time: 1:08pm to 1:15pm

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- more long-term parking; and
- more dedicated parking for staff.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- create multi-storey carpark.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Agree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Agree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, it would be a good revenue source.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- agreed that the first 15 minutes should be free and then payment would be required after then.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- No, there is already an existing trainline that is within walking distance.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, the current pedestrian and cycling infrastructure is already adequate.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- No, he believes there won't be enough users for this service.

10. What role do you think local businesses can play to help improve parking availability in this area?

- Business owners should not park in short term spaces to provide more parking spots for customers.

11. Do you have any other comments about parking in this area?

- No, it has been quite good lately.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Dawn

Business Name: Commonwealth Bank

Business Type: Bank

Years of Operation in the Focus Area: "Many years"

Date: 24/09/2018

Time: 2:18pm to 2:26pm

1. How important is parking to your business/ your members' business?

- Very Important

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned the situation needs to be fixed; and
- to introduce more parking!

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned it is currently insufficient; and
- provide more parking!

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Disagree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Disagree
- f) **State or federal funding (usually granted to build carparks only):** Disagree
- g) **Development contributions (only if available from new developments):** Disagree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, mentioned that people shouldn't pay to visit the area.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, more frequent bus services.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, mentioned this area is mainly accessed by bus and car.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- No, mentioned that most people just park and go.

10. What role do you think local businesses can play to help improve parking availability in this area?

- mentioned that she considers Terrigal as a small town; and
- during the interview, she asked a local, long-time business owner in her shop and they mentioned business owners can't do anything and that Council should fix the road and to make on-street parking cost-free.

11. Do you have any other comments about parking in this area?

- disgusting!
- needs to change for people to enjoy the area.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Ken Webster

Business Name: The Esplanade Café

Business Type: Cafe

Years of Operation in the Focus Area: 2 ½ years

Date: 20/09/2018

Time: 3:32pm to 3:51pm

1. How important is parking to your business/ your members' business?

- Very Important

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned that parking is critical in Terrigal and it is difficult to get a spot; and
- Wilson rd Carpark is too far for his customers to walk.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- increase the parking restriction timeframes.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Disagree
- f) **State or federal funding (usually granted to build carparks only):** Disagree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, it will allow a higher turnover.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- First 15-30 minutes is free and then paid parking afterwards so that people can quickly go to the grocery, have a coffee etc.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, introduce a bus shuttle that circulates from the shops and to the carpark.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, plus there are already plans to update the pedestrian link to Terrigal Haven.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, one that circulates to the commercial core every few minutes.

10. What role do you think local businesses can play to help improve parking availability in this area?

- Businesses to provide "1st hour free" tickets at parking stations like the Wilson Rd Carpark.

11. Do you have any other comments about parking in this area?

- more loading zones spaces – certain times of the day (early morning); and
- more disabled parking spaces – only two (2) at Church Street.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Dr. David Little

Business Name: Terrigal Medical Centre

Business Type: Medical Centre

Years of Operation in the Focus Area: 44 years

Date: 16/10/2018

Time: 2.34pm to 3.03pm

1. How important is parking to your business/ your members' business?

- Essential

2. How do you think the current parking situation can be improved to benefit your business?

- for Council to purchase back the carpark next to the medical centre and build a multi-storey carpark;
- increase the number of disabled parking spots; and
- install smart parking initiatives.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned the situation is currently complex due to different owners of land in Terrigal; and
- future developments should consider adequate parking for their users;

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Disagree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, for people who are after the convenience of parking close to the shops.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- Free for the first half hour or so, then payment afterwards.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, if there was a dedicated bus service that connects to Gosford directly.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, Terrigal is relatively flat, and upgrades would attract a large group.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, relieves the parking pressure in the Commercial Core; and
- Possible locations could be at the basketball courts on Duffys Road.

10. What role do you think local businesses can play to help improve parking availability in this area?

- provide parking for their patrons.

11. Do you have any other comments about parking in this area?

- mentioned that Wilson Road Carpark is heavily utilised particularly in the summer; and
- suggested an underground car park at the Terrigal Haven.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Jo Giles

Business Name: Terrigal Beach Markets (Held on first Saturdays of each month)

Business Type: Markets

Years of Operation in the Focus Area: Since February 2016

Date: 02/11/2018

Time: 10:51am to 11:01am

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned there is plenty of parking; and
- to close off the foreshore / esplanade during the markets – mentioned that even if a few spaces are lost, there's enough spaces at the Wilson Rd carpark (it's a small walk!).

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned the current parking situation is quite good given the Wilson Road Parking Station; and
- additional parking areas on outskirts of Terrigal.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Agree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, it would create a higher turnover of parking spaces in the CBD.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- First few minutes should be free and then payment afterwards.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, a shuttle bus that circulates to / from The Haven.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, the current two-way system is working well.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, a shuttle bus during peak periods (weekends / holidays).

10. What role do you think local businesses can play to help improve parking availability in this area?

- dedicated parking for staff that doesn't affect customers.

11. Do you have any other comments about parking in this area?

- to close off the foreshore / esplanade during the markets.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Tiana Mikleic

Business Name: Lonelie Store (Clothing)

Business Type: Retail

Years of Operation in the Focus Area: Feb 2018 (9 months)

Date: 05/11/2018

Time: 3:08pm to 3:18pm

1. How important is parking to your business/ your members' business?

- Critical.

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned her staff parked in the Wilson Road carpark; and
- to introduce more parking stations.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- extend the Wilson Road carpark.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Agree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** Private Land Owners

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, so that civilians are more aware of the parking restrictions; and
- mentioned some people park all day in a 1P zone.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- First 15 minutes free and then payment afterwards and free during non-peak times.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, you can't rely on public transport; and
- needs more frequent bus services during peak times or in summer.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Possibly, for a nicer place - the proposed board walk upgrade will help.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- No, it will be a waste of money and it depends where the parking station will be.

10. What role do you think local businesses can play to help improve parking availability in this area?

- to get their workers to park in the Wilson Road carpark instead of on-street to allow more spaces for customers / visitors.

11. Do you have any other comments about parking in this area?

- situation needs to be more organised;
- better utilisation of the Wilson Road Carpark; and
- mentioned that some are against the new changes in Terrigal and thinks it could be selfishness.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Scott Prince

Business Name: Yellow Tail Restaurant

Business Type: Restaurant

Years of Operation in the Focus Area: Two (2) years

Date: 05/11/2018

Time: 10:42am – 10:54am

1. How important is parking to your business/ your members' business?

- very important

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned that customer mentality is to park as close as possible to the shop where they would rather circulate looking for a spot than park at Wilson Road carpark; and
- mentioned that perhaps it's not secure, or people are too lazy to walk the distance.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- for people to utilise the Wilson Road carpark to its full capacity;
- perhaps install sensors that are linked to mobile phone apps; and
- provide more spaces at the broad walk.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Strongly Disagree
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, mentioned that it's inevitable and it might drive people away.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- free for the few minutes and payment afterwards.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, more express bus routes that connect from major transport hubs (Sydney CBD, train stations etc.).

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, upgrades to the broad walk with improvements to the cycle ways by providing better connections.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- No, mentioned that it would not fix the demographics – people won't park their car in the outskirts of Terrigal and take a bus to / from the city centre.

10. What role do you think local businesses can play to help improve parking availability in this area?

- mentioned that businesses should inform their customers of available parking options via their website or in-store signs particularly for the Wilson Road Carpark; and
- there should be a collaboration with other businesses & council regarding parking option awareness.

11. Do you have any other comments about parking in this area?

- not really, mentioned it was quite busy in the weekend;
- better use of the Wilson Road Carpark; and
- improvement to the direction of traffic in the city centre – currently confusing.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Matthew Wales

Business Name: The Peninsular Chamber of Commerce, President

Business Type: -

Years of Operation in the Focus Area: 20+ years

Date: 21/11/2018

Time: 4:05pm to 4:21pm

1. How important is parking to your business/ your members' business?

- Critical for his business and his member's.

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned there are three (3) town centres: Woy Woy, Ettalong and Umina, that have different parking needs;
- minor areas require higher turnovers of car parking spaces; and
- major areas require a review of short-term and long-term parking.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned that commuters from the North would travel down to Woy Woy just to avoid using Gosford Train Station; and
- mentioned that he would not promote creating more parking spaces but rather efficiently utilise the current supply and promote "kiss and ride", "bus on demand", etc.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Strongly Disagree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Neutral
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, disagrees with parking meters; and
- mentioned that for long-stay parking spaces and parking stations, the first few minutes should be free and then payment should be required afterwards.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- See above

- 7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?**
- Yes, mentioned it is the only solution.
 - mentioned the following schemes:
 - “bus on demand” that should be enhanced;
 - look to improve the efficiency of regular bus and train routes;
 - introduce a ferry service that connects to Circular Quay; and
 - promote “kiss & ride”.
- 8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?**
- No, mentioned that it would be limited as the current infrastructure is working good at the moment; and
 - Mentioned that “people love their cars”.
- 9. Do you think a ‘Park and Ride’ shuttle bus would be suitable for this area?**
- Yes, people would be inclined to use it; and
 - mentioned that people could also promote carpooling with people that have the same destination.
- 10. What role do you think local businesses can play to help improve parking availability in this area?**
- mentioned that local businesses can educate themselves to not park near their shops to provide more parking for their customers; and
 - mentioned that local businesses can educate their customers to park at dedicated spaces.
- 11. Do you have any other comments about parking in this area?**
- mentioned to not provide more car parking spaces but to rather effectively utilise the current supply by means of improved public transport, the introduction of “bus on demand”, “kiss and ride” and even walking!

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Jenni

Business Name: Brides on Broadwater

Business Type: Retail

Years of Operation in the Focus Area: 3 years

Date: 06/12/2018

Time: 2:57pm to 3:08pm

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned she would like equal parking hours as the parking spaces around her business range from 15minP, 1P and 2P; and
- mentioned her customers often get confused.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- more parking;
- longer parking times; and
- better signage.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Agree
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Disagree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Neutral
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, people won't use it and they won't come to pay for parking.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, more frequent services.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, the current pedestrian and cycling link infrastructure is adequate.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, it's another way to get into Woy Woy.

10. What role do you think local businesses can play to help improve parking availability in this area?

- inform their customers where to park; and
- better signage to parking stations.

11. Do you have any other comments about parking in this area?

- No, but mentioned she's interested to see what happens.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Stefanie Lindsay-Duncan

Business Name: Kuooh Chemist

Business Type: Retail

Years of Operation in the Focus Area: 12 years

Date: 05/12/2018

Time: 1.33pm to 1:42pm

1. How important is parking to your business/ your members' business?

- Very important

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned that it's "not that bad"; and
- mentioned that on-street parking is adequate.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned there is not enough parking for employees; and
- mentioned the commuter carpark is filled up in the morning.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Agree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Disagree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, if it wasn't expensive and as long as the money went back to the improving the parking spots.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- 30 minutes free and then payment afterwards.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- No, the current bus and train infrastructure is "ok"; and
- mentioned they need a bigger commuter carpark at the train station.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, the current pedestrian and cycling links are 'pretty good'; and
- mentioned they could be better and more accessible.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, given that Woy Woy has a lot of elderly residents; and
- mentioned possible Park n Ride location at the Library given that is a heavily utilised bus stop.

10. What role do you think local businesses can play to help improve parking availability in this area?

- there's not much that local businesses can do; and
- mentioned businesses could inform their customers of where to park etc.

11. Do you have any other comments about parking in this area?

- it is currently fine and can go "crazy" at times; and
- needs more spaces in the commuter carpark.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Jacqueline Bevitt

Business Name: PRP Woy Woy

Business Type:

Years of Operation in the Focus Area: 8 years

Date: 17/01/2019

Time: 2:21pm to 2:29pm

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- the parking spaces close to the business has short time restrictions, not long enough for patients; and
- the long-stay parking spaces are further away and difficult for her patients (elderly)

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- the main parking issue is within the CBD.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Agree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Agree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Disagree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, a lot of people can't afford for parking on top of their everyday costs of living.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, bus routes are good however they take too long ~ a 10-minute drive is a 50-minute bus ride!

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, more dedicated footpath infrastructure at sections around the CBD particularly at the roundabout.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, there is limited parking and would reduce the demand for parking in Woy Woy.

10. What role do you think local businesses can play to help improve parking availability in this area?

- informing the lack of parking to people; and
- open shopping centre parking for all users in Woy Woy.

11. Do you have any other comments about parking in this area?

- N/A

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Matt Bezzina

Business Name: Scentre Group, Westfield, Customer Operations Manager

Business Type: Retail

Years of Operation in the Focus Area: 23 years

Date: 07/12/2018

Time: 9:23am to 9:29am

1. How important is parking to your business/ your members' business?

- Critical.

2. How do you think the current parking situation can be improved to benefit your business?

- local awareness, better signage, maintenance, communication to customers;
- mentioned that parking is all free in Westfield; and
- mentioned that parking reaches capacity during the Christmas period.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- local awareness and better signage.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Disagree
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Agree
- e) **Revenue collected through parking enforcement:** Disagree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, competitors at the central coast region for free parking.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- No, mentioned that Tuggerah already has a train station and big bus interchange.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, mentioned there is an overhead bridge.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- No.

10. What role do you think local businesses can play to help improve parking availability in this area?

- communication; and
- workers to park in designated areas leaving more closer spaces for shoppers.

11. Do you have any other comments about parking in this area?

- No.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Kylie Harrison / Glen

Business Name: Tuggerah Realty

Business Type: Property

Years of Operation in the Focus Area: 24 years

Date: 26/09/2018

Time: 2:23pm to 2:30pm

1. How important is parking to your business/ your members' business?

- very important

2. How do you think the current parking situation can be improved to benefit your business?

- mentioned the council owned land behind them is using their parking area in front leaving no available spaces for their clients;
- mentioned the parking area is shared with eight (8) other businesses.
- needs more parking for their business.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- mentioned that flooding is an issue when it rains; and
- needs more parking spaces.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Agree
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Disagree
- d) **Business/Tourism levies:** Disagree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** N/A

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- No, price of travel is going up and you have to pay more just to park.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- N/A

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, improved train facilities such as lifts as he had to pick up some elderly clients at the train station who had trouble walking up and down the stairs who also don't prefer walking twice as long via the ramps.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- No, the current pedestrian and cycling infrastructure is currently 'pretty good at the moment'.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- No, everything is quite close, and the train station is right in the centre.

10. What role do you think local businesses can play to help improve parking availability in this area?

- provide their own parking spaces for their staff; and
- mentioned that council should provide spaces.

11. Do you have any other comments about parking in this area?

- mentioned the traffic coming in / out of the area is an issue but understands it's difficult to reduce.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Vicki Westwood

Business Name: Tuggerah Super Centre

Business Type: Retail

Years of Operation in the Focus Area: 24 Years

Date: 17/01/2019

Time: 1:54pm to 2:08pm

1. How important is parking to your business/ your members' business?

- Very Important

2. How do you think the current parking situation can be improved to benefit your business?

- commuters park in their carpark due to proximity to train station; and
- upstairs development of the shopping centre is due in a few years.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- more parking; and
- not enough parking at the Business Park so they park at the shopping centre.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Agree
- b) **Revenue on-street parking meters:** Agree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Agree
- e) **Revenue collected through parking enforcement:** Agree
- f) **State or federal funding (usually granted to build carparks only):** Strongly Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** Increase the public transport fares.

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, it will most likely be implemented in the near future.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- 2-3 hours free and payment required afterwards.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, more frequent buses / trains as it's currently every 2 hours!

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes (potentially):
 - improvement to the pathway under the bridge;
 - adding security elements; and
 - more footpaths to / from the Business Park.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- Yes, need more buses in the area and it will reduce the need for parking.

10. What role do you think local businesses can play to help improve parking availability in this area?

- making sure there is adequate parking in the Development Application (DA) stage.

11. Do you have any other comments about parking in this area?

- thoughts to upgrade the roundabout at Wyong to signalised.

Bitzios Consulting Record of Conversation

Project Number: P3562 Central Coast Parking Strategy

Interviewer: Eric Secondes (Bitzios)

Interviewee: Martin Drine

Business Name: MD Bricks

Business Type: Industrial

Years of Operation in the Focus Area: 7

Date: 30/01/2019

Time: 9:36am to 9:52am

1. How important is parking to your business/ your members' business?

- Critical

2. How do you think the current parking situation can be improved to benefit your business?

- having cars parked close to the property; and
- to install a "loading zone" at the front.

3. How do you think the current parking situation could be improved to benefit others who need to park in this area? For example, workers, commuters, visitors, residents, visitors with caravans/boats.

- the commuter carpark next door is not utilised; and
- mentioned that signage is not the problem; commuters would rather park closer so that they wouldn't walk that far.

4. Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways.

How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

- a) **General household rates:** Agree
- b) **Revenue on-street parking meters:** Disagree
- c) **Revenue from multi-storey car parks:** Agree
- d) **Business/Tourism levies:** Disagree for Business, Agree for Tourism
- e) **Revenue collected through parking enforcement:** Strongly Agree
- f) **State or federal funding (usually granted to build carparks only):** Agree
- g) **Development contributions (only if available from new developments):** Agree
- h) **Other potential sources:** Paid Parking

5. Would you support the introduction of paid parking in this area to improve short term parking availability?

- Yes, to discourage people to park on-street; and
- reiterated the commuter carpark is not utilised.

6. If introduced, how do you think paid parking could be managed to benefit your business? E.g. First 15 minutes free, free non-peak parking etc.

- free on weekends and non-peak; and
- to have "No Parking" restrictions in certain areas to "shuffle" the demand to use the commuter carpark.

7. In addition to parking improvements, do you think improved public transport would encourage alternative ways to travel to this area?

- Yes, higher frequency and to have a more efficient and reliable service.

8. In addition to parking improvements, do you think improved pedestrian and cycling links would encourage alternative ways to travel to this area?

- Yes, improved cycle links with better connection. Furthermore, it should feel safe to use particularly in the winter season.

9. Do you think a 'Park and Ride' shuttle bus would be suitable for this area?

- No, there is enough parking in Tuggerah, but it is not being utilised.

10. What role do you think local businesses can play to help improve parking availability in this area?

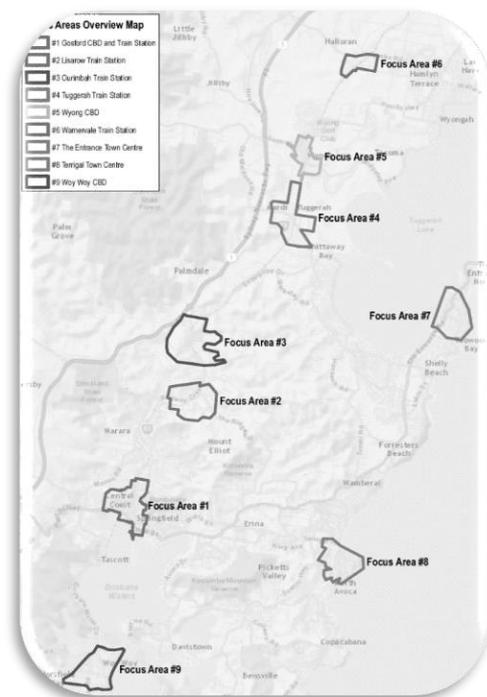
- to make off-street parking more desirable; and
- to have enough off-street parking in the Development Application (DA) stage.

11. Do you have any other comments about parking in this area?

- to have "No Parking" or "Loading Zones" on Bryant Drive towards the roundabout due to the narrow road width.

APPENDIX C

ONLINE SURVEY RESULTS



Central Coast Parking Strategy

Survey results:

Overview and methodology

February 2019

Results overview

Total number of participants: 2690

Figure 1: Number of survey sections completed:

Survey section	Total number completed
Gosford City Centre	1406
Ourimbah Town Centre	61
Terrigal CBD	538
The Entrance Town Centre	151
Woy Woy Town Centre	544
Wyong Town Centre	306
Lisarow train station	70
Tuggerah train station	199
Warnervale train station	103
Other areas	561
TOTAL	3939

Demographics

Figure 2: What is your age?

Answered: 2690

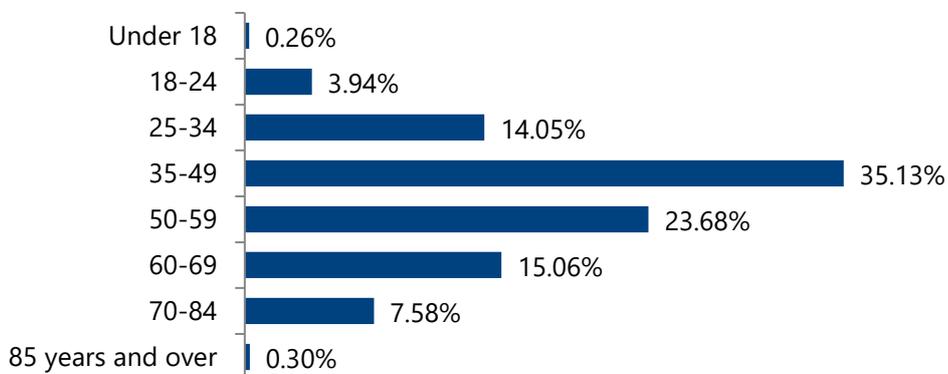


Figure 3: Do you, or your regular passenger, have a mobility impairment?

Answered: 2690

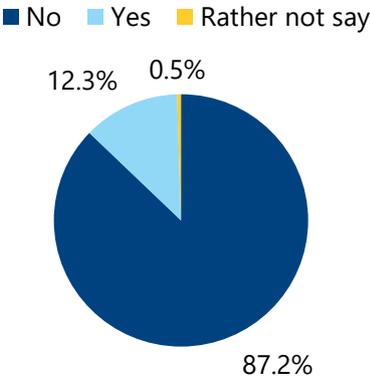


Figure 4: How long have you lived on the Central Coast?

Answered: 2690

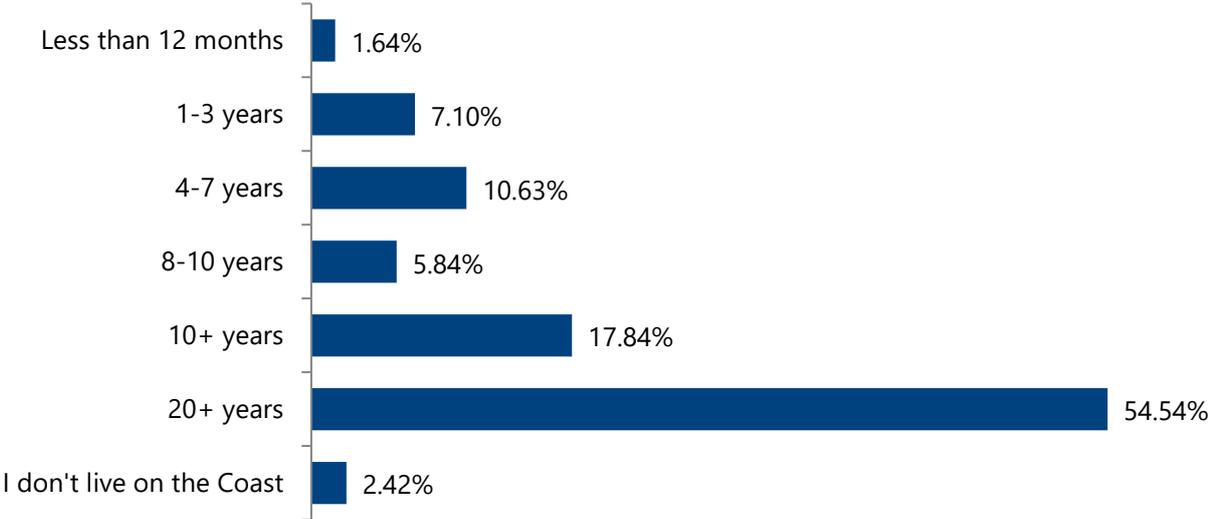


Figure 5: What is your household type?

Answered: 2090

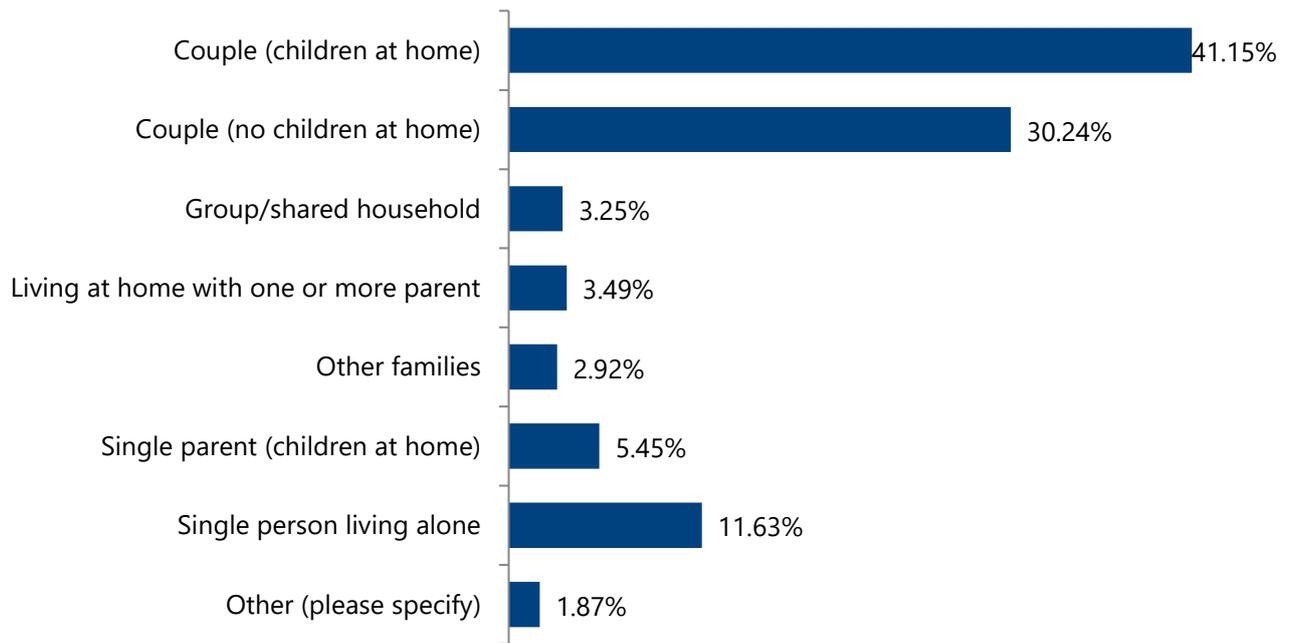


Figure 6: What is your suburb?

