



Central Coast Council
Supplementary Business Paper
Ordinary Council Meeting
13 April 2021





COMMUNITY STRATEGIC PLAN 2018-2028

ONE – CENTRAL COAST IS THE COMMUNITY STRATEGIC PLAN (CSP) FOR THE CENTRAL COAST LOCAL GOVERNMENT AREA

ONE – CENTRAL COAST DEFINES THE COMMUNITY'S VISION AND IS OUR ROADMAP FOR THE FUTURE

ONE – CENTRAL COAST BRINGS TOGETHER EXTENSIVE COMMUNITY FEEDBACK TO SET KEY DIRECTIONS AND PRIORITIES

One - Central Coast will shape and inform Council's business activities, future plans, services and expenditure. Where actions are the responsibility of other organisations, sectors and groups to deliver, Council will work with key partners to advocate on behalf of our community.

Ultimately, every one of us who live on the Central Coast has an opportunity and responsibility to create a sustainable future from which we can all benefit. Working together we can make a difference.

RESPONSIBLE

WE'RE A RESPONSIBLE COUNCIL AND COMMUNITY, COMMITTED TO BUILDING STRONG RELATIONSHIPS AND DELIVERING A GREAT CUSTOMER EXPERIENCE IN ALL OUR INTERACTIONS. We value transparent and meaningful

communication and use community feedback to drive strategic decision making and expenditure, particularly around the delivery of essential infrastructure projects that increase the safety, liveability and sustainability of our region. We're taking a strategic approach to ensure our planning and development processes are sustainable and accessible and are designed to preserve the unique character of the coast.

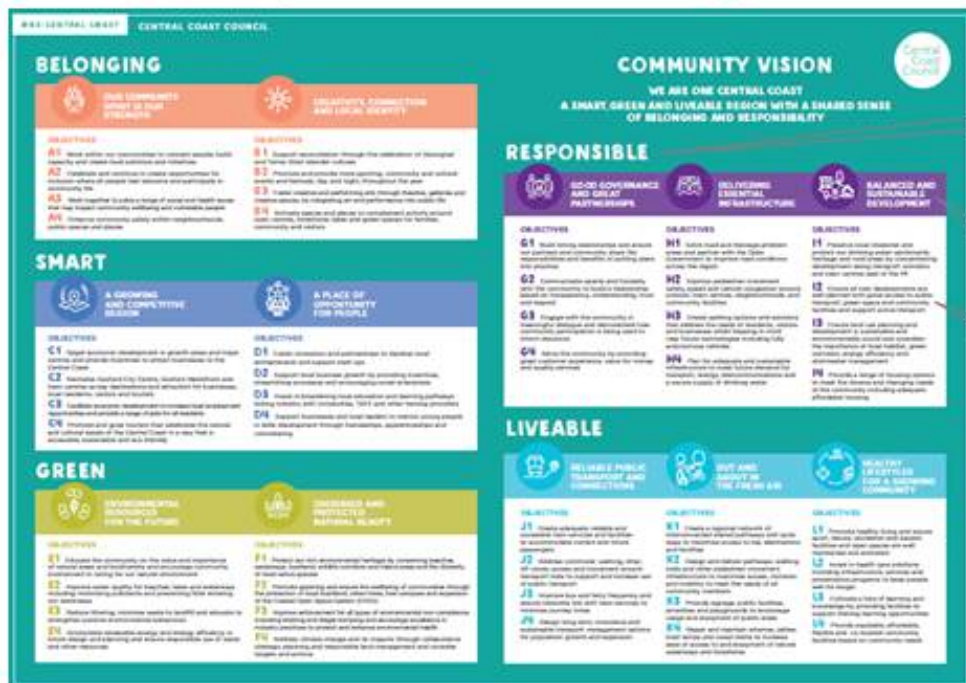
Good governance and great partnerships

G2 Communicate openly and honestly with the community to build a relationship based on transparency, understanding, trust and respect

There are 5 themes, 12 focus areas and 48 objectives

COMMUNITY STRATEGIC PLAN 2018-2028 FRAMEWORK

All council reports contained within the Business Paper are now aligned to the Community Strategic Plan. Each report will contain a cross reference to a Theme, Focus Area and Objective within the framework of the Plan.



Meeting Notice

**The Ordinary Council Meeting
of Central Coast Council
will be held in the Council Chamber,
2 Hely Street, Wyong on
Tuesday 13 April 2021 at 6.30 pm,
for the transaction of the business listed below:**

4 Corporate Affairs Reports

4.1	External Loan Management	47
4.4	Meeting Records of Advisory Group meetings held in January and February 2021	52
4.5	Grant Funding Budget Adjustment.....	54
4.6	Central Coast Car Parking Study and Implementation Plan - Public Exhibition	71

Rik Hart
Acting Chief Executive Officer



Item No: 4.1
Title: External Loan Management
Department: Corporate Affairs

13 April 2021 Ordinary Council Meeting

Reference: F2017/01727 - D14550072
Author: Devini Susindran, Team Leader
Manager: Peter Correy, Unit Manager, Finance
Executive: Natalia Cowley, Director, Corporate Affairs

Report purpose

For Council to consider early repayment of external loans relating to the Sewer Fund.

Executive Summary

Central Coast Council Sewer Fund has previously borrowed from major commercial financial institutions to fund infrastructure refurbishments and backlog. The Sewer Fund holds funds in sewer reserves. Early repayment of these loans will assist in reducing structural operational expenses and improving Council's profitability and thus benefitting its business recovery plan.

Corporate Affairs Recommendation

- 1 *That Council approve the early repayment of three Sewer Fund loans (inclusive of interest and loan break costs) with a capital value of \$15.54M out of the unrestricted funds sitting in the Sewer Reserve. The exact amount of accrued interest and loan break costs for the three loans will be determined at the time of repayment but are currently estimated at \$0.2M for accrued interest and \$1.24M for break costs.*
- 2 *That Council resolve, pursuant to section 11(3) of the Local Government Act 1993, that Attachments 1, 2, 3, 4, 5 and 6 to this Report remain confidential in accordance with section 10A(2)(c) of the Local Government Act as it contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.*

Background

Former Gosford City Council and Former Wyong Shire Council borrowed monies for Sewer Fund infrastructure projects. Whilst these monies have been utilised to improve infrastructure, the Sewer Fund carries sufficient unrestricted cash to repay the above sewer loans.

Current