Within Central Coast Local Government Area				Outside Central Coast Local Government Area			
Local Government Area	Count			Local Government Area	Count		
Umina Beach	170	Watanobbi	20	St Huberts Island	6	Cooranbong	8
Terrigal	159	Forresters Beach	18	Woy Woy Bay	6	Morisset	5
Woy Woy	140	Noraville	18	Yattalunga	6	Hornsby	3
Narara	96	Kanwal	17	Buff Point	5	Adamstown	2
Wyoming	90	Empire Bay	16	Manning Park	5	Beecroft	2
Avoca Beach	68	Mardi	16	Patonga	5	Bonnells Bay	2
Lisarow	63	Point Frederick	16	Shelly Beach	5	Killingworth	2
Wamberal	59	Tascott	16	Summerland Point	5	Mount Colah	2
Bateau Bay	58	Blackwall	15	Tacoma	5	Murrays Beach	2
Gosford	58	Blue Haven	15	The Entrance North	5	New Lambton	2
Green Point	54	Gwandalan	15	Halekulani	4	Prestons	2
Kincumber	52	Lake Munmorah	15	Hardys Bay	4	Wahroonga	2
Ourimbah	52	Charmhaven	14	Norah Head	4	Wyee	2
Wyong	51	Chittaway Bay	14	Wagstaffe	4	Berowra Heights	1
East Gosford	50	Lake Haven	14	Erina Heights	3	Berowra	1
Berkeley Vale	46	Booker Bay	13	Koolewong	3	Birmingham Gardens	1
Springfield	44	Matcham	12	Kulnura	3	Blacksmiths	1
Kariong	43	West Gosford	12	Yarramalong	3	Booragul	1
Saratoga	43	Budgewoi	11	Doyalson	2	Box Hill	1
Tumbi Umbi	43	Daleys Point	11	Mount Elliot	2	Brightwaters	1
Woongarra	43	MacMasters Beach	10	Peats Ridge	2	Buttaba	1
Ettalong Beach	39	San Remo	10	Picketts Valley	2	Cameron Park	1
Hamlyn Terrace	39	Wyongah	10	Toowoan Bay	2	Carrington	1
Killarney Vale	39	Chain Valley Bay	9	Wyong Creek	2	Chatswood	1
Toukley	39	Killcare	9	Alison	1	Cowan	1
Gorokan	37	Tuggerah	9	Brooklyn	1	Dora Creek	1
North Gosford	37	Chittaway Point	8	Bucketty	1	Durren Durren	1
The Entrance	33	Holgate	8	Canton Beach	1	East Maitland	1
Niagara Park	30	Horsfield Bay	8	Dooralong	1	Edgeworth	1
Wadalba	30	Pearl Beach	8	Doyalson North	1	Eleebana	1
Point Clare	29	Pretty Beach	8	Kangy Angy	1	Elernmore Vale	1
Erina	28	Jilliby	7	Kingfisher Shores	1	Ellalong	1
Glenning Valley	27	Killcare Heights	7	Magenta	1	Epping	1
Long Jetty	26	Tuggerawong	7	Palm Grove	1	Ermington	1
Bensville	25	Blue Bay	6	Palmdale	1	Forster	1
Copacabana	25	Fountaindale	6	Rocky Point	1	Homebush	1
North Avoca	25	Mangrove Mountain	6	Spencer	1	Lemon Tree Passage	1
Davistown	24	Phegans Bay	6	Wallarah	1	Merewether	1
		Somersby	6	Total within LGA	2567		
						Total outside LGA	75
						Not stated	48

Central Coast Parking Strategy

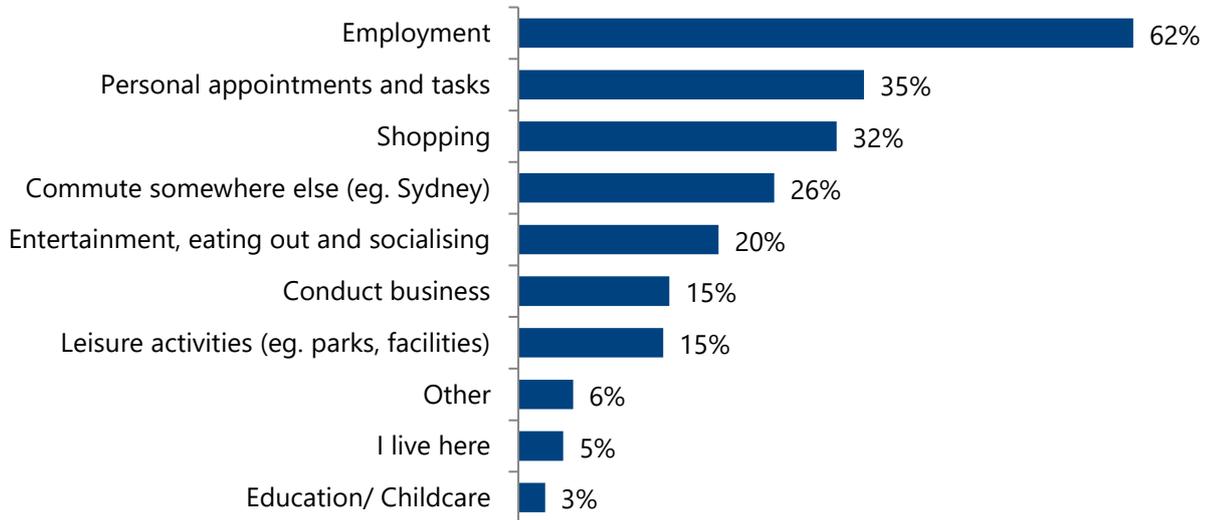
Gosford CBD survey results

February 2019

Total number of surveys taken for Gosford CBD: 1406

Figure 7: Why do you come to the Gosford City Centre? You can choose more than one reason.

Answered: 1406



'Other' reasons include (but are not limited to):

- Medical appointments
- Visit the library
- Visit family
- Events at Central Coast Stadium
- Volunteer work

Figure 8: The new temporary car park at 10 Racecourse Road, West Gosford will be approximately 1.5 kilometers from the CBD. What would your preferred method/s be to reach the city centre and Gosford train station from this car park? You can choose more than one.

Answered: 1406

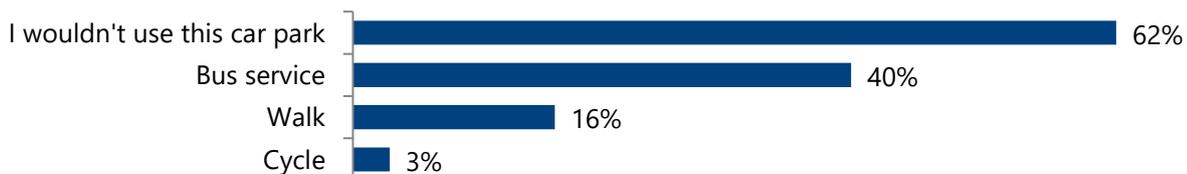


Figure 9: [If I wouldn't use this car park selected] What is the reason you would not use this car park?

Answered: 855

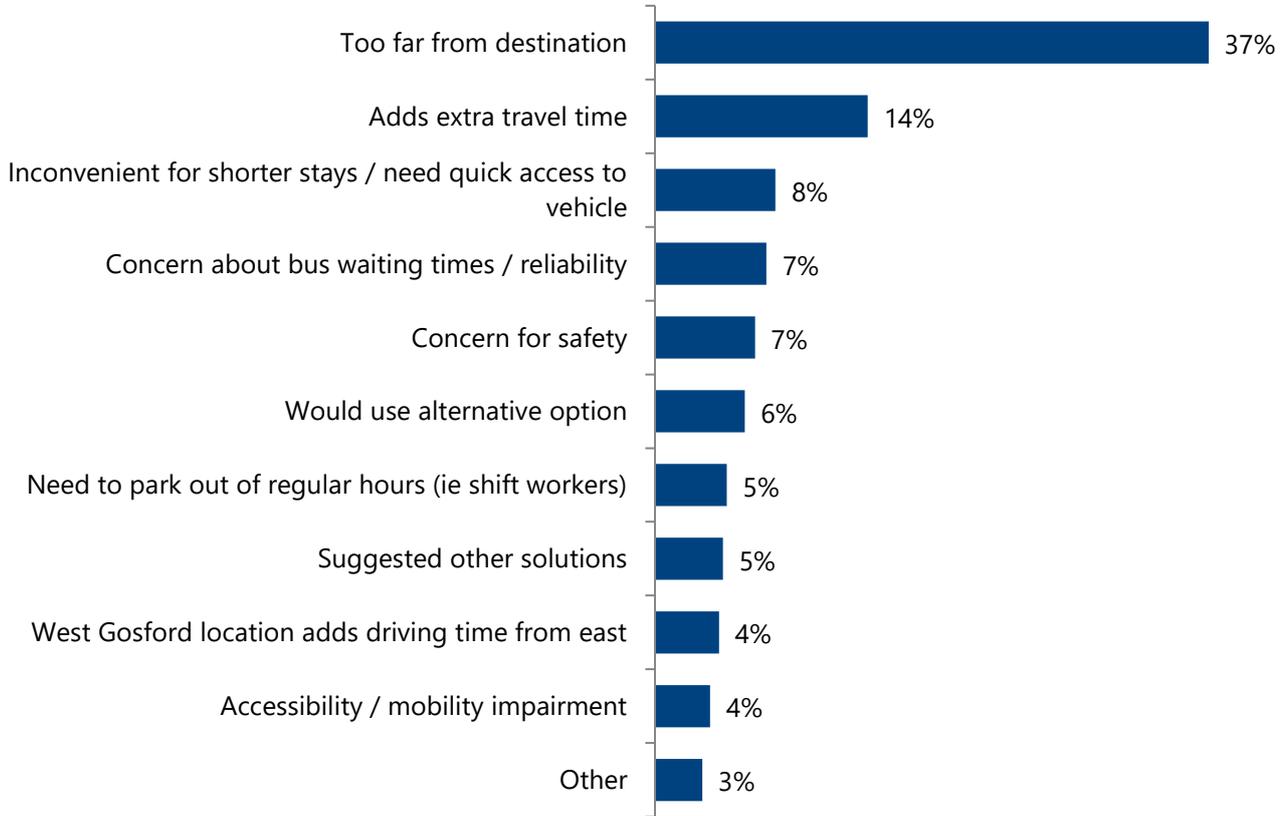


Figure 10: [If Bus service selected] How much would you pay per day for a Park and Ride bus service?

Answered: 539

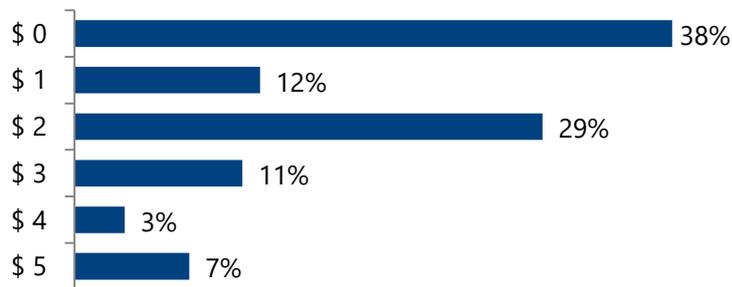


Figure 11: [If *Bus service* selected]What operating times would the Park and Ride service need to run for you to use it?

Answered: 509

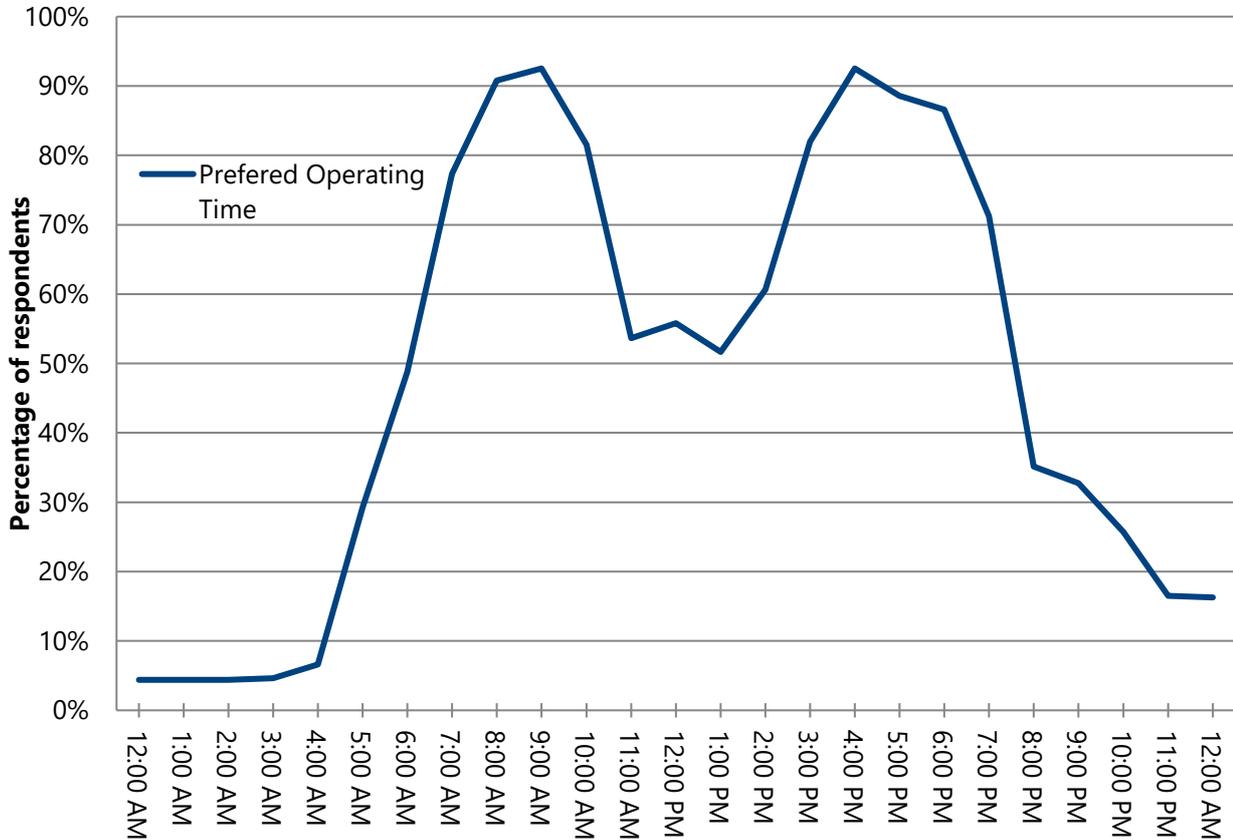


Figure 12: [If *Bus service* selected] What bus frequency do you think would be required to make this an option for you?

Answered: 539

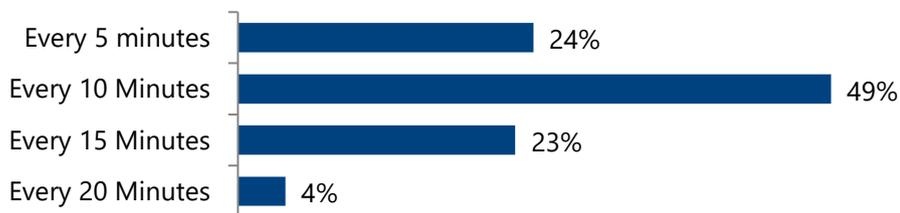
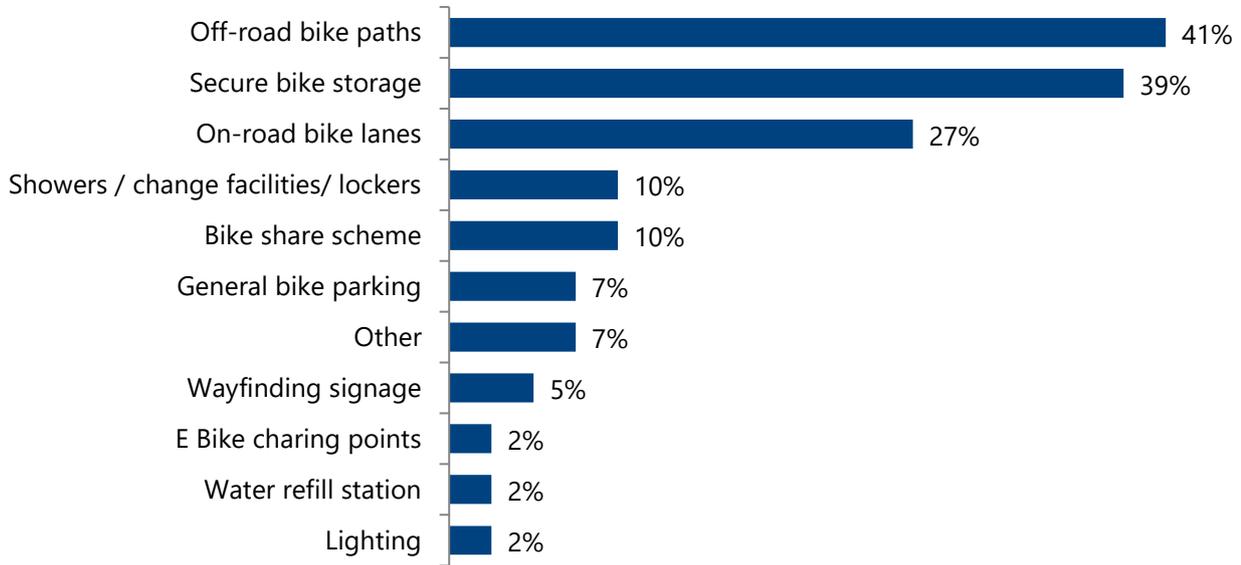


Figure 13: [If Cycle selected] What kind of facilities would you need if you were to cycle from this car park?

Answered: 41



Central Coast Parking Strategy

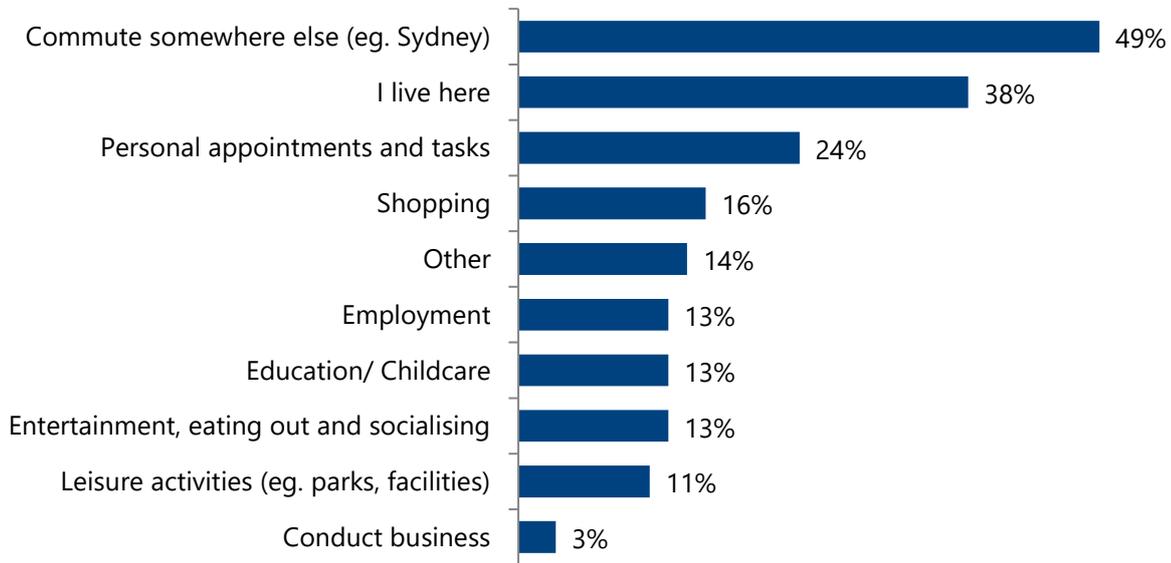
Ourimbah Town Centre survey results

February 2019

Total number of surveys taken for Ourimbah Town Centre: 63

Figure 1: Why do you come to Ourimbah Town Centre? You can choose more than one reason.

Answered: 63



'Other' reasons include (but are not limited to):

- School pick up
- To attend University

Figure 2: What do you think the key parking issues are in this area? You can choose more than one.

Answered: 63

Central Coast Parking Strategy – Ourimbah Town Centre survey results



'Other' issues include (but are not limited to):

- Lack of bus services
- Infrequent trains
- Safety and parking availability during school pick up
- There are no (or minimal) parking issues in this area

Figure 3: How do you think the current parking situation in Ourimbah Town Centre could be improved? You can choose more than one option.

Answered: 63



'Other' suggested improvements include (but are not limited to):

- More parking at the university
- Shuttle bus from Gosford to the university
- Acquiring land for more parking
- Create 90 degree parking in Glen Road

Figure 4: [If *Improve local public transport* selected] How do you think local public transport could be improved to reduce parking demand in Ourimbah Town Centre? You can choose more than one.

Answered: 22

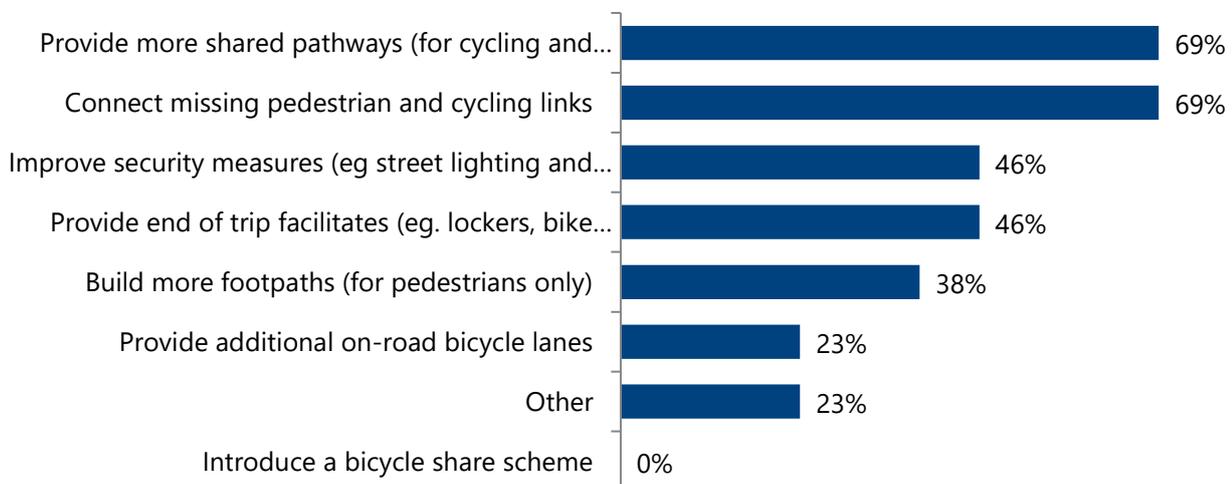


Other suggested improvements include (but are not limited to):

- More bus services in rural areas
- More train services

Figure 5: [If *Improve pedestrian and cycling links* selected] How do you think pedestrian and cycling links can be improved to reduce parking demand in Ourimbah Town Centre? You can choose more than one.

Answered: 13



'Other' suggested improvements include (but are not limited to):

- Safe pathway on Enterprise Drive

Figure 6: What do you consider an acceptable walking time between where you park and your destination in Ourimbah Town Centre?

Answered: 60

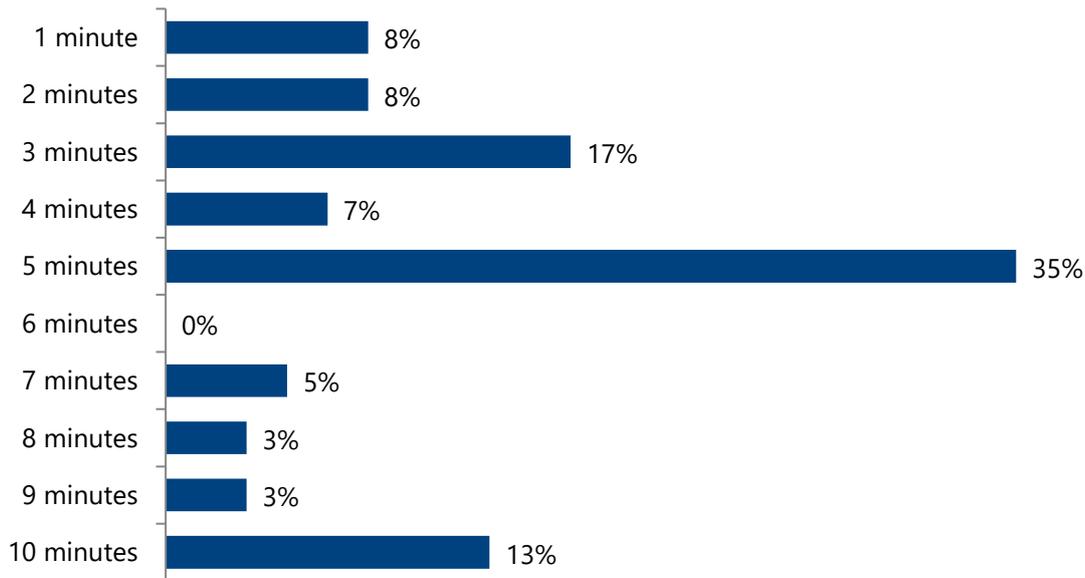
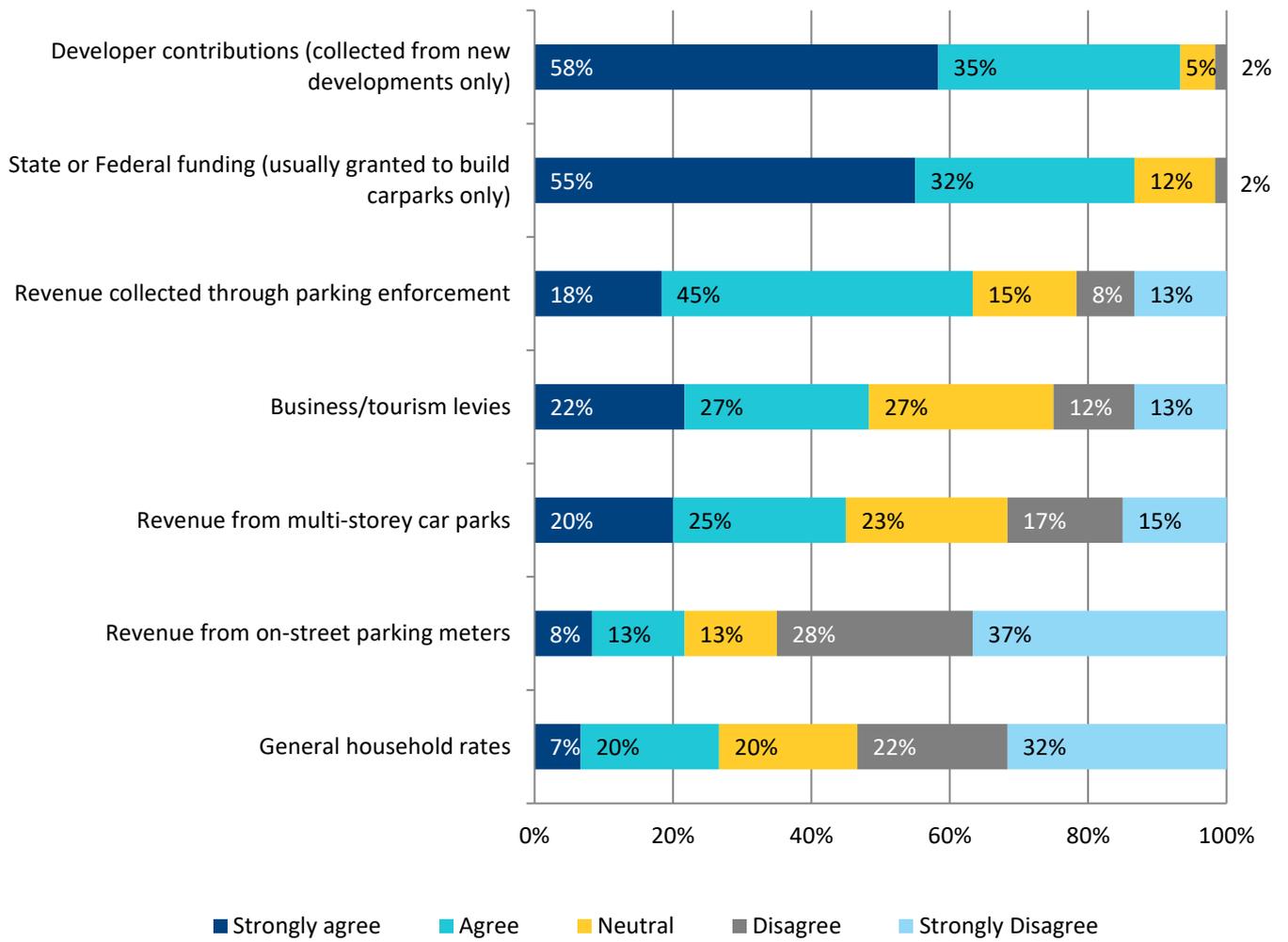


Figure 7: Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways. How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

Answered: 60



Central Coast Parking Strategy

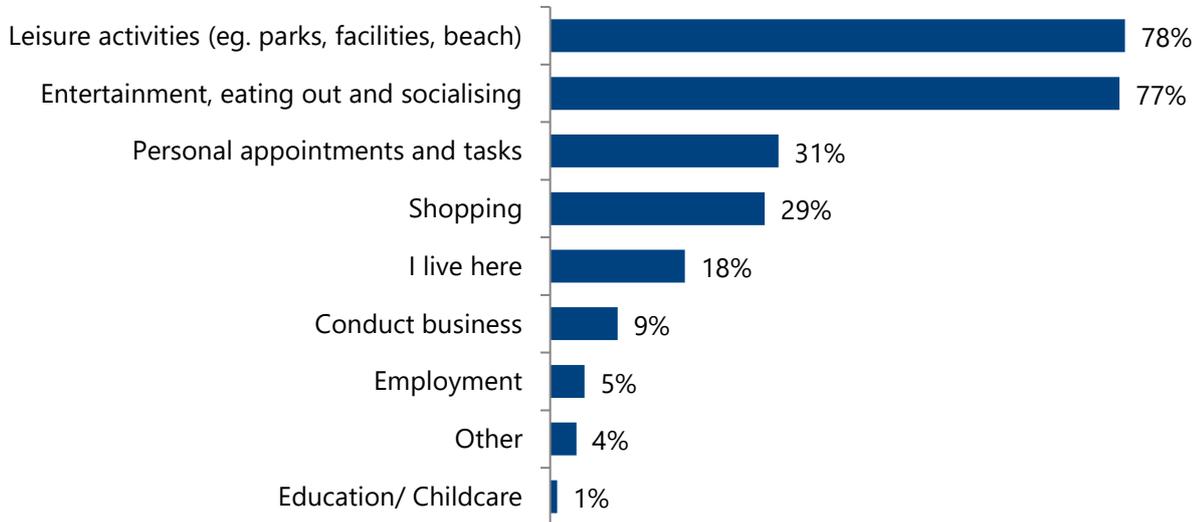
Terrigal CBD survey results

February 2019

Total number of surveys taken for Terrigal CBD: 538

Figure 1: Why do you come to the Terrigal CBD? You can choose more than one reason.

Answered: 538



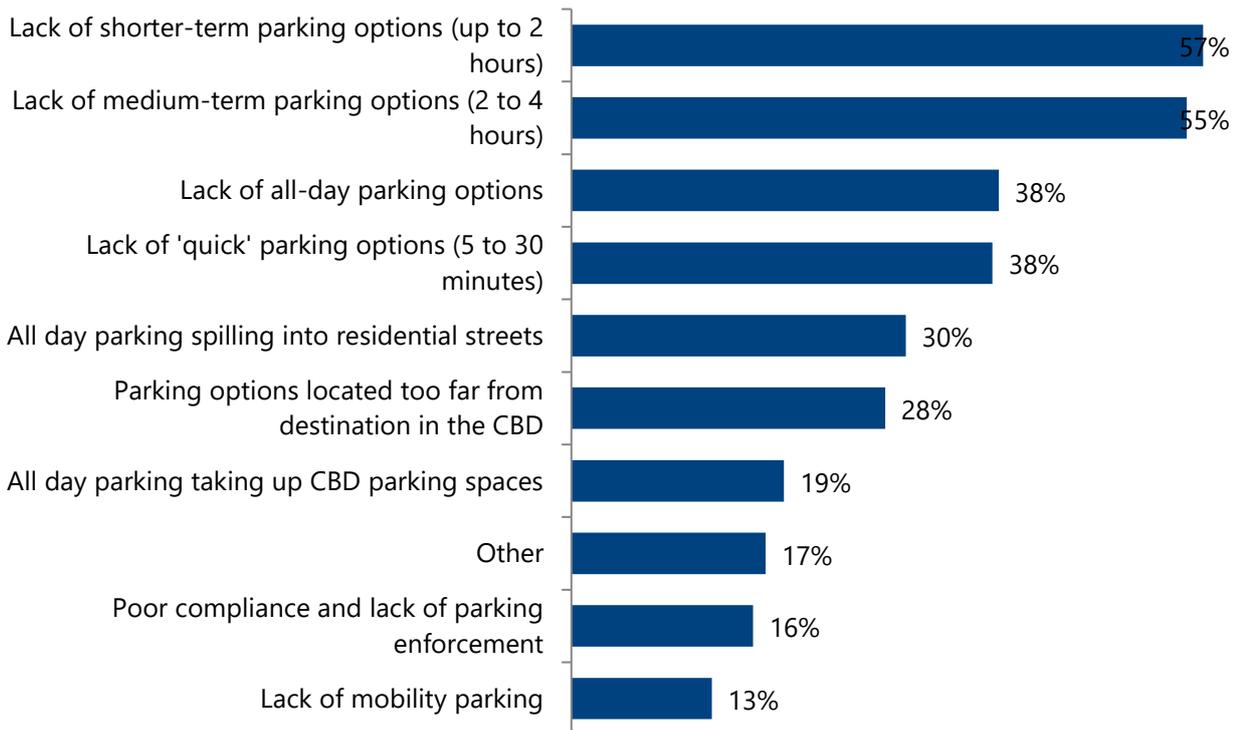
'Other' reasons include (but are not limited to):

- Attend surf club (nippers, patrol duty etc)
- Medical appointments
- Visit friends/family

Figure 2: What do you think the key parking issues are in this area? You can choose more than one.

Answered: 538

Central Coast Parking Strategy – Terrigal CBD survey results

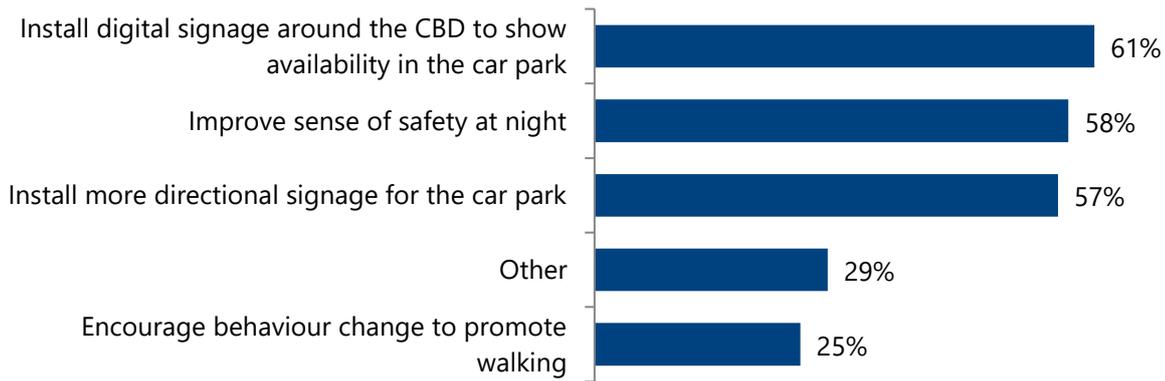


'Other' issues include (but are not limited to):

- Lack of motorbike parking
- There is sufficient parking
- Lack of adequate public transport
- Lack of parking availability on weekends (including evenings)
- Cumulative impacts of development on parking availability
- Acceptable access to Wilson Road car park
- Safety of Wilson Road car park
- No parents with prams parking
- Lack of secure bike parking
- Lack of drop off zone
- Poor public transport system
- Future closure of Church Street car park
- Poor pedestrian access

Figure 3: Investigations have indicated the free Wilson Road Car Park is underutilised. What do you think Council can do to encourage people to use this car park more?

Answered: 538

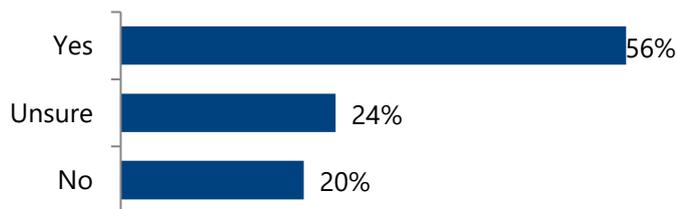


Other reasons include (but are not limited to):

- The carpark is not underutilised
- The car park is often full
- Provide a drop off zone near the beach
- Create more entries and exits to reduce congestion
- Increase lighting/security along pathway to the car park
- Make other CBD parking shorter stay
- Shuttle bus to the beach for families etc
- Improve all-weather access to car park
- Introduce paid parking in the other areas
- Promotional campaign
- Install EV chargers
- Improve cleanliness and managed anti-social behaviour
- Encourage workers to use the car park

Figure 4: Would you support a proposal to allocate more short stay parking spaces in the centre of the CBD just for the busy summer months? This would increase parking turnover throughout the day.

Answered: 538



Reasons given to **support** a proposal include (but are not limited to):

- Enable locals quick access to the CBD during the peak tourist season for shorter appointments and visits.
- So long as they are at least 1 hour. 30 mins is not long enough and they're all 2 hours now anyway.
- Would need to be a minimum of 2 hours
- Would need to be monitored
- People should not be parking in the CBD all day
- Need this all year round. People need to be able to get to the shops and services without parking blocks away.
- Only on roadside though, not in surf club carpark.
- This will help with quick pick-ups, and drop off
- 2 hr parking gives enough time and maybe include some half hour spots
- Will force longer-stay parking into Wilson Road car park

Reasons given to **not support** a proposal include (but are not limited to):

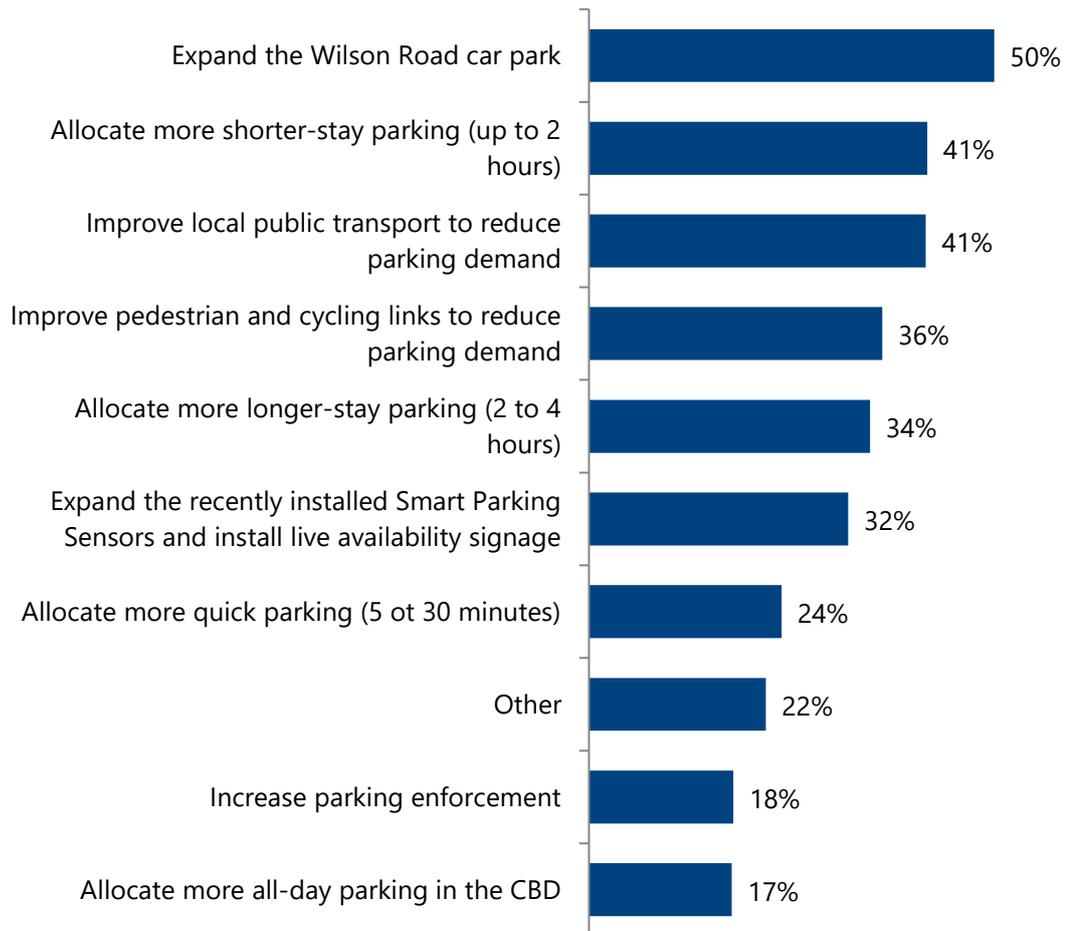
- It would not be enforced
- There are already enough shorter-stay spaces
- Recommend a drop off zone instead
- Would create confusion / traffic disruption
- No reason to go to Terrigal for short stay
- People spend long periods of time in Terrigal
- Make more short stay (1-2hrs) spaces all year around
- if attending doctors appointment often the wait time for appointments would go pst 2hrs prking.
- Allocate 30 min parking just for locals
- We need more parking, not shorter parking
- Better to promote walking in the CBD
- Make it the CBD a local traffic/pedestrian only precinct
- The short term parking times rarely cover the time needed for appointments
- Short stay parking would affect some business
- We need less cars in Terrigal CBD not more

Most respondents who selected '**unsure**' questioned the definition of 'short stay'.

Figure 5: How else do you think the current parking situation in the Terrigal CBD could be improved? You can choose more than one option.

Answered: 526

Central Coast Parking Strategy – Terrigal CBD survey results



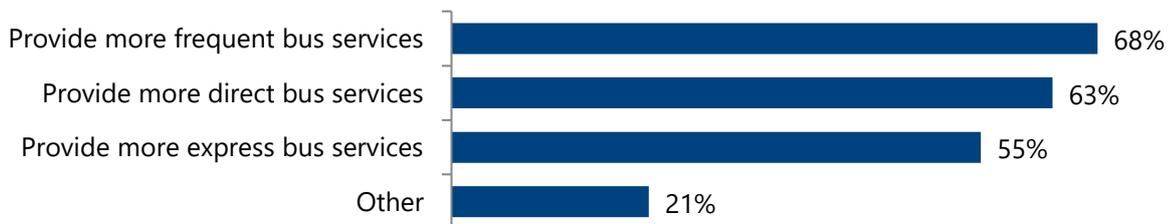
'Other' suggested improvements include (but are not limited to):

- Provide more parking outside the CBD and connect with pedestrian access
- Provide more motorcycle parking
- Build boardwalk connecting to The Haven
- Limit further residential development
- Require more parking for new developments
- Provide more mobility parking
- Make ground floor of Wilson Road car park shorter-stay
- Introduce metered on-street parking, with free permits for residents
- Reduce kerbside parking to move parking to Wilson Road
- Move longer-stay/all day parking outside the CBD
- Shuttle buses connecting to car parks outside the CBD
- Provide rapid bus services to Terrigal
- Encourage ride share services
- More direct bus services
- Parking meters in surf club car park

- Better pedestrian/bike access between Wamberal and Terrigal

Figure 6: [If *Improve local public transport* selected] How do you think local public transport could be improved to reduce parking demand in the Terrigal CBD? You can choose more than one.

Answered: 213



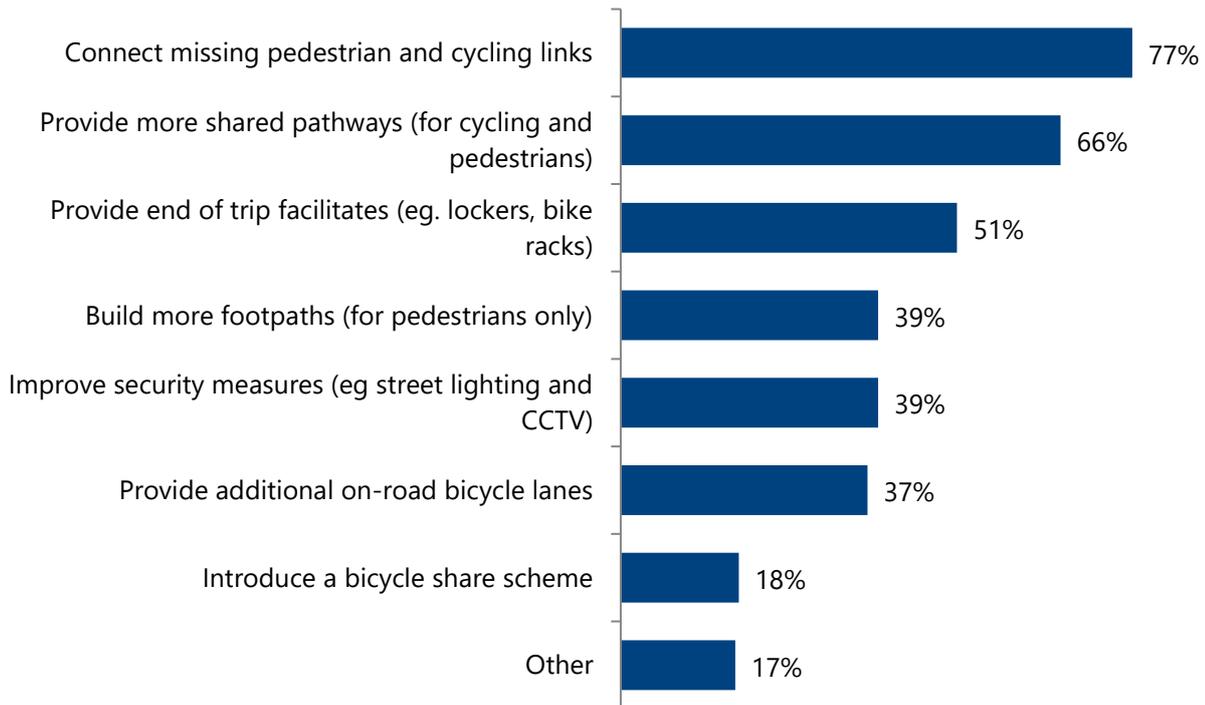
'Other' suggested improvements include (but are not limited to):

- Light rail
- Shuttle buses
- Later bus times, especially in summer
- More routes from other suburbs

Figure 7: [If *Improve pedestrian and cycling links* selected] How do you think pedestrian and cycling links can be improved to reduce parking demand in the Terrigal CBD? You can choose more than one.

Answered: 185

Central Coast Parking Strategy – Terrigal CBD survey results



'Other' suggested improvements include (but are not limited to):

- Providing alternatives to on-road cycling lanes to increase safety
- Separating cyclists from pedestrians (i.e. no shared pathways)
- Build boardwalk connecting to The Haven
- Various specific suggestions for paths

Figure 8: What do you consider an acceptable walking time between where you park and your destination in the Terrigal CBD?

Answered: 510

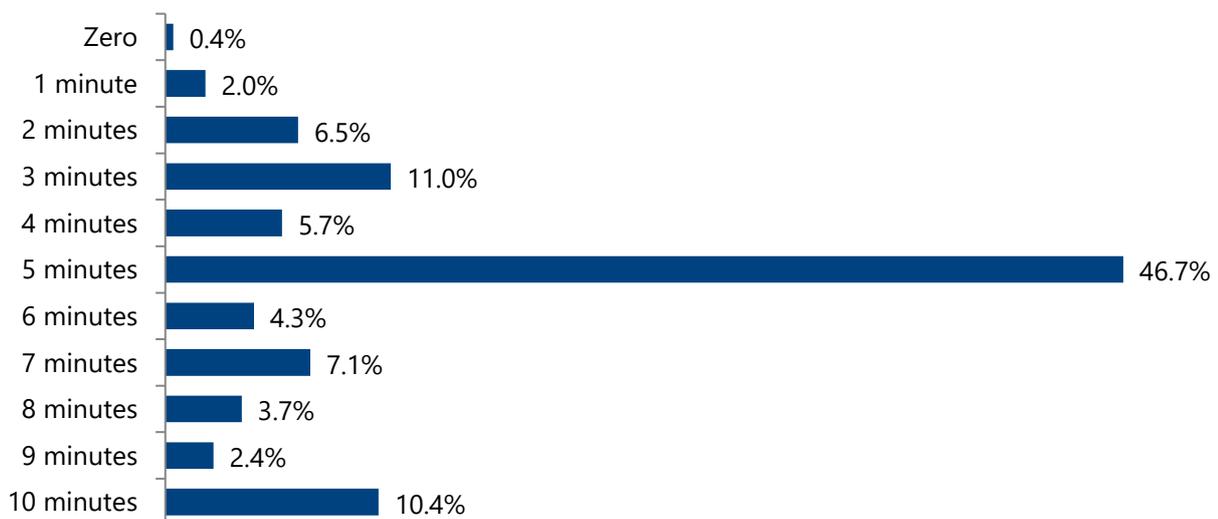
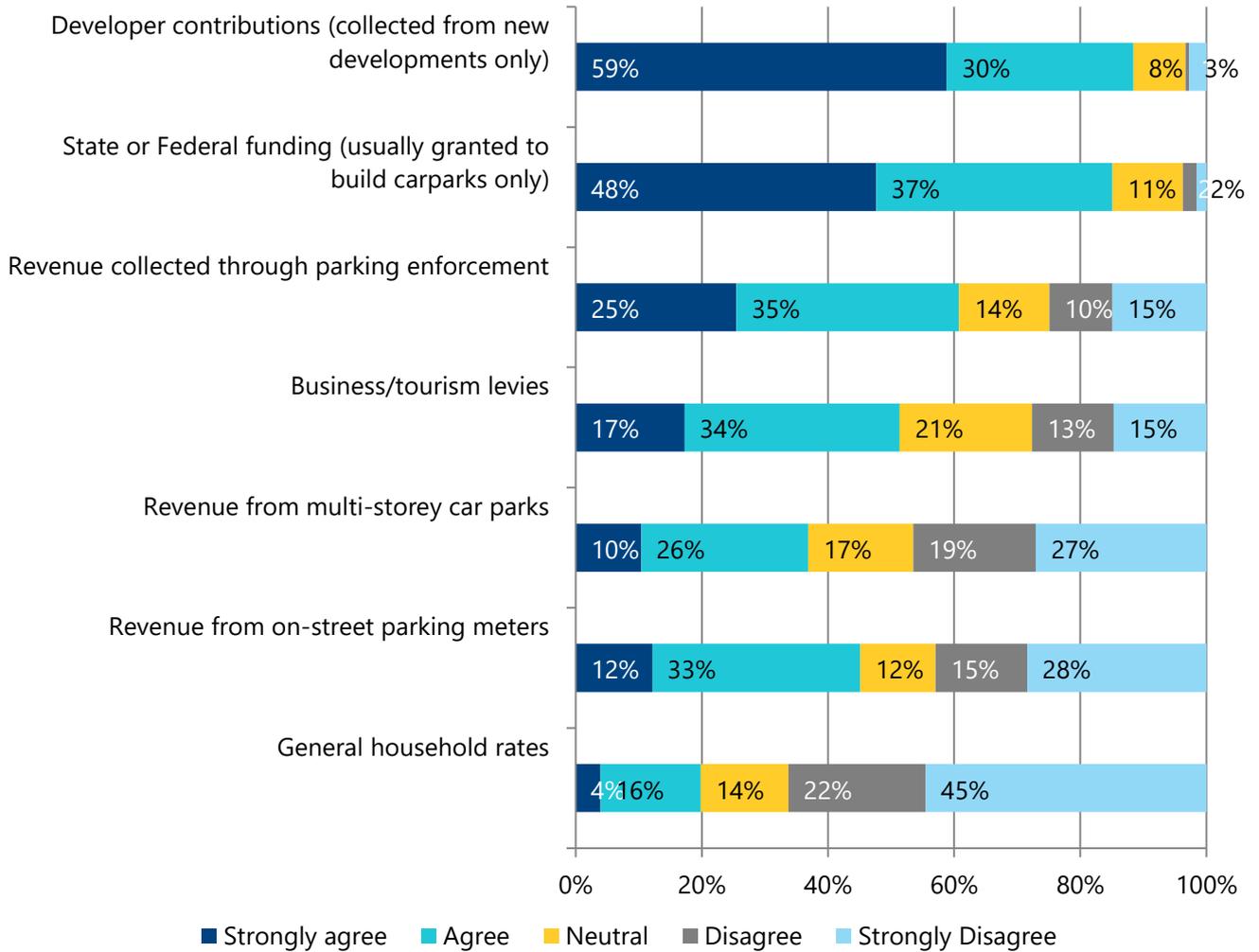


Figure 9: Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways. How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

Answered: 510



Central Coast Parking Strategy

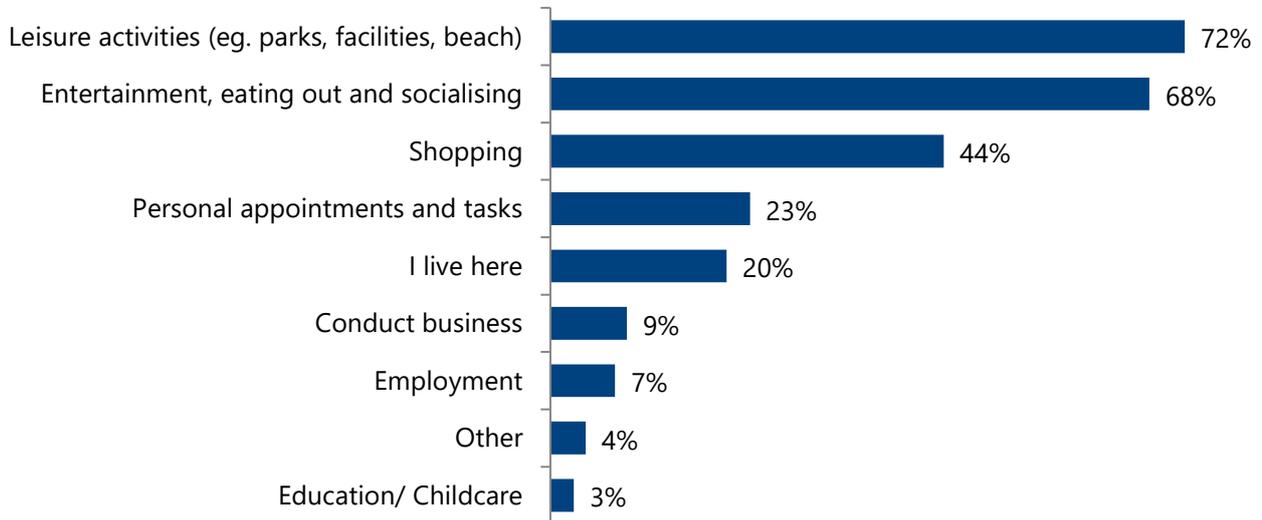
The Entrance Town Centre survey results

February 2019

Total number of surveys taken for The Entrance Town Centre: 151

Figure 1: Why do you come to The Entrance Town Centre? You can choose more than one reason.

Answered: 151



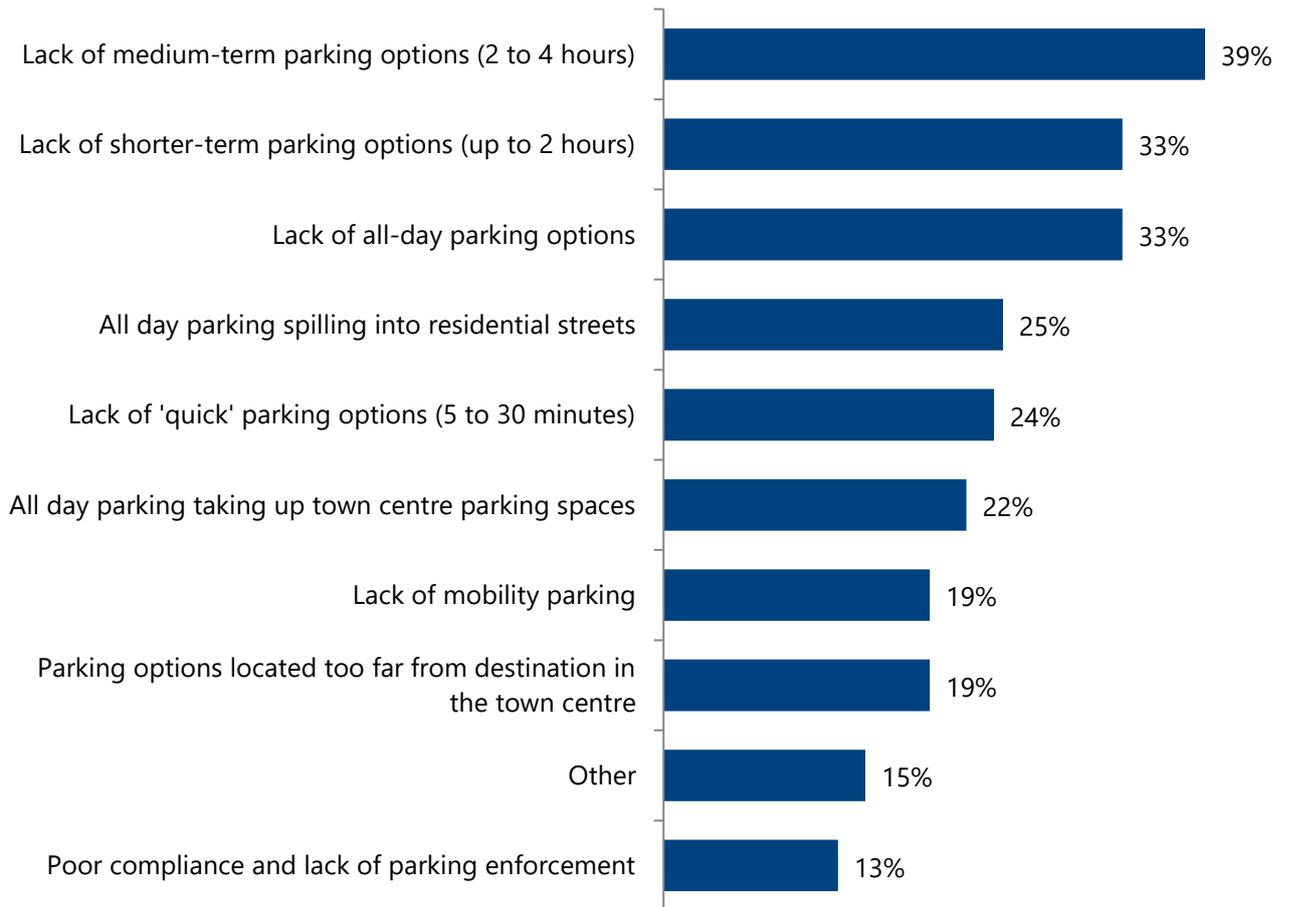
'Other' reasons include (but are not limited to):

- Events
- Medical appointments

Figure 2: What do you think the key parking issues are in this area? You can choose more than one.

Answered: 151

Central Coast Parking Strategy – The Entrance Town Centre survey results

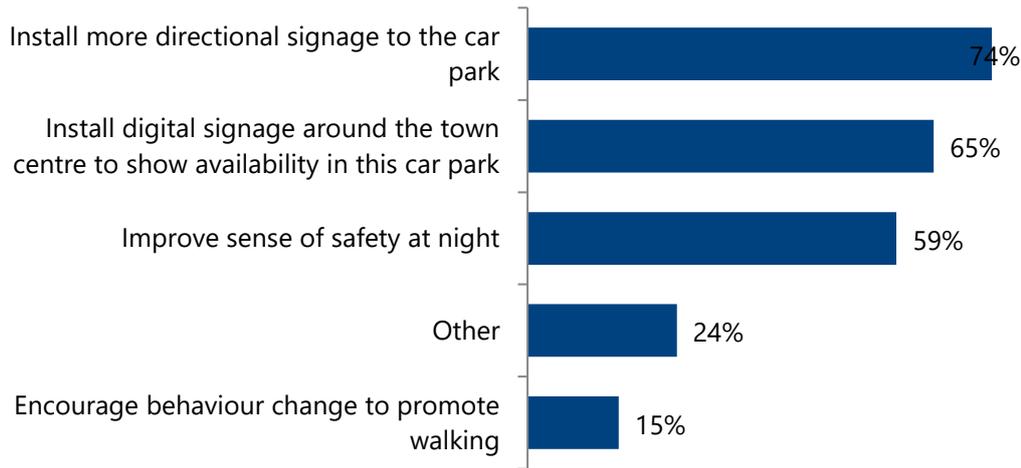


Other issues include (but are not limited to):

- Insufficient parking during peak times and events
- Too many tourists in the area
- Poor security in multistorey car park
- There are no parking problems

Figure 3: Investigations have indicated the free multistorey carpark is underutilised. What do you think Council can do to encourage people to use this car park more?

Answered: 151

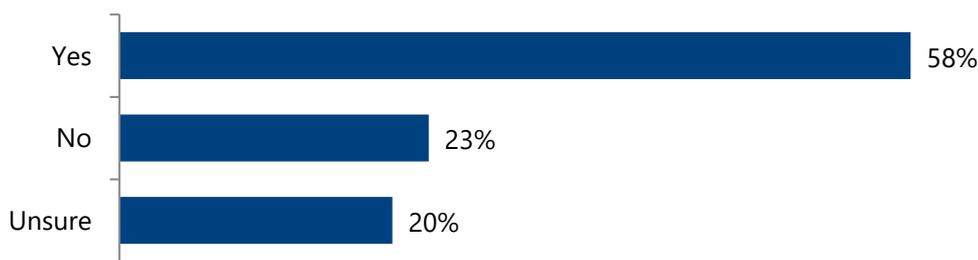


Other suggested improvements include (but are not limited to):

- Clean the lifts and stairways more regularly
- Promote the carpark more – people are unaware it's available
- Increase security generally – CCTV cameras don't cover enough
- Improve safety all the time and not just at night
- Better manage use by skateboarders
- Improve access

Figure 4: Would you support a proposal to allocate more short stay parking spaces in the centre of the town just for the busy summer months? This would increase parking turnover throughout the day.

Answered: 151



Reasons to **support the proposal** include (but are not limited to):

- Improved access for locals needing shorter visits
- Most business can be conducted in a 2 hour period
- Would discourage longer stay parking and allow those wishing to visit for a shorter to find parking
- Would accommodate the 'quick stop and shop' needs for holidaymakers

Reasons to **oppose the proposal** include (but are not limited to):

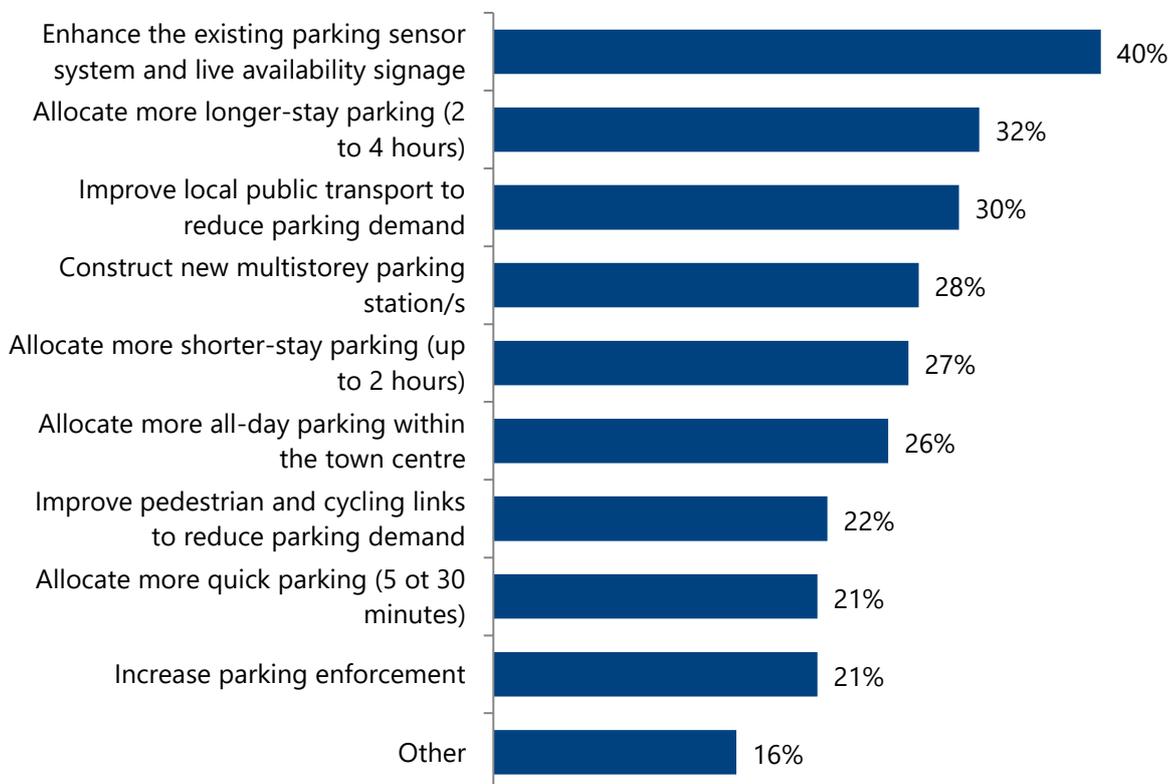
- Four hour stays are already enough
- Forcing quick turnover may keep people away
- Would support more medium stay parking during the summer months instead
- Allocate more 1 to four 4 hour parking spaces all year-round
- Pushes more people parking into the suburban areas
- Would increase traffic congestion due to frequent turnover
- Revenue raising exercise
- Would transfer issue to another location
- There is sufficient short-stay parking

Other general responses to this question include:

- Up to an hour is adequate
- Would need to be 2 to 4 hours
- Must remain free
- Needs to be properly enforced
- Short stay parking should only be for Coles

Figure 5: How else do you think the current parking situation in The Entrance Town Centre could be improved? You can choose more than one option.

Answered: 151

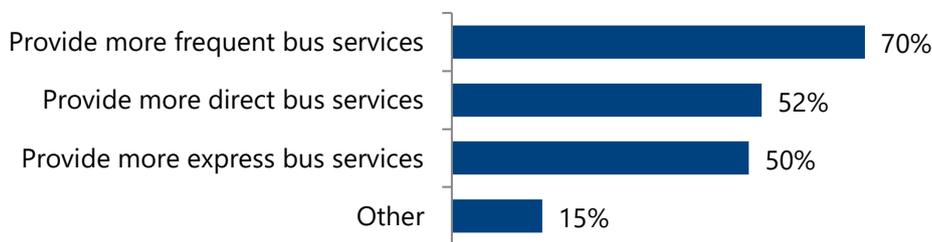


Other suggested improvements include (but are not limited to):

- Make multistorey carpark cleaner and easier to access
- Charge non-residents for parking
- Build a light rail link connecting major centres
- Connect North Entrance parking with shuttle buses in peak times
- Install more disability parking
- More bicycle stands and promote existing pathways

Figure 6: [If *Improve local public transport* selected] How do you think local public transport could be improved to reduce parking demand in The Entrance Town Centre? You can choose more than one.

Answered: 46

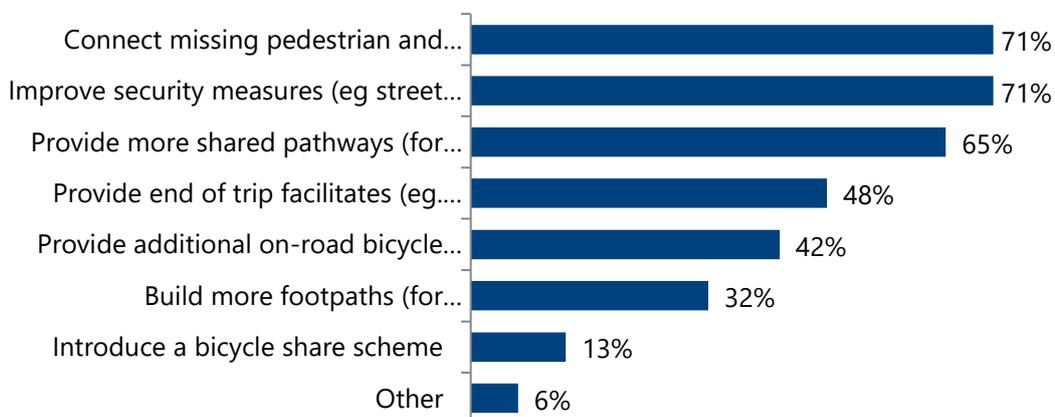


Other suggested improvements include (but are not limited to):

- Cheaper public transport
- Park and ride buses for busy periods

Figure 7: [If *Improve pedestrian and cycling links* selected] How do you think pedestrian and cycling links can be improved to reduce parking demand in The Entrance Town Centre? You can choose more than one.

Answered: 31



Other suggested improvements include (but are not limited to):

- Remove parking from town centre and provide shuttle bus
- Improve pedestrian safety (concern with speeding cyclists/skateboarders)

Figure 8: What do you consider an acceptable walking time between where you park and your destination in The Entrance Town Centre?

Answered: 143

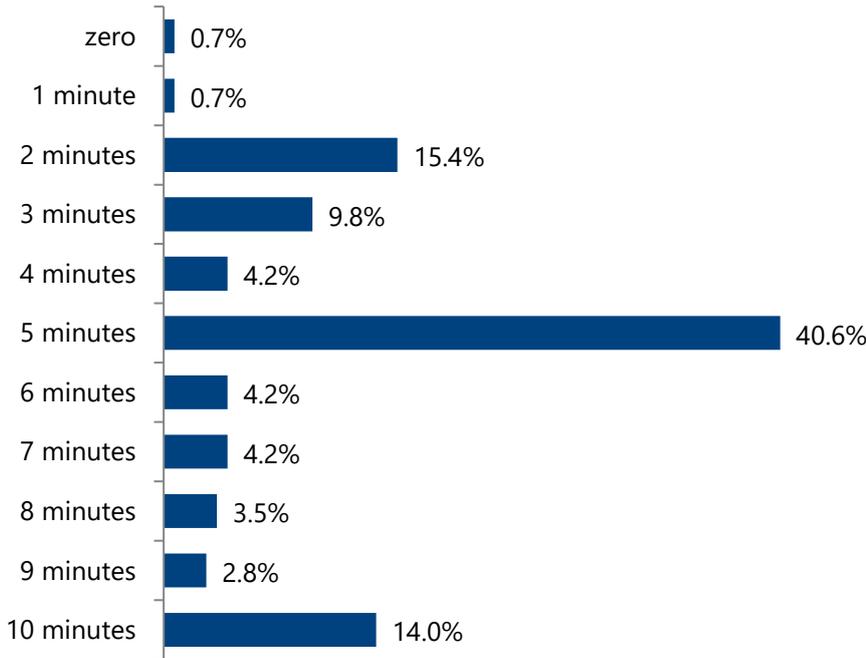
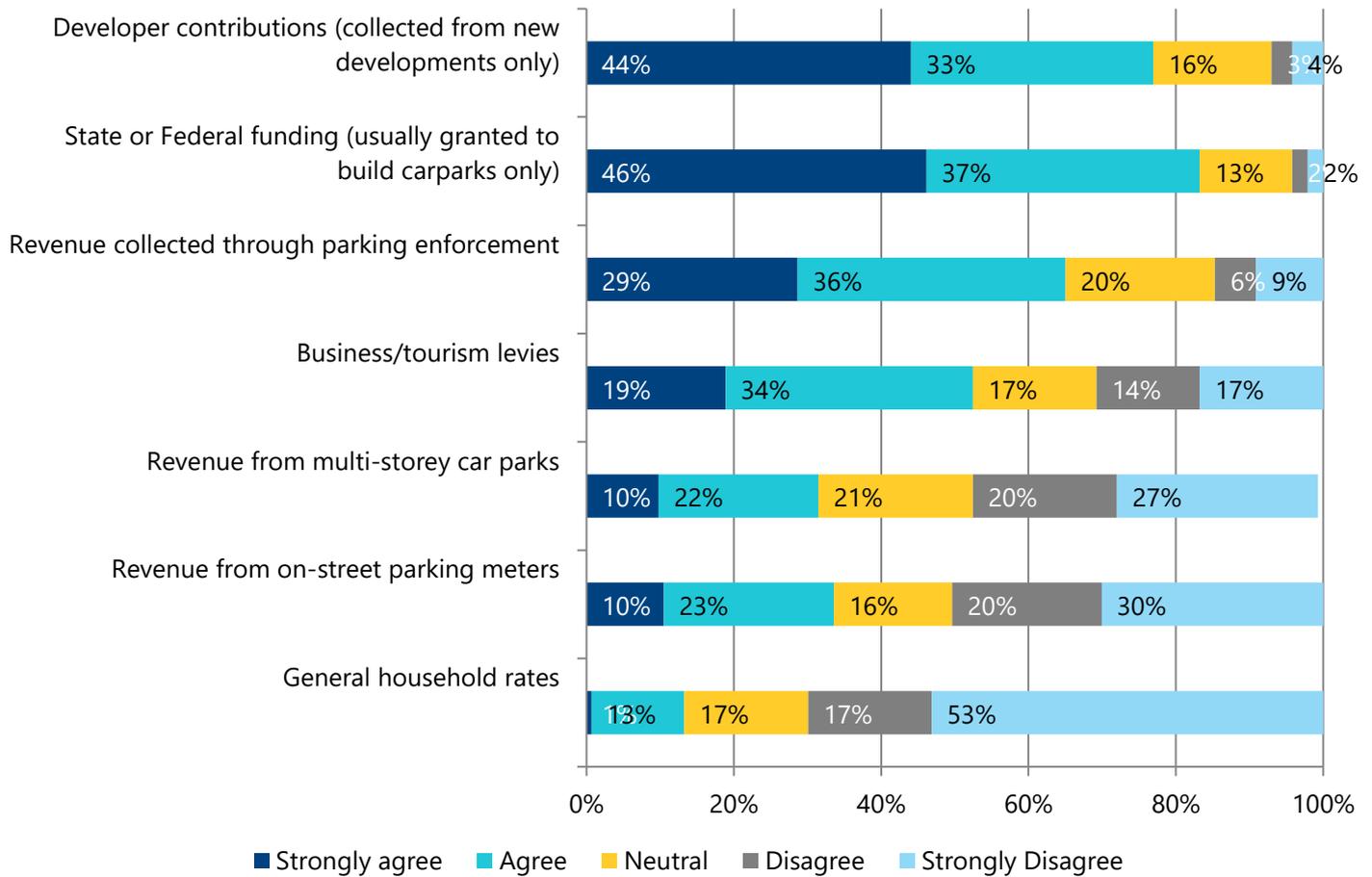


Figure 9: Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways. How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

Answered: 143

Central Coast Parking Strategy – The Entrance Town Centre survey results



Central Coast Parking Strategy

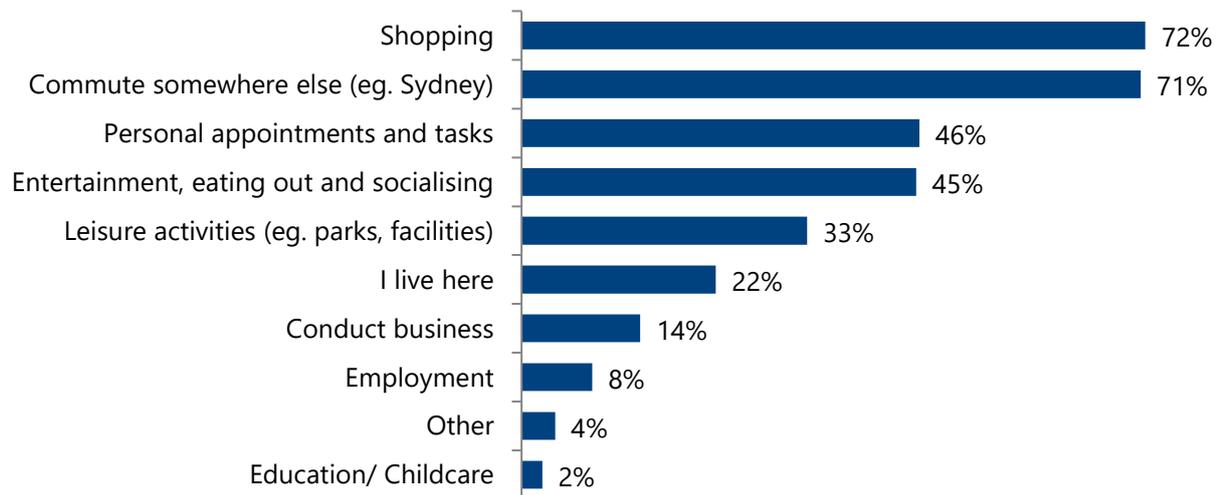
Woy Woy Town Centre survey results

February 2019

Total number of surveys taken for Woy Woy Town Centre: 544

Figure 1: Why do you come to Woy Woy Town Centre? You can choose more than one reason.

Answered: 544



'Other' reasons include (but are not limited to):

- Visit friends and family
- Visit library
- Take elderly parent to appointments
- Used to live there

Figure 2: What do you think the key parking issues are in this area? You can choose more than one.

Answered: 544

Central Coast Parking Strategy – Woy Woy Town Centre survey results



Other issues include (but are not limited to):

- Lack of secure parking
- Personal safety concerns walking to cars
- Lack of lighting / CCTV in some car parks
- Lack of secure bike parking with security cameras
- Lack of parents with prams parking at Deepwater Plaza
- Confusion over parking rules where no kerb or gutter exists
- No live 'vacancy' sign on multistorey carpark
- The commuter parking is adequate at Woy Woy
- Most commuter parking spaces are taken up too early
- Multistorey parking station is unclean
- Lack of alternative options to driving
- Lack of motorcycle parking
- Poor town planning
- Drop off / pick up area at Woy Woy station is inadequate

Figure 3: A potential option for Woy Woy could involve building new all-day car parks approximately 800 metres from the town centre with a Park and Ride bus service. What would your preferred method/s be to reach the Woy Woy Town Centre and train station from these car parks? You can select more than one.

Answered: 537

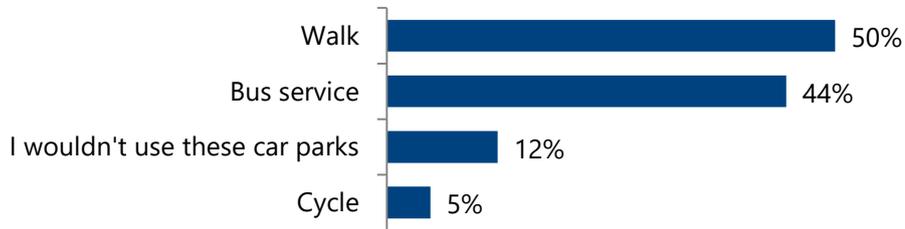


Figure 4: [If I wouldn't use this car park selected] What is the reason you would not use this car park?

Answered: 163

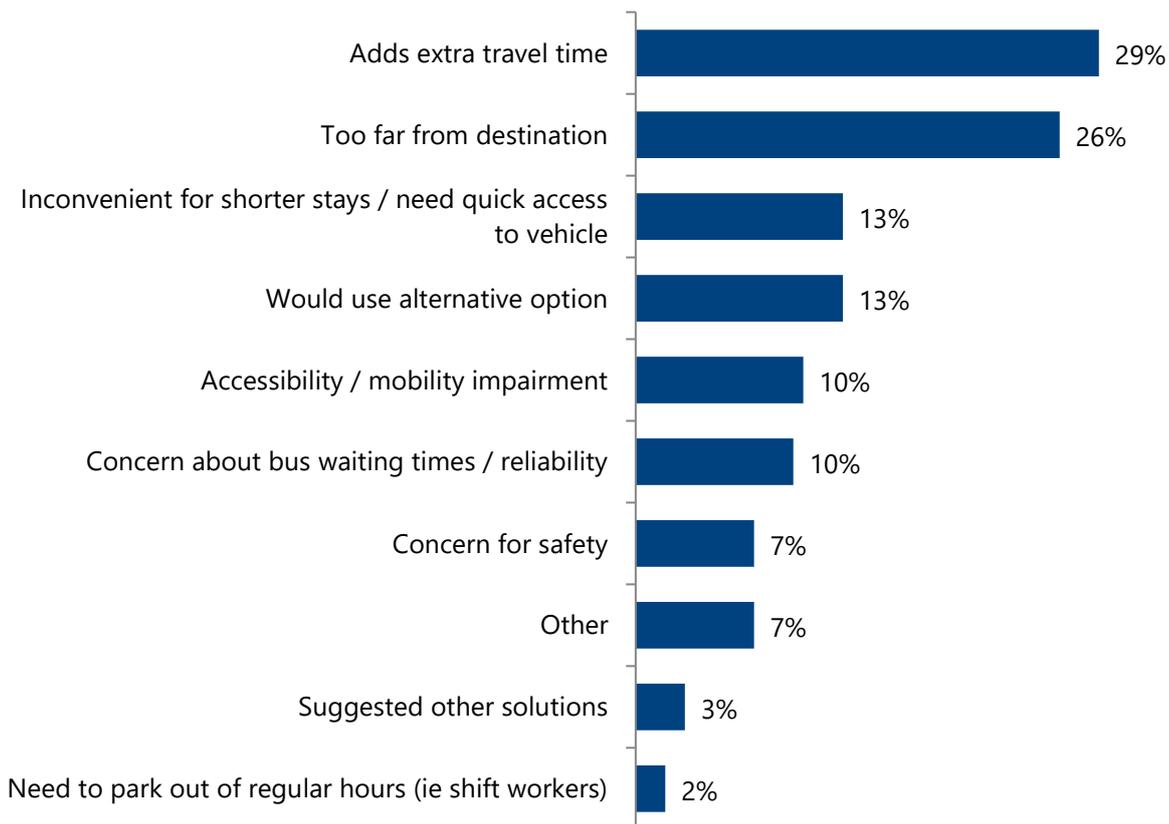


Figure 5: [If Bus service selected] How much would you pay per day for a Park and Ride bus service?

Answered: 229

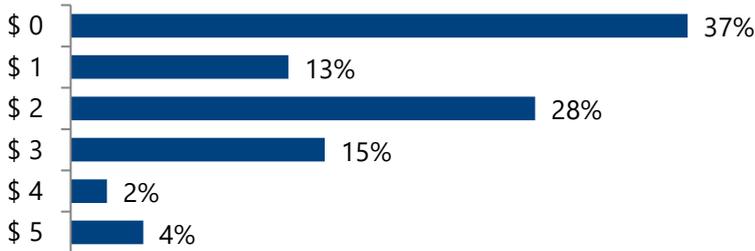


Figure 6: [If Bus service selected] What operating times would the Park and Ride service need to run for you to use it?

Answered: 213

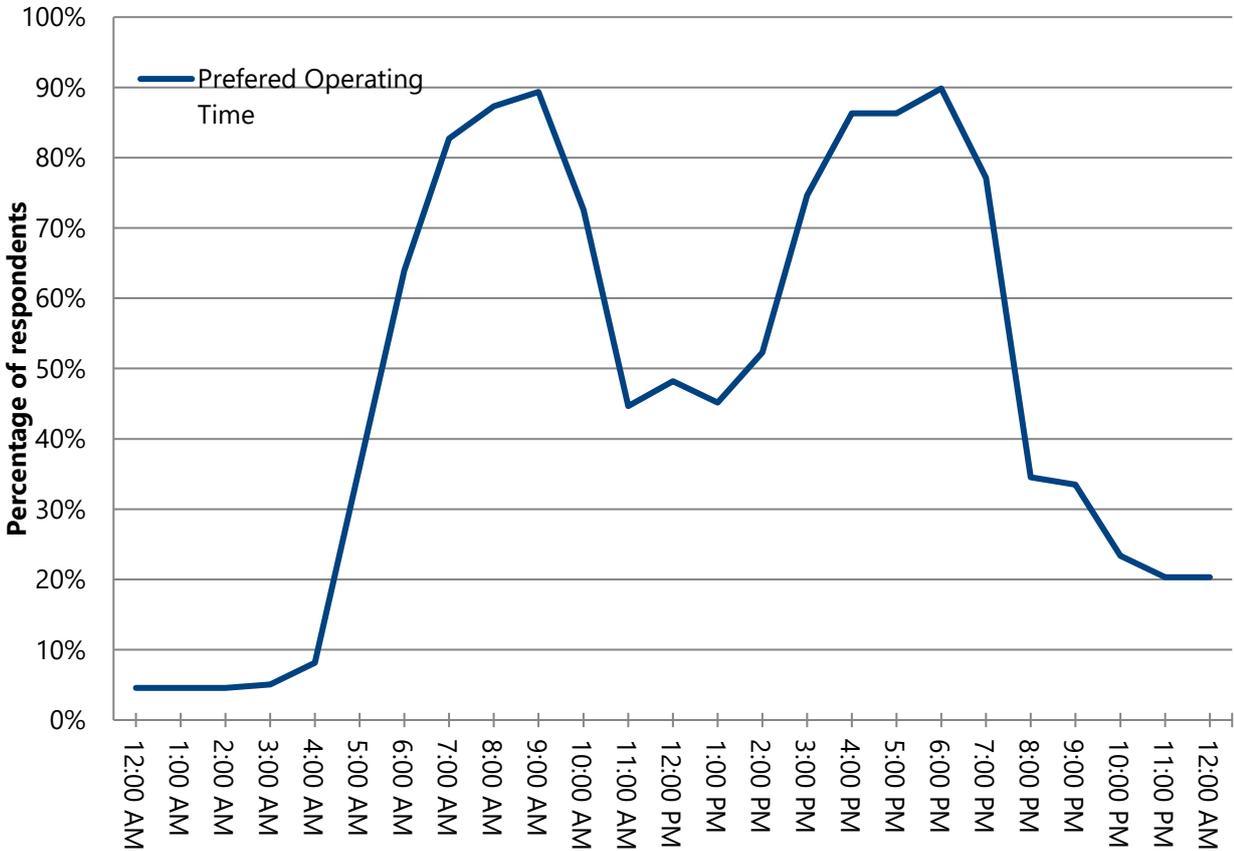


Figure 7: [If Bus service selected] What bus frequency do you think would be required to make this an option for you?

Answered: 229



Figure 8: [If Cycle selected] What kind of facilities would you need if you were to cycle from this car park?

Answered: 26

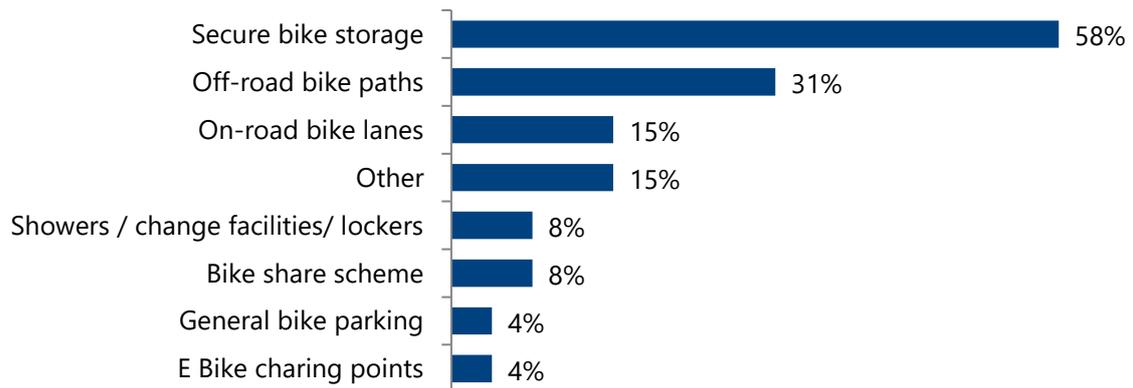
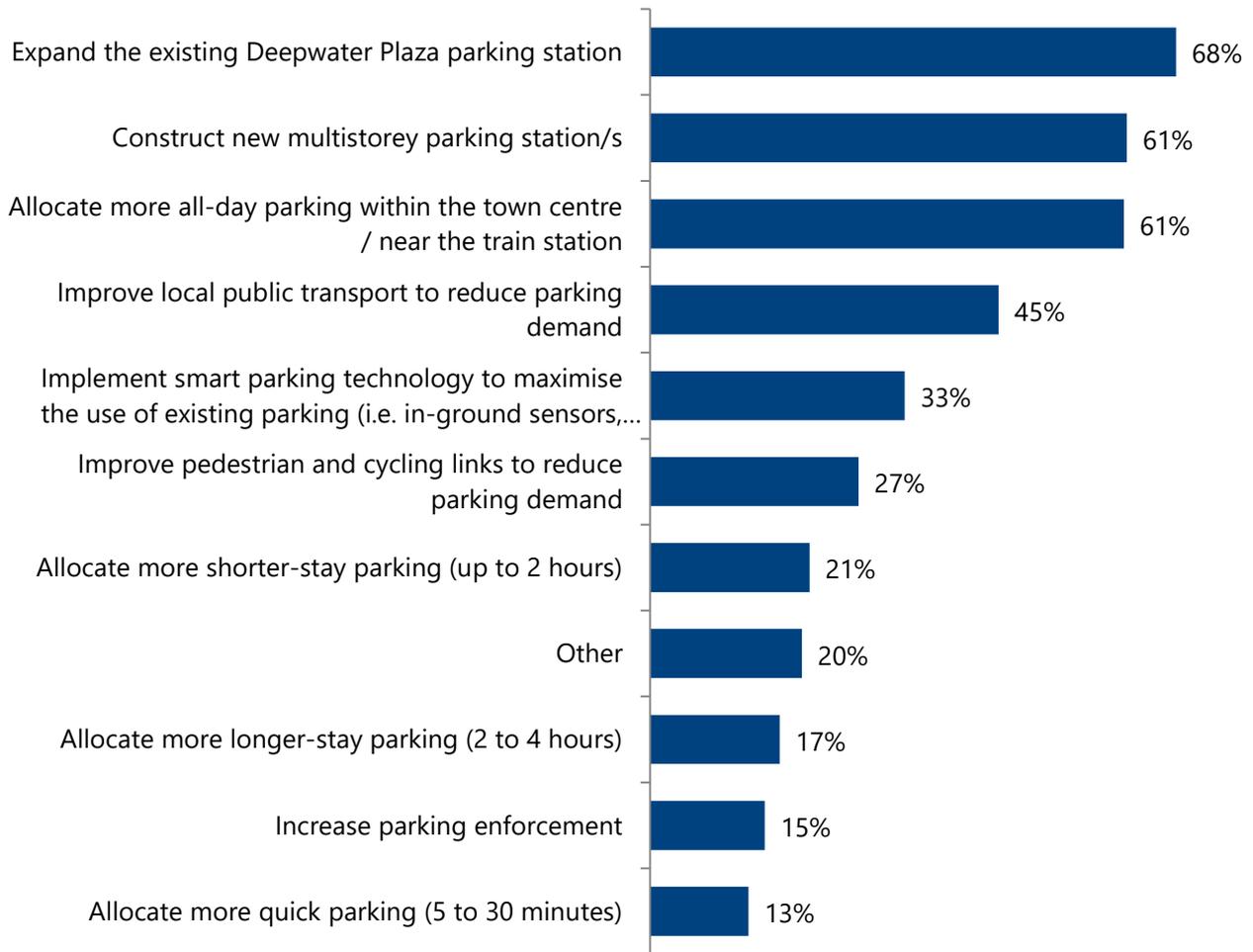


Figure 9: How else do you think the current parking situation in Woy Woy Town Centre could be improved? You can choose more than one option.

Answered: 521

Central Coast Parking Strategy – Woy Woy Town Centre survey results



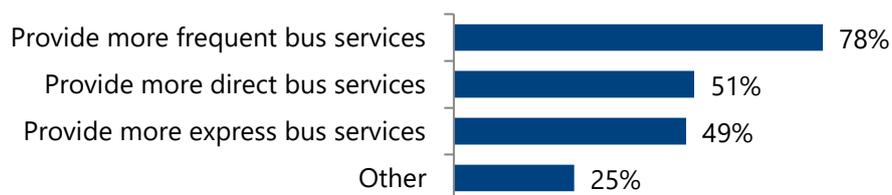
Other suggested improvements include (but are not limited to):

- More disability parking
- Improve parking near other rail stations
- Build multistorey commuter parking along railway line
- Introduce paid parking
- Paint line markers in train station carpark
- Provide more public transport options (not just along Ocean Beach Road)
- Decrease parking enforcement in Deep Water Plaza carpark until parking issues resolved
- Improve safety of commuter car park, especially after hours
- Extend the CoastConnect service to further than just the Peninsula
- Don't turn Woy Woy into a giant car park

Figure 10: [If *Improve local public transport* selected] How do you think local public transport could be improved to reduce parking demand in Woy Woy Town Centre? You can choose more than one.

Answered: 233

Central Coast Parking Strategy – Woy Woy Town Centre survey results

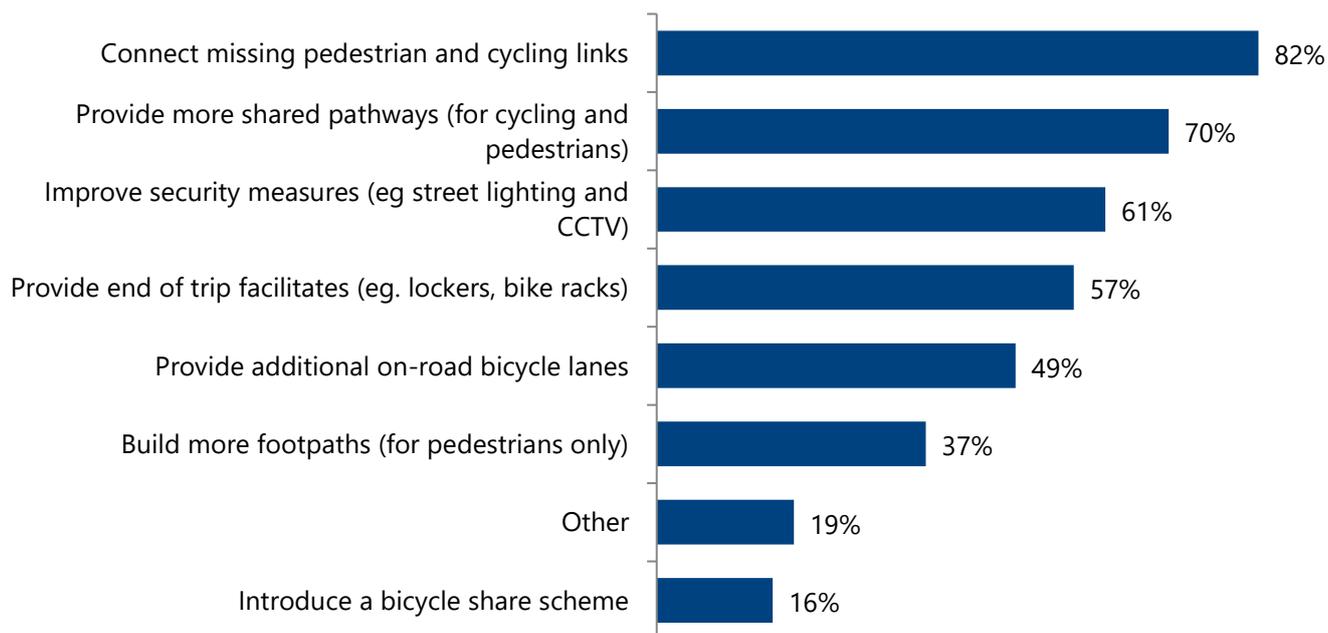


Other suggested improvements include (but are not limited to):

- Expand area serviced by on demand public transport
- Convert to electric buses
- Small mini buses accepting Opal cards
- Public transport links to feeder suburbs (Kincumber / Avoca / Copa)
- Improve drop off zones near the train station to improve safety
- Make bus fares cheaper and enforce fare payment.
- Investigate trackless tram for the Peninsula
- Provide bike racks on the front of buses
- More frequent smaller busses
- Better alignment of bus timetable with train timetable (allowing some flexibility if late)
- A free circular bus running continuously to connect with outlying parking area (more than 800 metres away)

Figure 11: [If Improve pedestrian and cycling links selected] How do you think pedestrian and cycling links can be improved to reduce parking demand in Woy Woy Town Centre? You can choose more than one.

Answered: 139



Other suggested improvements include (but are not limited to):

- Off-road bike paths separated from pedestrian footpaths
- Another bike shed at Woy Woy (existing shed is full by 8am)
- More natural shade along bicycle paths / footpaths
- Study bikes for a bicycle share scheme
- Eclectic bike for a bicycle share scheme
- More water refill/drinking stations
- Reward people that choose these modes of transport by using apps
- Make it easier to take bikes on trains/ buses
- More regular sweeping of existing bike lanes
- Electric bike charging stations
- More scooter/motorbike parking

Figure 12: What do you consider an acceptable walking time between where you park and your destination in Woy Woy Town Centre?

Answered: 507

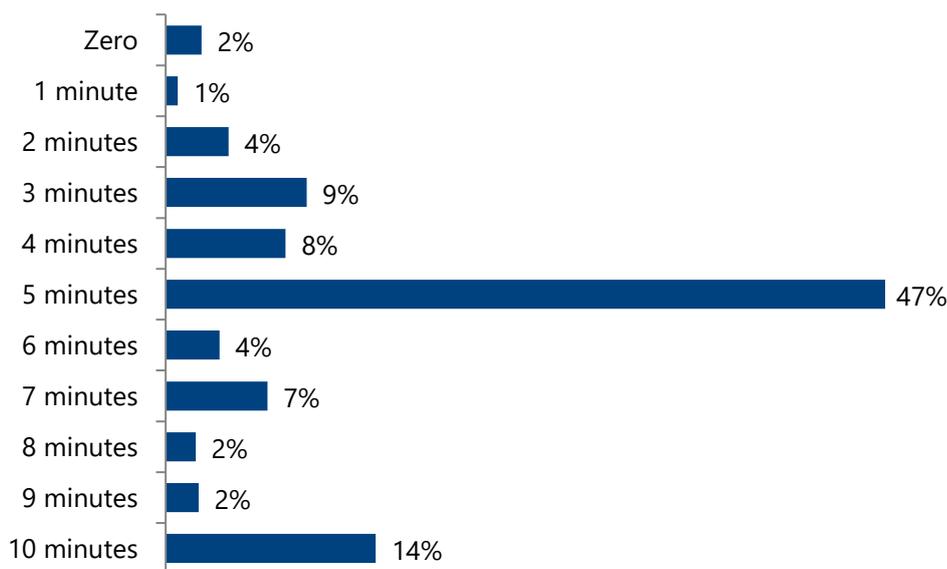
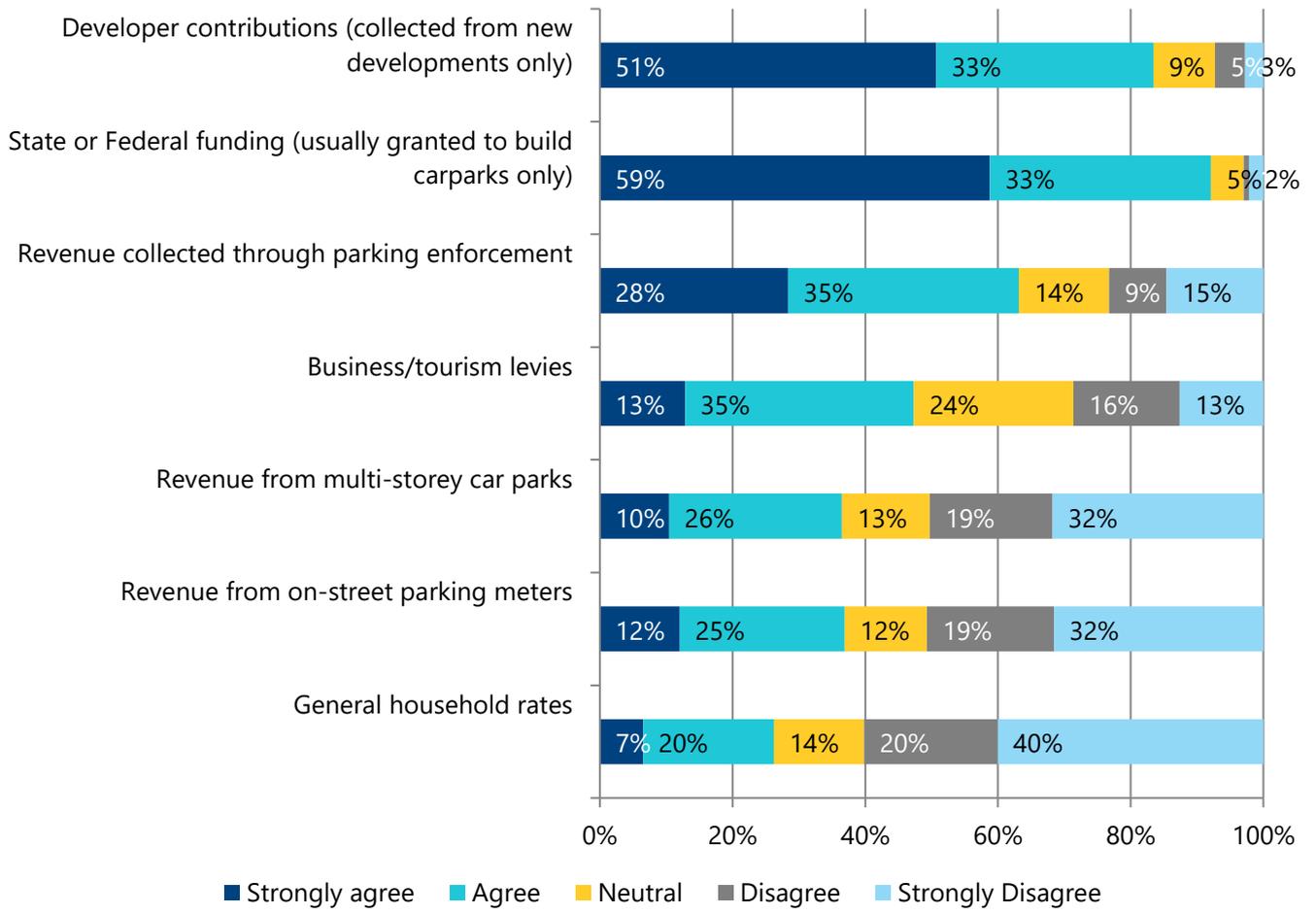


Figure 13: Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways. How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

Answered: 507

Central Coast Parking Strategy – Woy Woy Town Centre survey results



Central Coast Parking Strategy

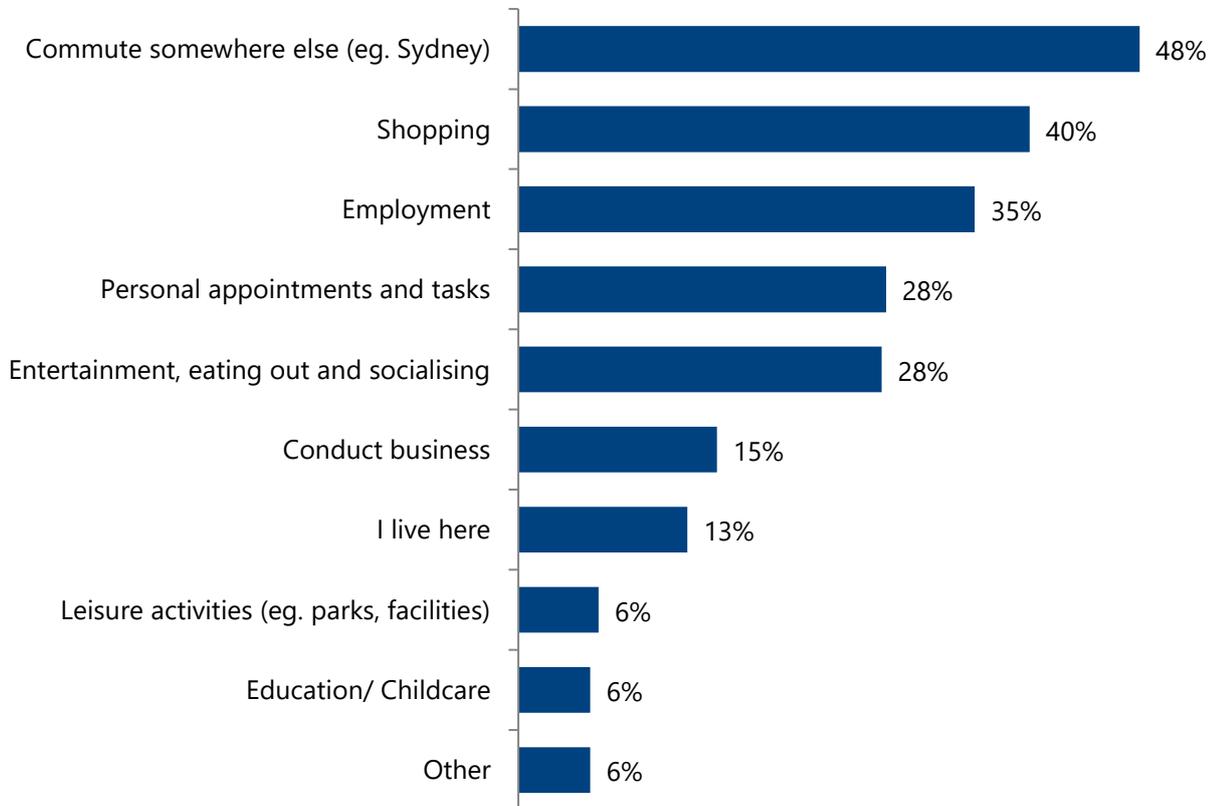
Wyong Town Centre survey results

February 2019

Total number of surveys taken for Wyong Town Centre: 306

Figure 1: Why do you come to Wyong Town Centre? You can choose more than one reason.

Answered: 306



'Other' reasons include (but are not limited to):

- Drive through to get to Tuggerah
- Volunteer
- Commercial property owner
- Shop owner
- Visit Council
- Visit relatives

Figure 2: What do you think the key parking issues are in this area? You can choose more than one.

Answered: 306

Central Coast Parking Strategy – Wyong Town Centre survey results

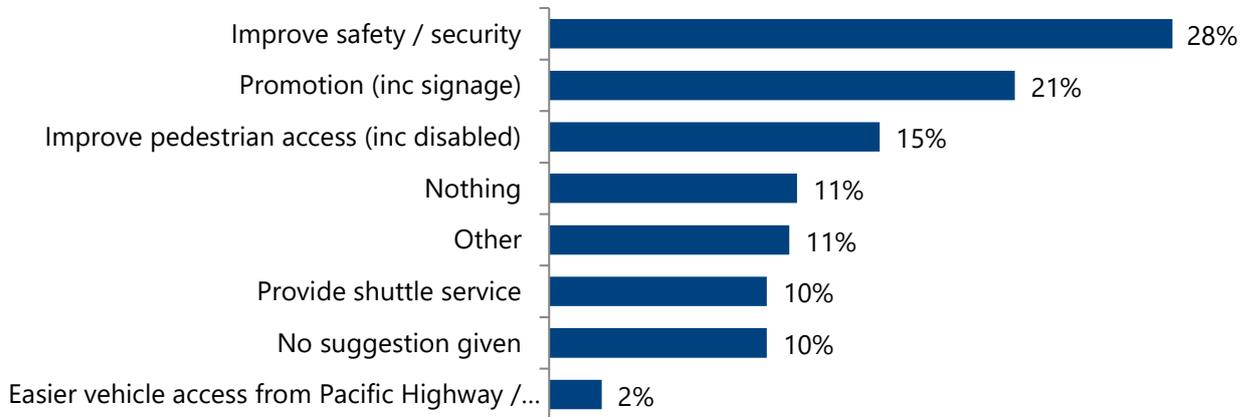


Other issues include (but are not limited to):

- Poor cycling facilities
- Lack of safe, well-lit after hours parking
- Lack of parking for Art House events
- Parking in Wyong works well
- Availability of space for weekly garbage collection
- Workers taking up most car spaces close the Town Centre
- Inappropriate use of Wyong Plaza car park
- Lack of awareness about Rose Street car park
- Parking around Baker Park during sporting events
- Lack of shade
- Lack of bicycle parking
- Parking on nature strips/front lawns
- Lack pram/parent parking
- Lack of covered parking

Figure 3: What do you think would encourage more people to use the public car park on Rose Street (behind the Wyong Squash Centre)?

Answered: 296



Additional feedback:

11% of respondents said the car park was too far from their destination

8% of respondents were unaware of the car park

Figure 4: Would you support a new multistorey parking station being built in Wyong Town Centre?

Answered: 296



Reasons to **support** a new multistorey parking station include (but are not limited to):

- Extra parking is needed
- Wyong is major center for northern residents needing to commute
- Not in the town center but at the train station instead
- Provides alternative to parking in residential streets
- Would encourage northern residents to use the train
- Free up space for day time visitors
- Multistorey is a better use of land
- Would provide easier access

Reasons to **not support** a new multistorey parking station include (but are not limited to):

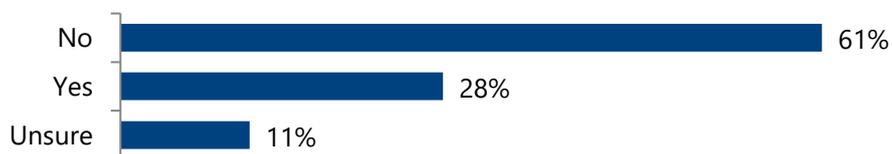
- At grade parking already underutilised
- It would be unnecessary
- Would inhibit lively pedestrian activity if built to centrally
- Would impact the town center's character
- Shouldn't be in town centre
- Encourage people to cycle to the station instead

Other general responses to this question include (but are not limited to):

- Needs to be on the west side of the station
- Needs to be commuter parking either side of rail line
- Would need to be secure
- Needs to be free
- Traffic congestion issue needs to be fixed first
- Would like more detail before commenting
- Making Rose Street car park safer would be a better option

Figure 5: [If Commute somewhere else selected as reason] When catching the train, would you park at Tuggerah train station instead of Wyong if a multistorey parking station was built at Tuggerah?

Answered: 143



Reasons for '**no**' include (but are not limited to):

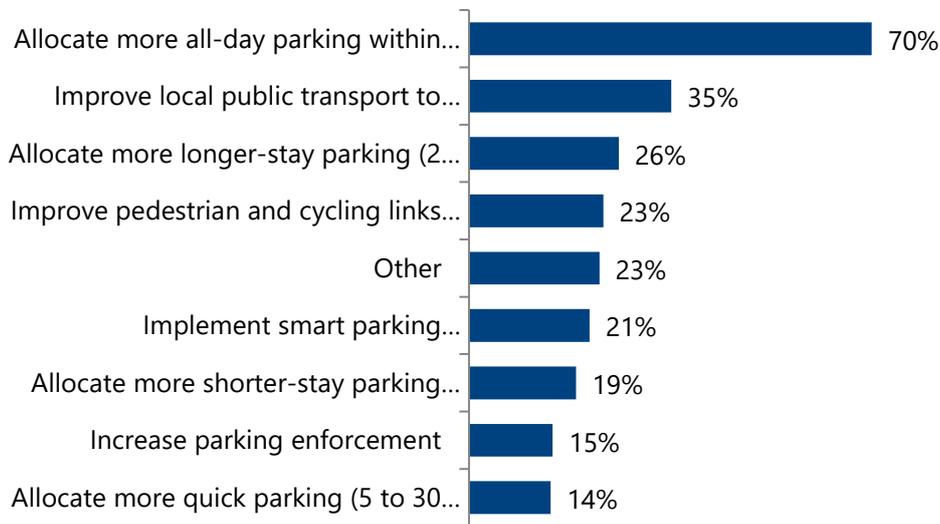
- Peak hour traffic at Tuggerah is an issue (especially congestion on 'Tuggerah Straight')
- No lifts at Tuggerah Station
- Extra driving time – Wyong Station is closer
- Wyong should have extra parking
- Train service starts at Wyong
- Not all trains stop at Tuggerah Station

Reasons for '**yes**' include (but are not limited to):

- Parking would be more secure
- Already park at Tuggerah due to lack of safe parking options at Wyong
- Not much further to travel
- Easier access to the M1

Figure 6: How else do you think the current parking situation in Wyong Town Centre could be improved? You can choose more than one option.

Answered: 294



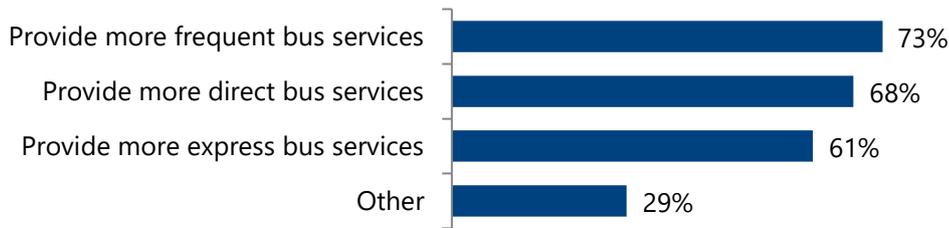
Other suggested improvements include (but are not limited to):

- Increase services at Warnervale Train Station
- Shuttle buses to and from parking
- Generally improve security and lighting
- Build a multistorey commuter car park beside train station
- Ensure parking is easily accessible for those with disabilities
- Business should ensure adequate parking for their staff
- Bike lanes on the Pacific Highway / better cycling infrastructure
- Visitor parking for Council
- Negotiate use of private land for public parking on non-peak days
- Widen / Upgrade Pacific Highway
- Beautification off public car parks / Public artwork to increase sense of place and sense of security
- More parking at Baker Park for weekends
- Consider variable parking time limits depending on the time of day

Figure 7: [If *Improve local public transport* selected] How do you think local public transport could be improved to reduce parking demand in Wyong Town Centre? You can choose more than one.

Answered: 102

Central Coast Parking Strategy – Wyong Town Centre survey results

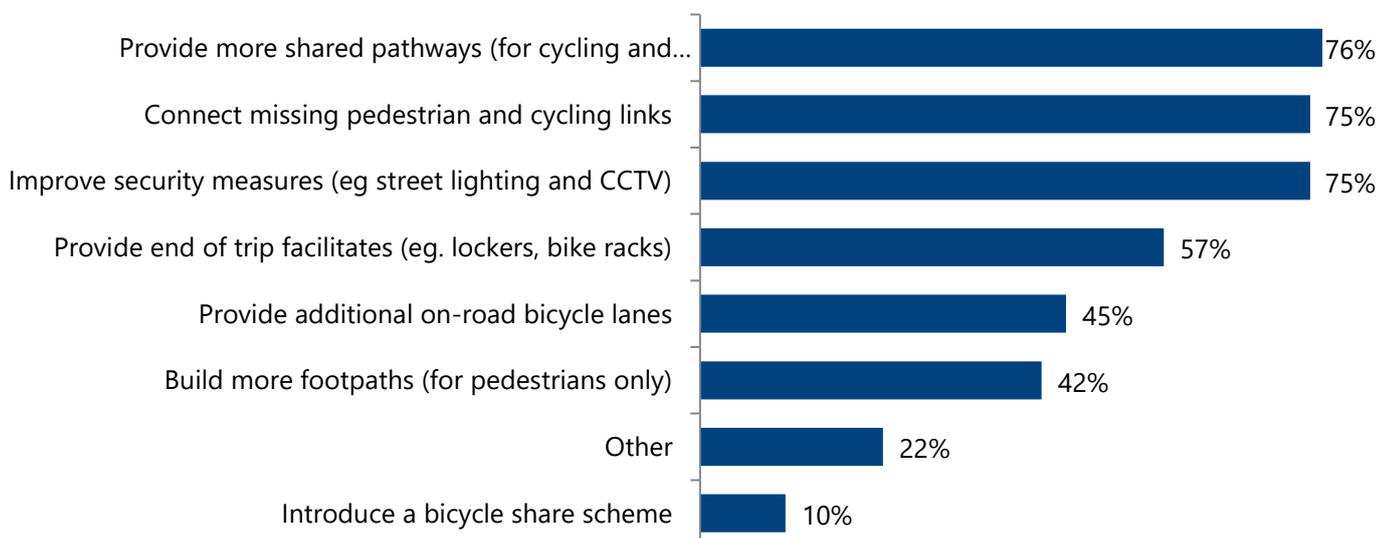


Other suggested improvements include (but are not limited to):

- Cheaper, more accessible transport
- Bike racks on buses
- Light rail on the Central Coast
- More buses running later in the evening for commuters
- Personal rapid transit services
- Ensure bus and train times link up to improve connections
- Provide shuttle bus (free or Opal card compatible)
- Smaller, more frequent local buses (eg Northern Beaches "Hop, Skip & Jump" community bus service)
- Build North Warnervale Train Station
- Bus Service from The Entrance to Wyong
- More train services / express train services
- Widen Pacific Highway to accommodate dedicated bus lanes

Figure 8: [If *Improve pedestrian and cycling links* selected] How do you think pedestrian and cycling links can be improved to reduce parking demand in Wyong Town Centre? You can choose more than one.

Answered: 67



Other suggested improvements include (but are not limited to):

- Community education to promote cycling
- Police to enforce road rules to protect cyclists
- Education and awareness campaigns to promote cyclists' safety, to reduce driver aggression
- Extend River Road shared pathway
- Progress with Pacific Highway Upgrade through Wyong Town Centre

Figure 9: What do you consider an acceptable walking time between where you park and your destination in Wyong Town Centre?

Answered: 282

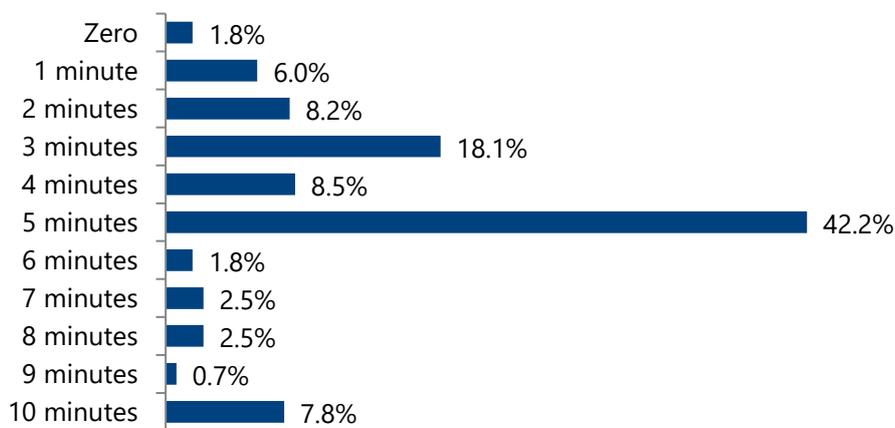
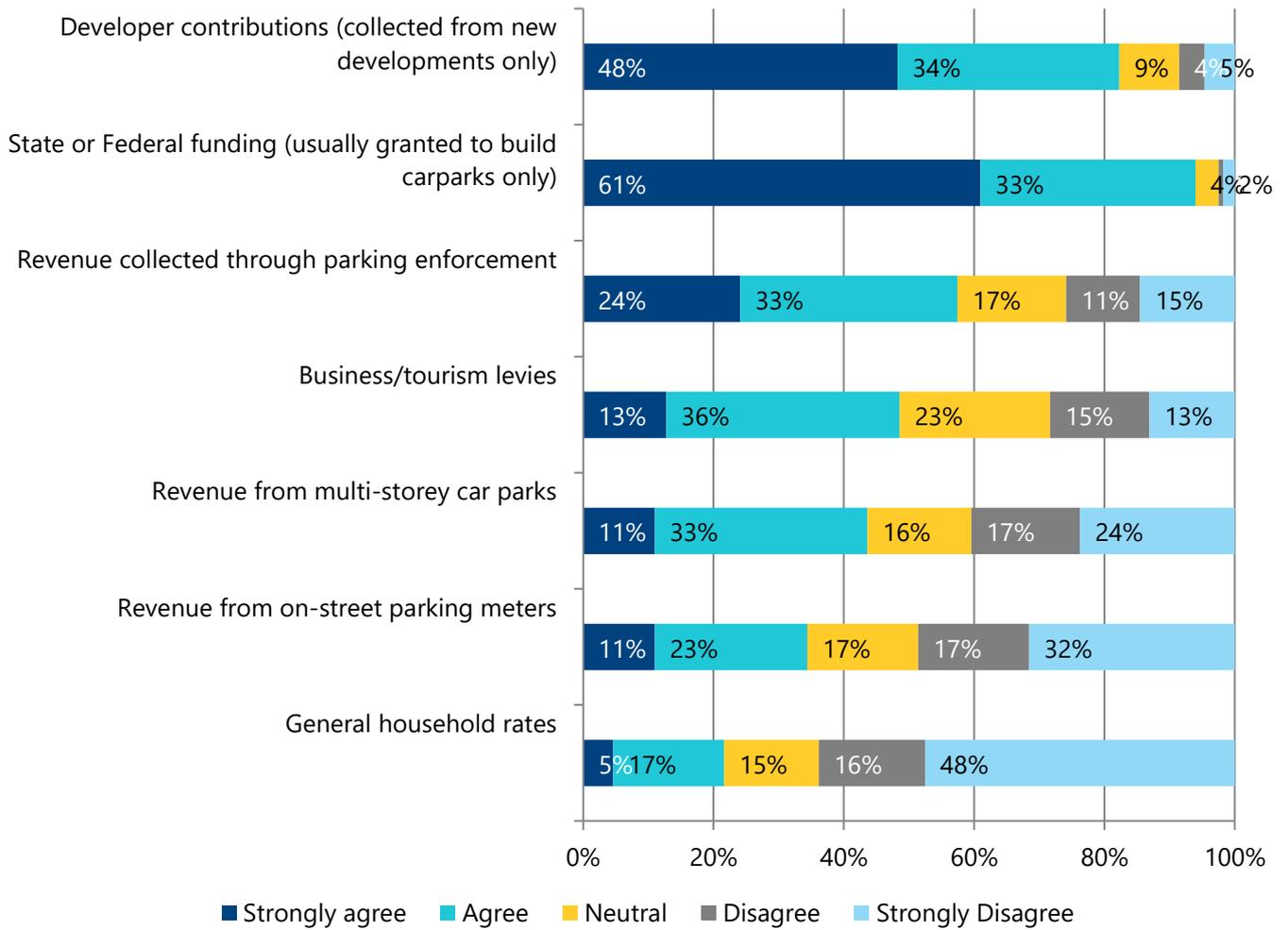


Figure 10: Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways. How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

Answered: 282

Central Coast Parking Strategy – Wyong Town Centre survey results



Central Coast Parking Strategy

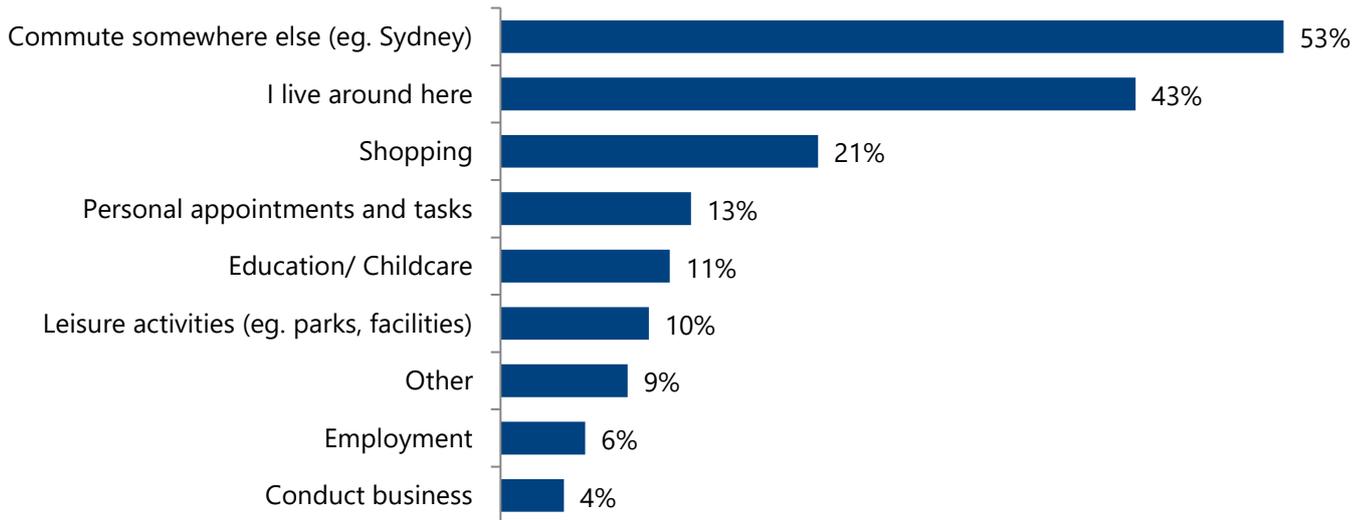
Lisarow train station survey results

February 2019

Total number of surveys taken Lisarow Train Station: 70

Figure 1: Why do you come to the area around Lisarow train station? You can choose more than one reason.

Answered: 70

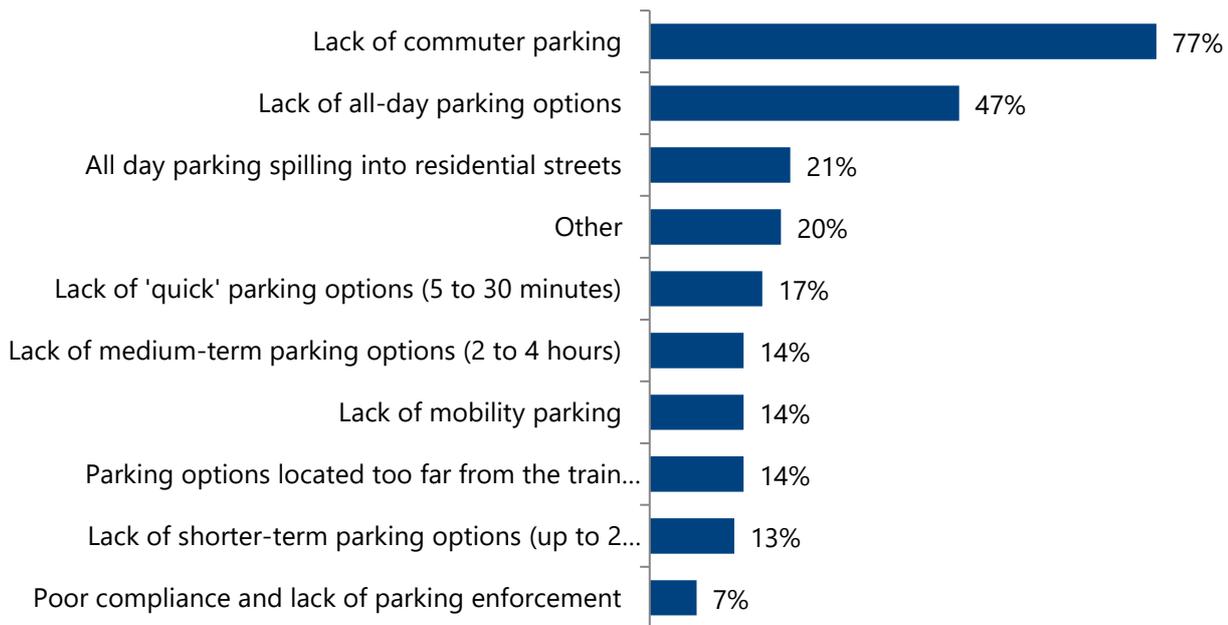


'Other' reasons include (but are not limited to):

- Children's ballet school
- Visit relatives
- Pick up/drop off family at train station
- Travel to work at Gosford
- Entertainment
- School events at Lisarow High school

Figure 2: What do you think the key parking issues are in this area? You can choose more than one.

Answered: 70



Other issues include (but are not limited to):

- Lack of trains for trips to/from Gosford in peak times
- Current car park is unsafe
- Poor access to station from main road
- Bus services not synced with train services
- Unsafe parking along main roads
- The station requires a lift (retirement village nearby)
- Lack of frequent trains
- Lack of security for bikes
- Lack of safe drop-off zone

Figure 3: Would you support more parking being provided in close proximity to the train station?

Answered: 65



Reasons to **support** a more parking include (but are not limited to):

- Would reduce parking issues in Gosford

- Currently not enough parking
- More people are living in or around Lisarow
- Unsafe to park on the roadway
- Caters for population growth

Reasons to **not support** more parking include (but are not limited to):

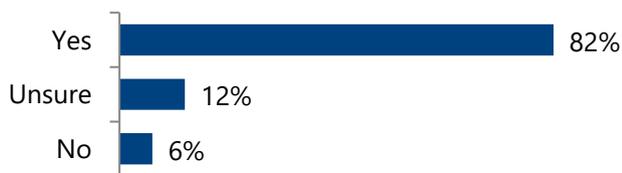
- Need immediate access

Other general responses to this question include (but are not limited to):

- Train station needs to be accessible
- More parking may increase theft
- Concern over impact to natural environment

Figure 4: Do you think Lisarow train station would be a suitable commuter train station? This would require infrastructure upgrades and timetable modifications.

Answered: 65



Reasons for **'yes'** include (but are not limited to):

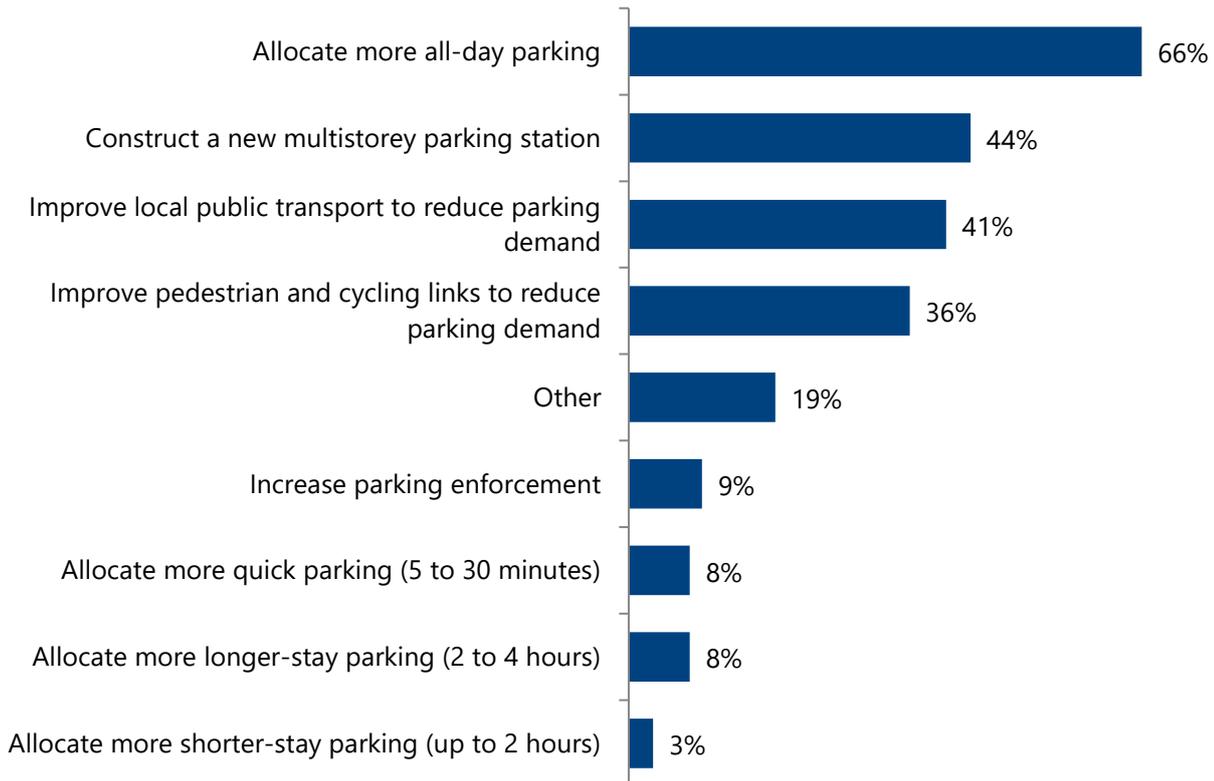
- Need more options other than Gosford
- The station is accessible from both Pacific Highway and Railway Crescent
- It already is a commuter train station
- More people are moving into the area
- Lisarow Station is missed to frequently, forcing people to use Narara or Gosford
- Location is good for shopping and commuting
- Will reduce commuting times for some residents
- The number of workers currently using the train station is significant

Reasons for **'no'** include (but are not limited to):

- Not enough parking or space for new parking
- Lack of disabled access
- Platform too short

Figure 5: How else do you think the current parking situation around Lisarow train station could be improved? You can choose more than one option.

Answered: 64

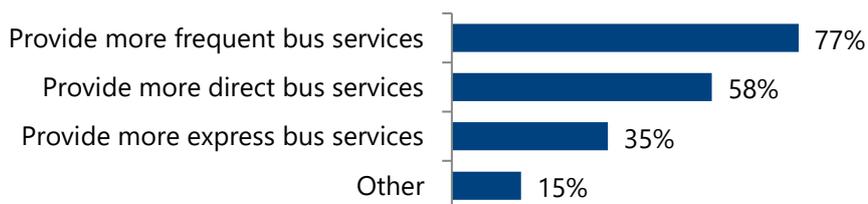


Other suggested improvements include (but are not limited to):

- More frequent trains to Gosford
- Build multistorey car park over train line at Gosford
- Increase security / monitoring / enforcement at this station
- Install lift at station so passengers don't have to use Gosford Station
- Better lighting and more CCTV cameras
- Improve road access to car park

Figure 6: [If *Improve local public transport* selected] How do you think local public transport could be improved to reduce parking demand around Lisarow train station? You can choose more than one.

Answered: 26

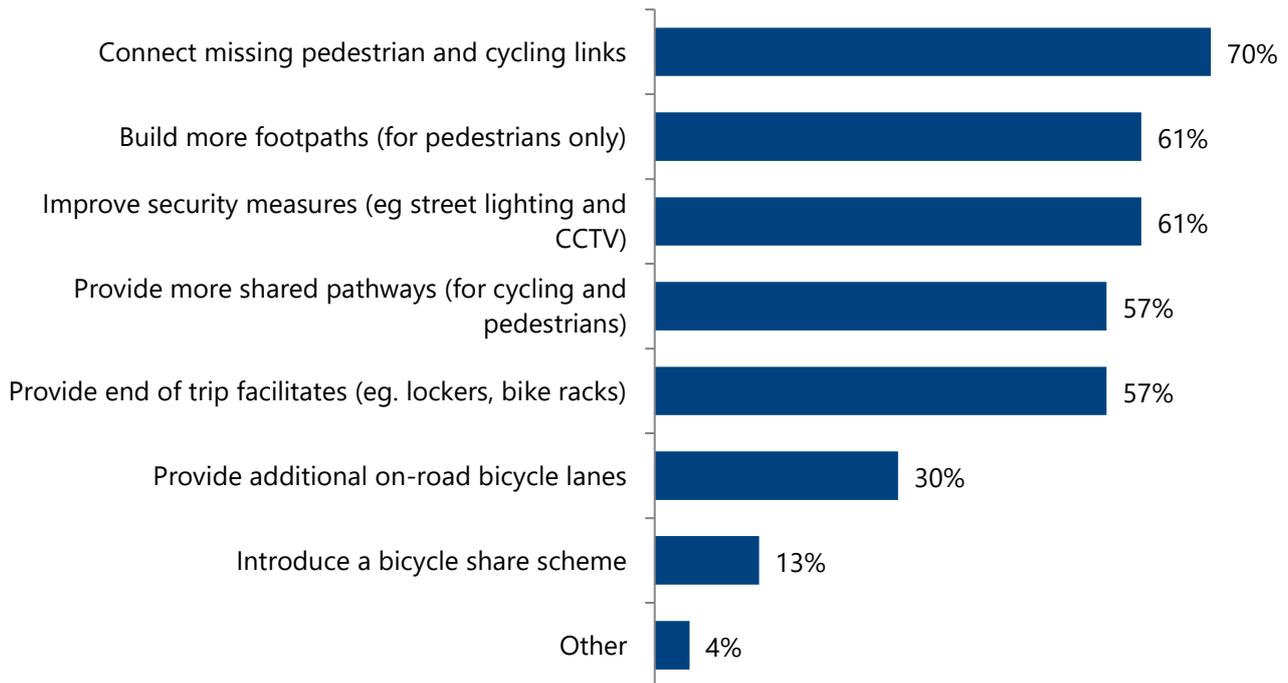


Other suggested improvements include (but are not limited to):

- Provide more bus services in residential areas, not just highways
- Better align bus and train timetables
- More trains need to stop at Lisarow

Figure 7: [If *Improve pedestrian and cycling links* selected] How do you think pedestrian and cycling links can be improved to reduce parking demand in Lisarow train station? You can choose more than one.

Answered: 23



Other suggested improvements include (but are not limited to):

- Extend existing pedestrian pathway and bike lane into the suburbs

Figure 8: What do you consider an acceptable walking time between where you park and the train station?

Answered: 63

Central Coast Parking Strategy – Lisarow train station survey results

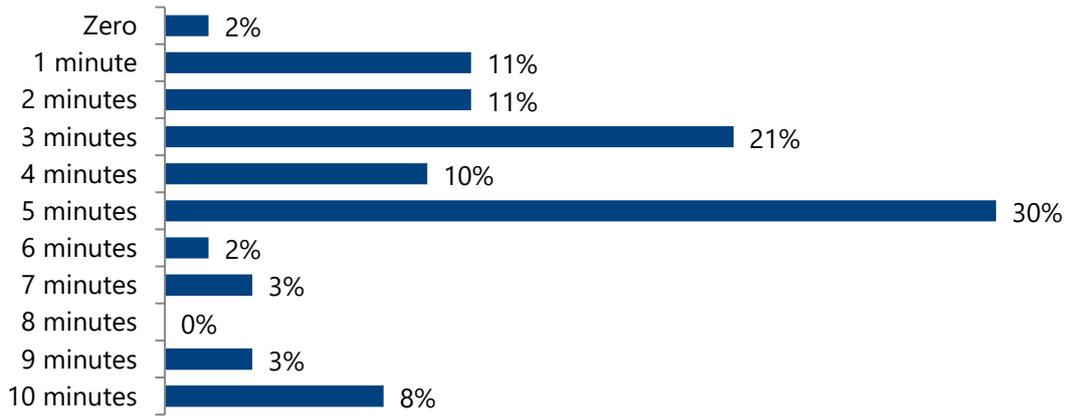
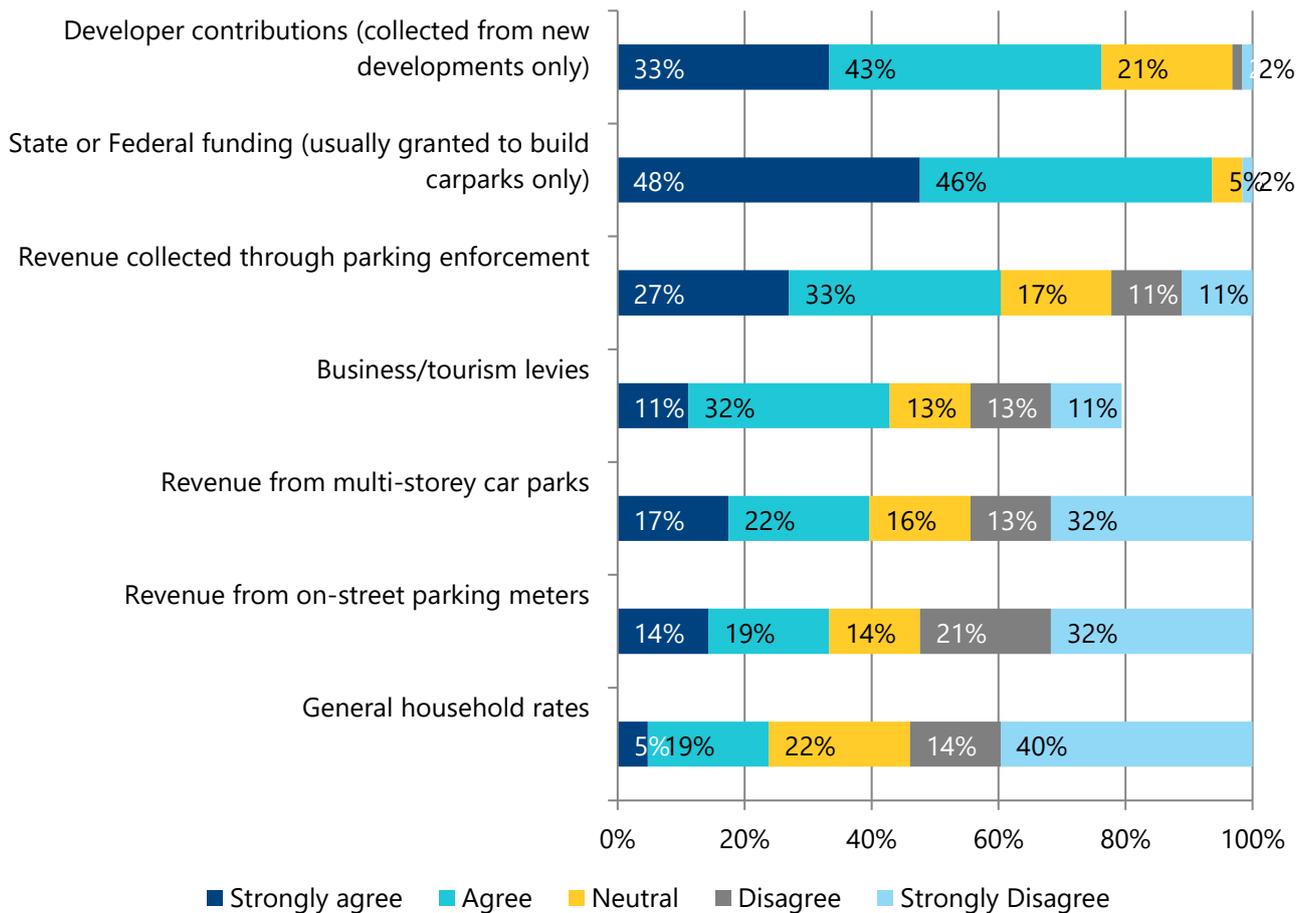


Figure 9: Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways. How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

Answered: 63



Central Coast Parking Strategy

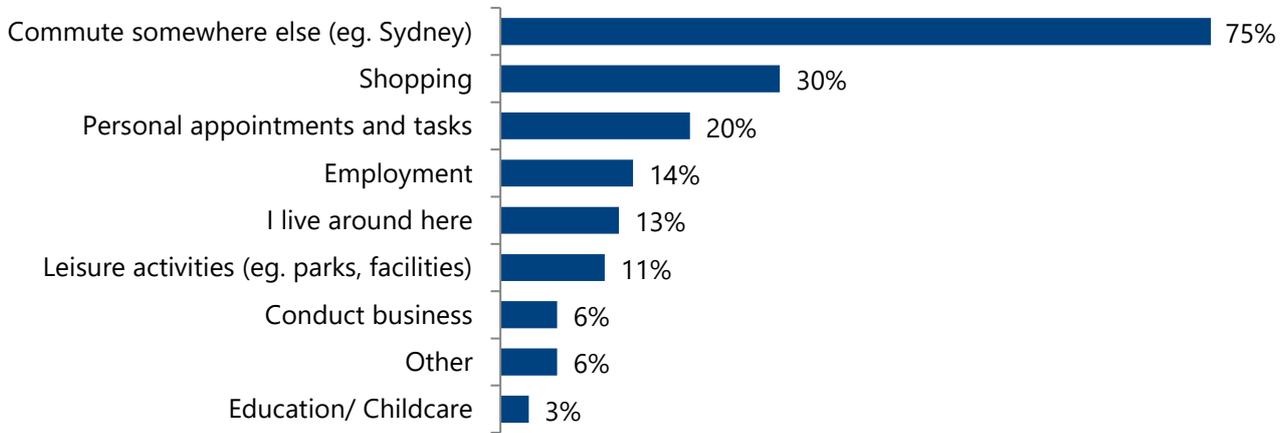
Tuggerah train station survey results

February 2019

Total number of surveys taken for Tuggerah train station: 199

Figure 1: Why do you come to the area around Tuggerah train station? You can choose more than one reason.

Answered: 199

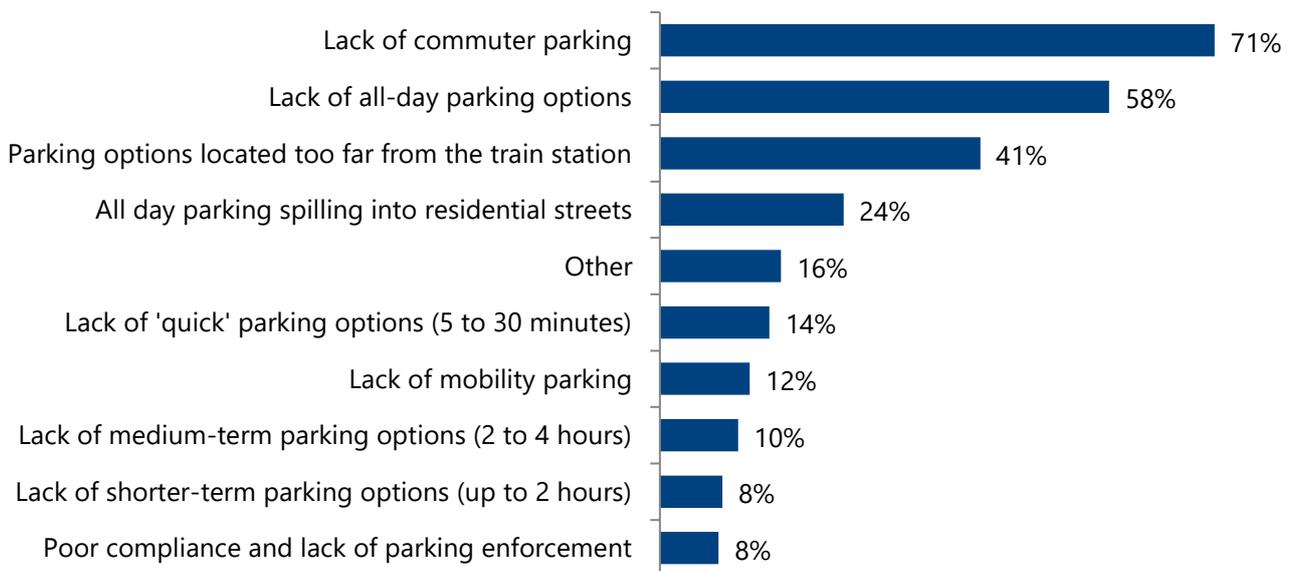


'Other' reasons include (but are not limited to):

- Pick up & drop off passengers

Figure 2: What do you think the key parking issues are in this area? You can choose more than one.

Answered: 199



Other issues include (but are not limited to):

- Poor lighting, lack of CCTV
- Not safe and secure after dark
- Visit relatives
- Lack of live vacancy information at commuter carpark
- There are no parking problems
- Poor motorcycle parking with no option to secure to a structure
- Inappropriate use of shopping centre car parks
- Lack of lift at Tuggerah train station
- Lack of parking in business park
- Lack of quick park to pick up/drop off passengers
- Spaces aren't wide enough for larger SUVs etc.
- Lack of public transport out of business hours

Figure 3: Would you support a new public multistorey parking station being built near Tuggerah train station?

Answered: 197



Reasons to **support** additional parking include (but are not limited to):

- Multistorey is better use of land
- There is currently not enough parking
- Caters for growing population
- Reduces pressure on other parking spaces near shops and in residential areas
- Would not impose on landscape as area is not residential
- Would improve personal safety by being closer to the train station
- Supports increased parking demands for the new Regional Sporting Complex

Reasons to **not support** additional parking include (but are not limited to):

- Potential charges to users
- Money should be spent elsewhere
- Focus on creating jobs on the Coast (reduce need to commute)
- Not required - upgrade existing at-grade car park with lighting / CCTV instead

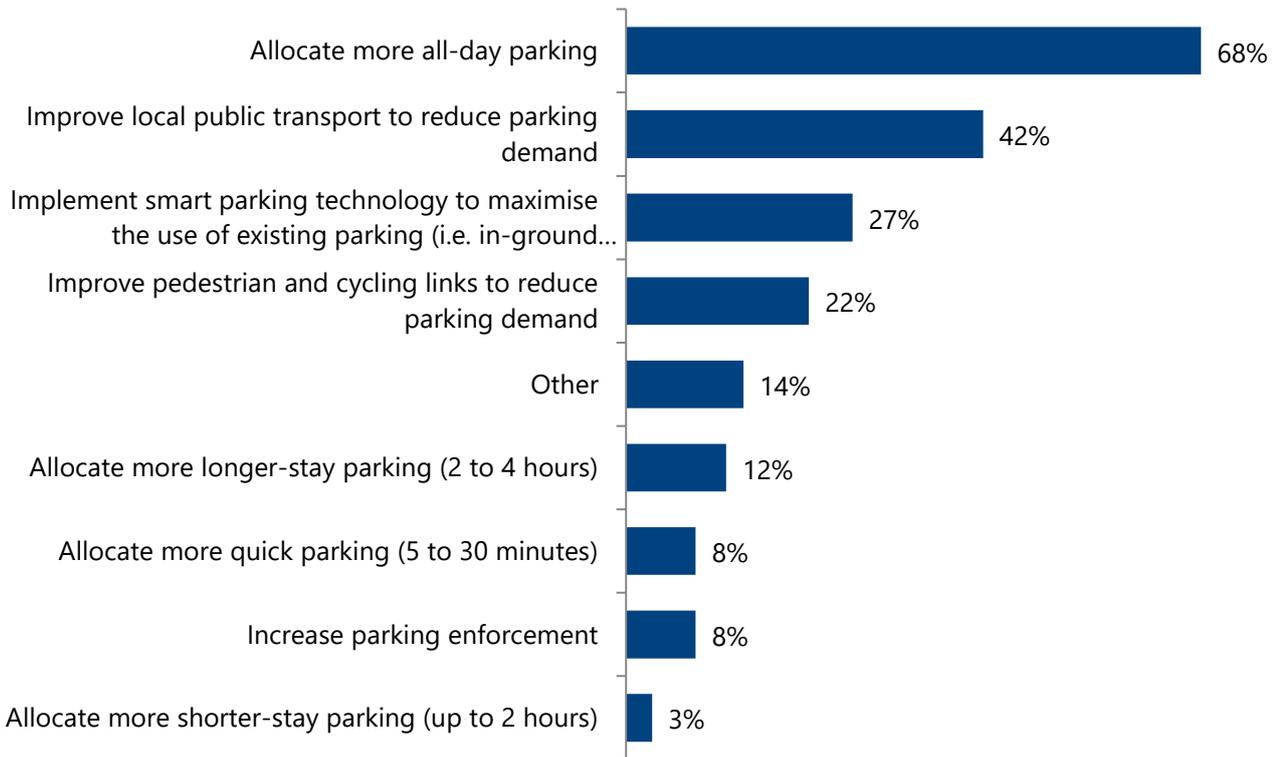
Other comments:

- Train station needs a lift as a priority

- Tuggerah Business Park needs a multistory car park
- Suggest Japanese-style mechanised parking station (vehicles stacked close together)
- Any multistory parking station would need a lift

Figure 4: How else do you think the current parking situation around Tuggerah train station could be improved? You can choose more than one option.

Answered: 194



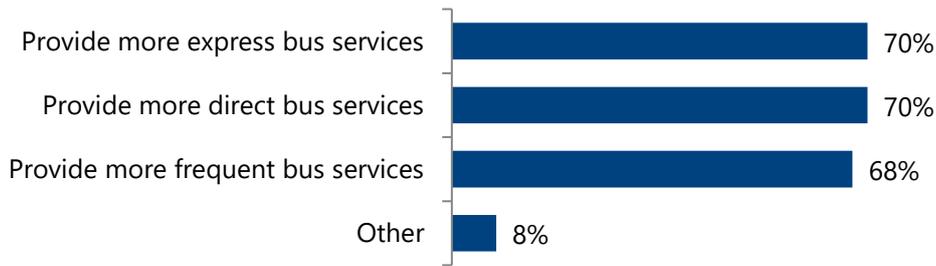
Other suggested improvements include (but are not limited to):

- Improve road access in and out of this area
- There are enough bus and taxi bays
- Improved security (car parks and connecting walkways)
- Improved pedestrian walkways connecting to parking
- More reliable connecting bus services to/from train station
- Smaller, more frequent local buses combine with larger buses on main routes
- More disability parking spaces
- Improve pedestrian and cycling links from Mardi residential area

Figure 5: [If *Improve local public transport* selected] How do you think local public transport could be improved to reduce parking demand around Tuggerah train station? You can choose more than one.

Answered: 80

Central Coast Parking Strategy – Tuggerah train station survey results

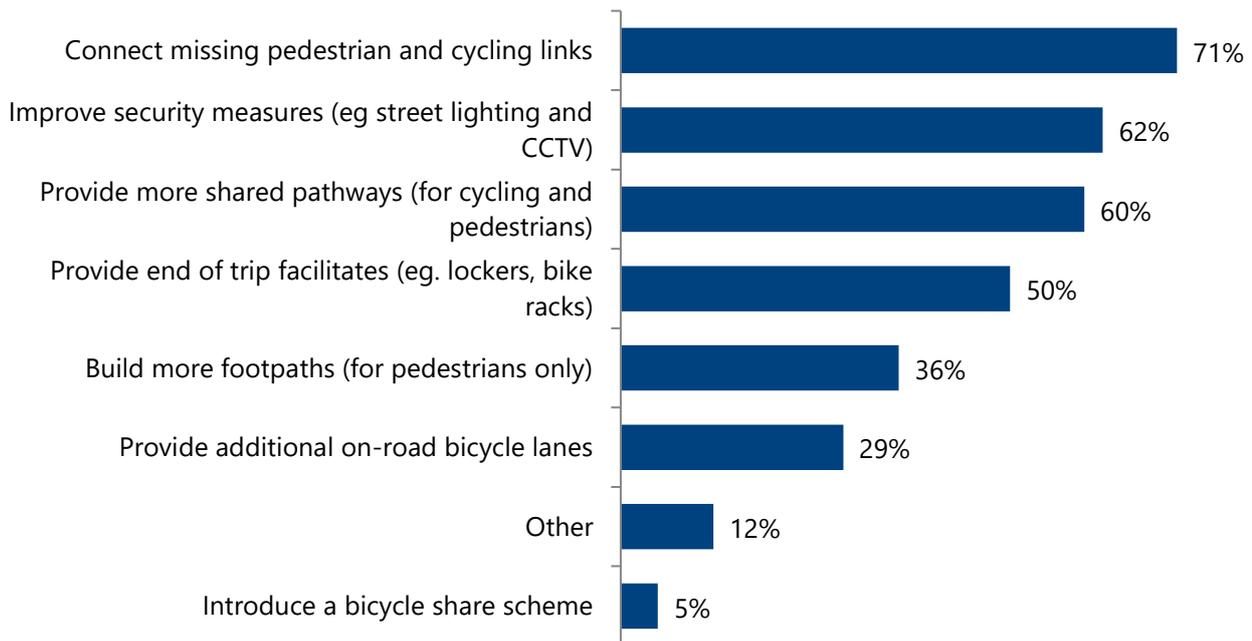


Other suggested improvements include (but are not limited to):

- More accessible information on bus timetables
- More on-demand buses, including more options outside business hours/late in evening
- Ensure bus and train times link up to improve connections

Figure 6: [If *Improve pedestrian and cycling links* selected] How do you think pedestrian and cycling links can be improved to reduce parking demand in Tuggerah train station? You can choose more than one.

Answered: 42



Other suggested improvements include (but are not limited to):

- Better pedestrian connections connecting train station, business park, Westfield and businesses on Anzac Parade and Wyong Road
- Bike path from Tuggerah to Ourimbah
- Make cycling safer

Figure 7: What do you consider an acceptable walking time between where you park and the train station?

Answered: 190

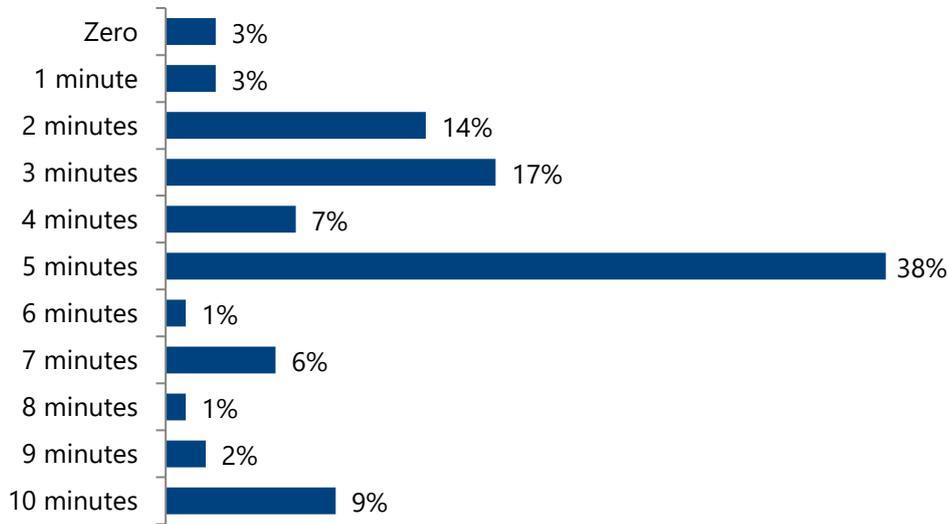
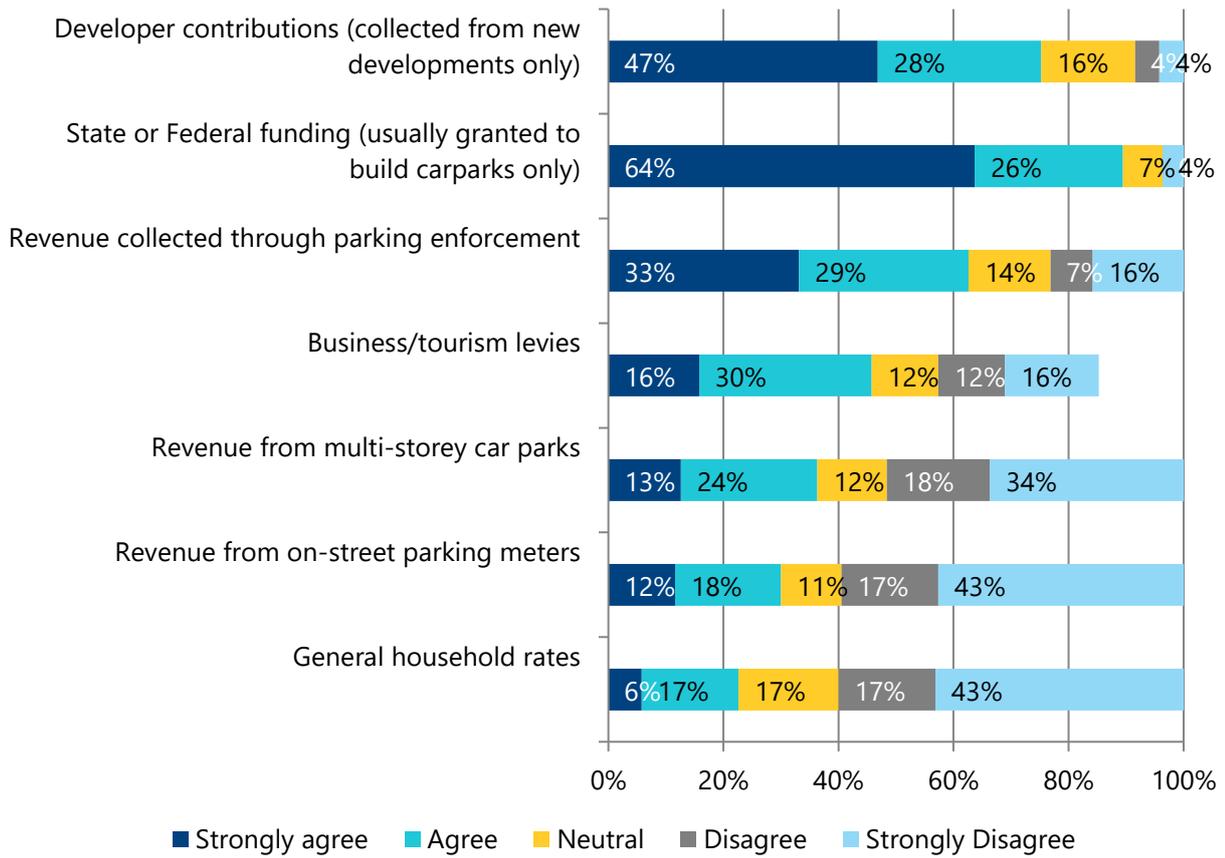


Figure 8: Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways. How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

Answered: 190

Central Coast Parking Strategy – Tuggerah train station survey results



Central Coast Parking Strategy

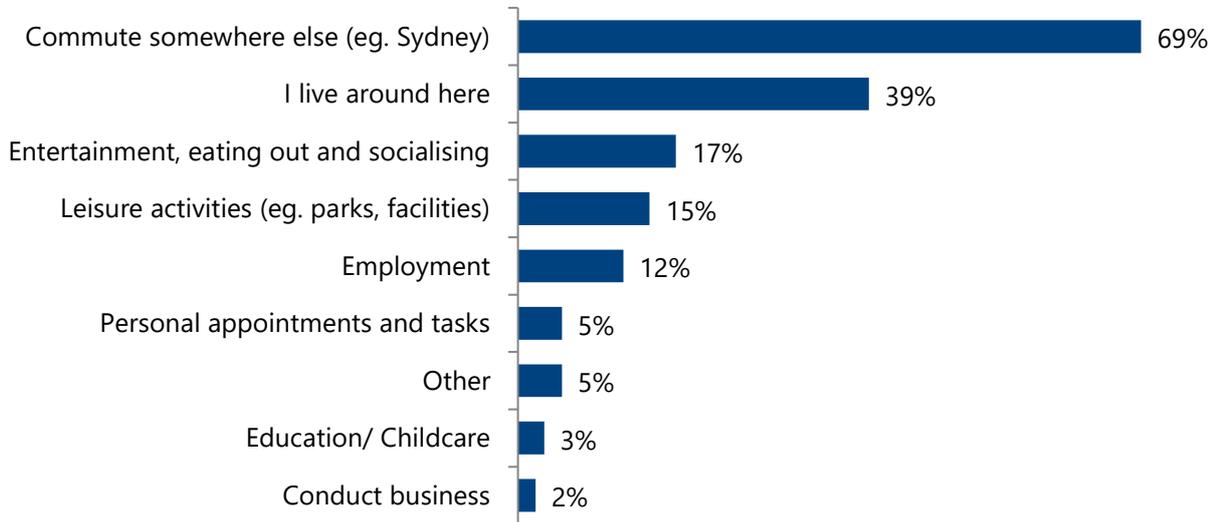
Warnervale train station survey results

February 2019

Total number of surveys taken for Warnervale train station: 103

Figure 1: Why do you come to the area around Warnervale train station? You can choose more than one reason.

Answered: 103

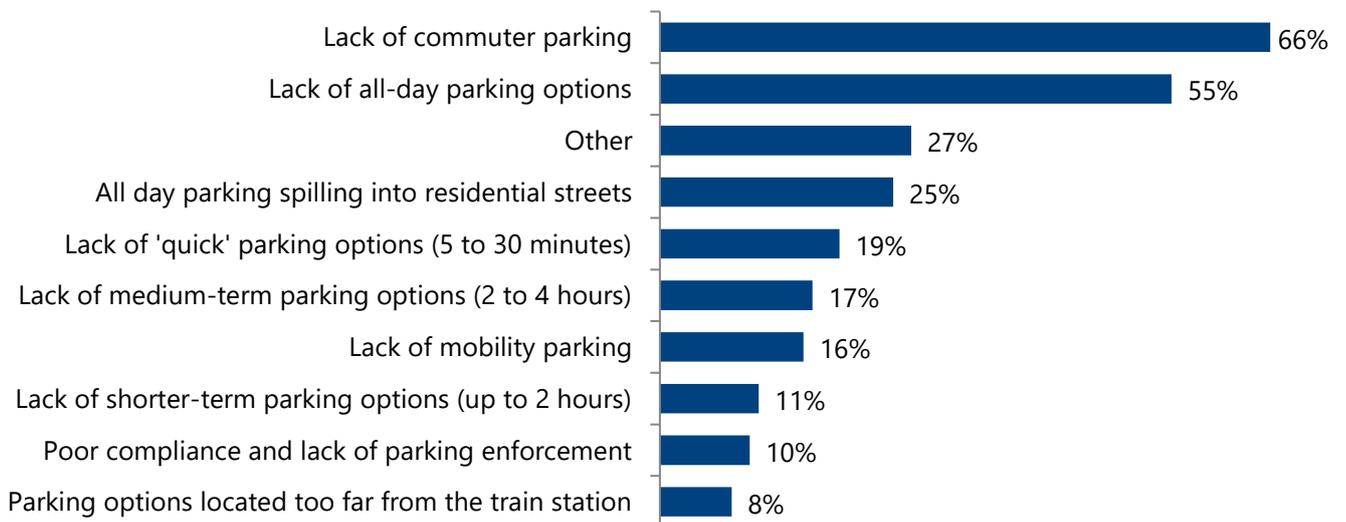


'Other' reasons include (but are not limited to):

- Drop off/pick up children traveling to school by train
- Visit cafe

Figure 2: What do you think the key parking issues are in this area? You can choose more than one.

Answered: 103



Other issues include (but are not limited to):

- General safety
- Vehicle theft/vandalism
- Infrequent train services
- Poorly maintained roads/carpark
- Lack of parking suitable for motorcycles (ie hard surface and secure)
- Lack of regular public transport to Lake Haven or hospital
- Bicycle theft
- Inappropriate use of café parking
- Congestion/safety during peak drop off/pick up times

Figure 3: Would you support more parking being provided in close proximity to the train station?

Answered: 101



Reasons to **support** a more parking include (but are not limited to):

- Parking gets full very early
- Improve security and needs to be close to the station
- Current parking does cater for commuters
- To keep up with growing population
- Also need a path connecting station to local schools

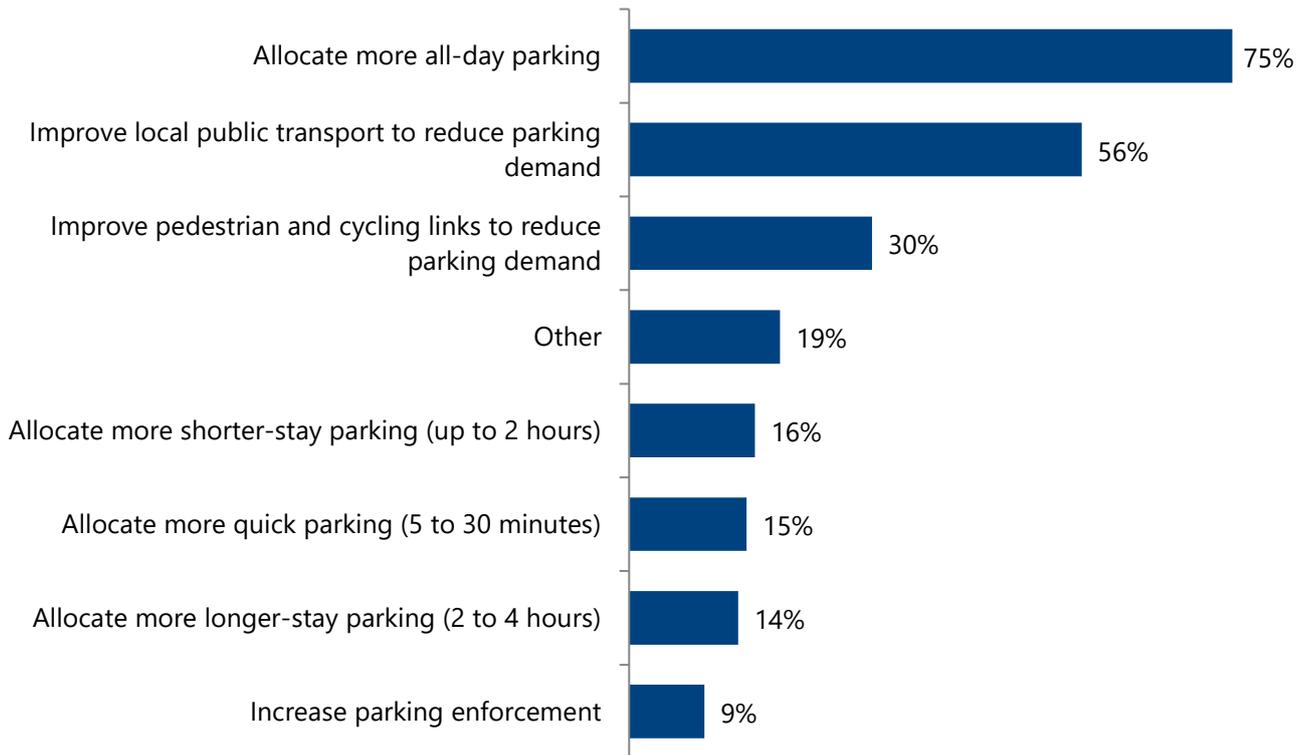
Reasons to **not support** more parking include (but are not limited to):

- A bigger station needs be built towards the north
- There is adequate parking but security needs to be improved

Figure 4: How else do you think the current parking situation around Warnervale train station could be improved? You can choose more than one option.

Answered: 96

Central Coast Parking Strategy – Warnervale train station survey results



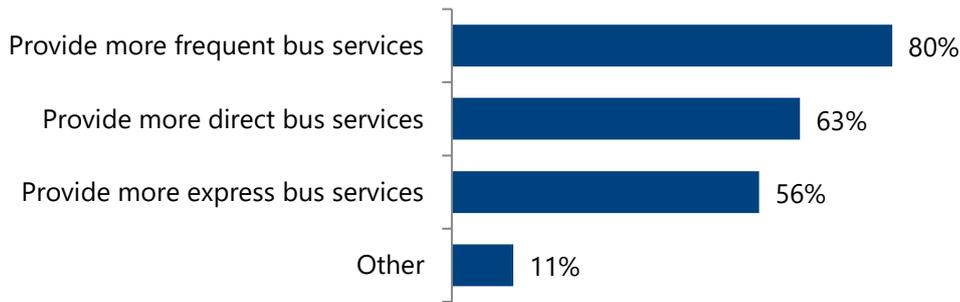
Other suggested improvements include (but are not limited to):

- Increase security (inc. better lighting, CCTV)
- Build new train station north of Warnervale Station
- Provide safe access to and from commuter car park
- Motorcycle parking with hard surface and CCTV
- Sync buses with train timetable
- More quick parking
- Provide drop off/pickup zones
- More direct pedestrian paths (eg from Wallarah)
- Improve signage, turnaround room

Figure 5: [If *Improve local public transport* selected] How do you think local public transport could be improved to reduce parking demand around Warnervale train station? You can choose more than one.

Answered: 54

Central Coast Parking Strategy – Warnervale train station survey results

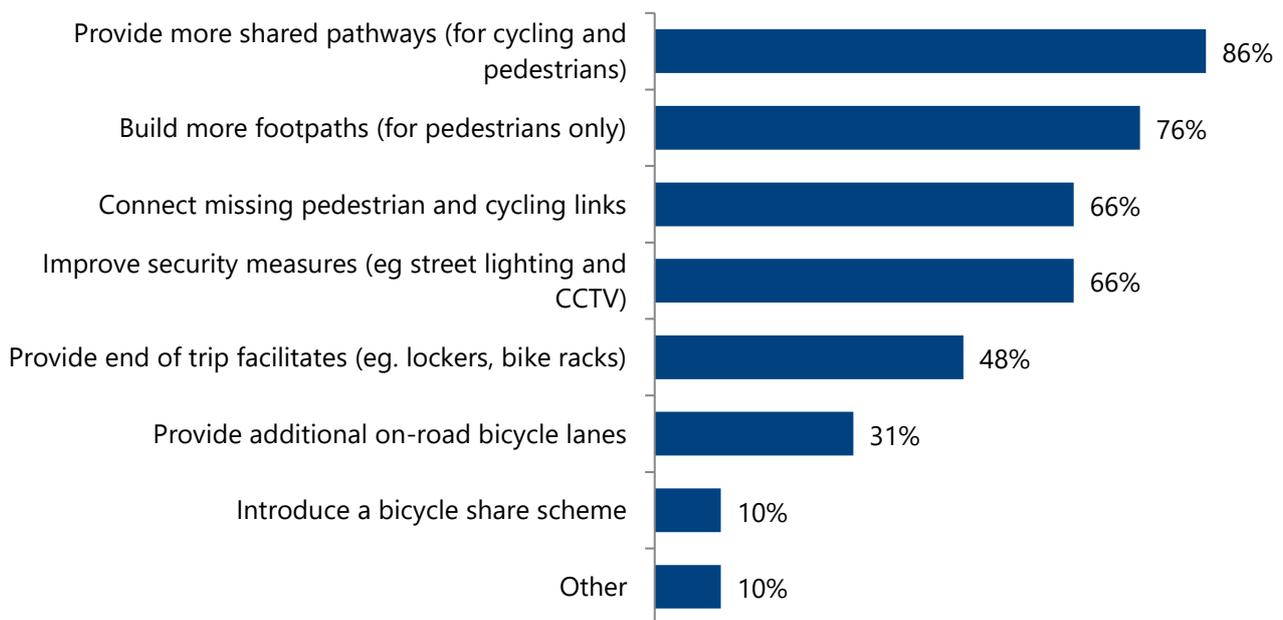


Other suggested improvements include (but are not limited to):

- Bus service connecting Blue Haven Warnervale or Wyee Train Stations
- Ensure bus and train times link up to improve connections

Figure 6: [If *Improve pedestrian and cycling links* selected] How do you think pedestrian and cycling links can be improved to reduce parking demand in Warnervale train station? You can choose more than one.

Answered: 29



Other suggested improvements include (but are not limited to):

- Cycle lane down Warnervale Road
- Improve condition of Warnervale Road
- Build more shared pathways as part of new housing developments

Figure 7: What do you consider an acceptable walking time between where you park and the train station?

Answered: 93

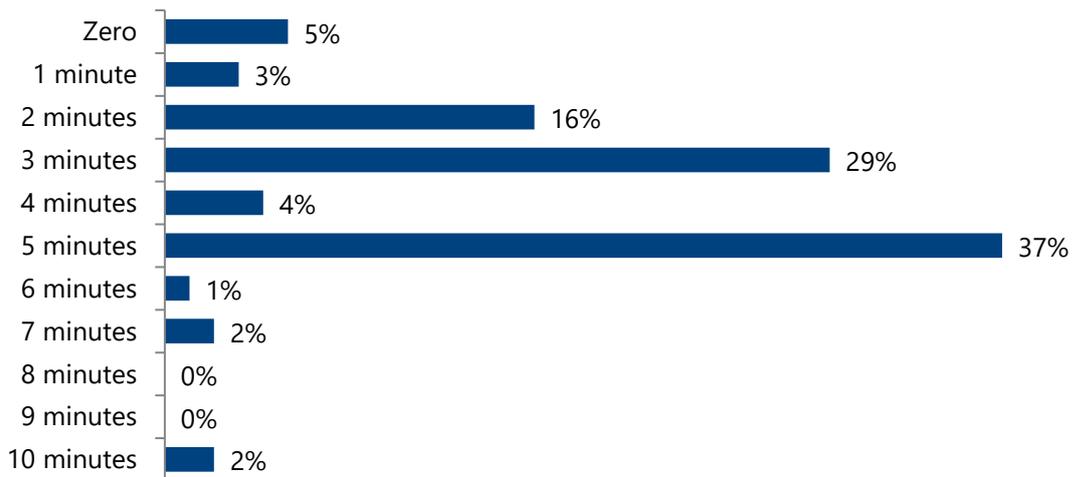
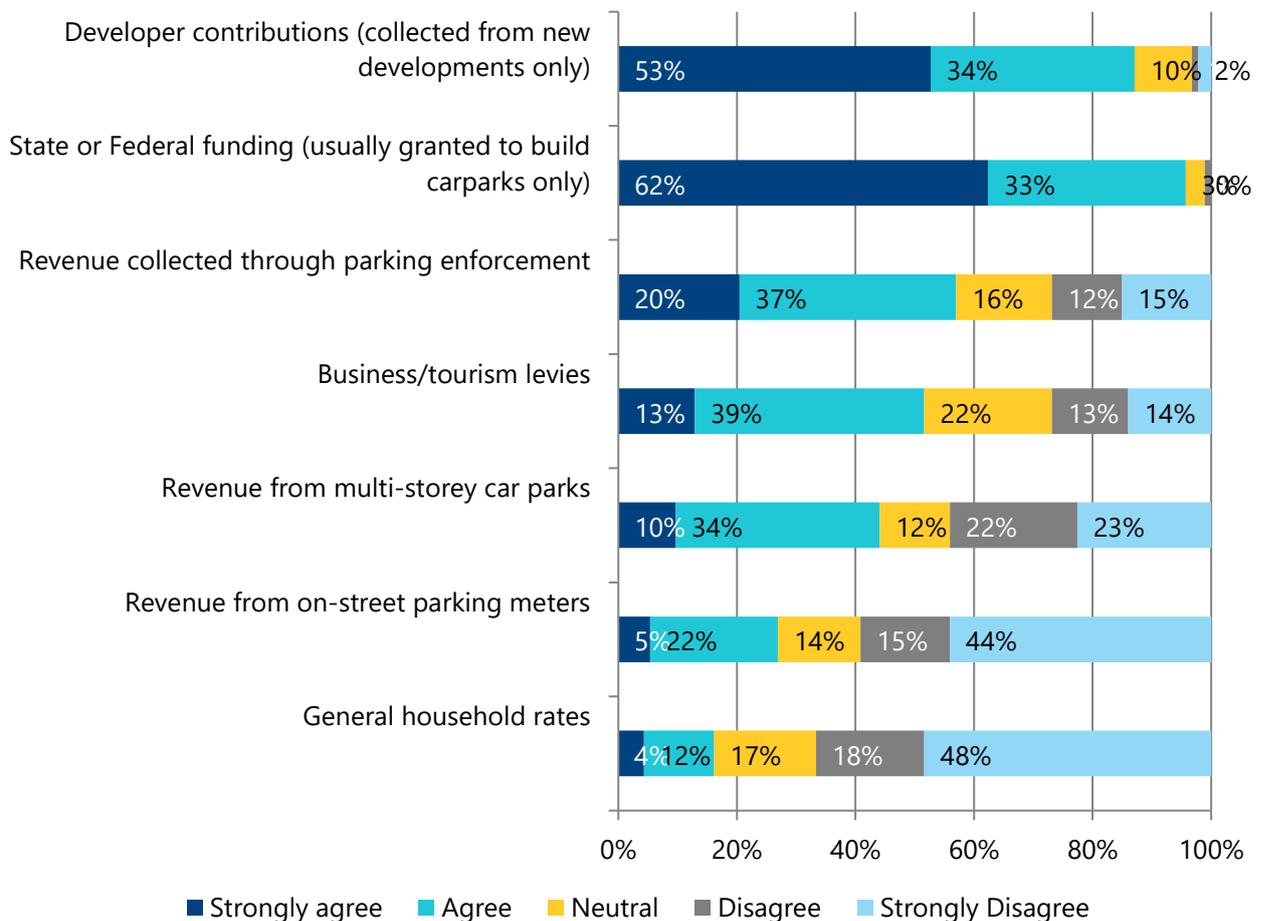


Figure 8: Providing public parking is an ongoing expense for local councils and can be funded in a combination of ways. How strongly do you agree/disagree with the following revenue sources being used to cover the cost of parking in this area?

Answered: 93



Central Coast Parking Strategy

'Other areas' survey results

February 2019

Total number of surveys taken for 'Other areas': 561

Top ten 'hot spots' from survey:

Area	Number of surveys taken
Gosford Hospital area	149
Tuggerah Business Park	45
Avoca Beach	34
Umina Beach	31
Wyong Hospital	21
Toukley (inc East Toukley)	18
Erina area (inc Erina Fair)	17
Lake Haven	12
East Gosford	11
Carters Road, Lake Munmorah	11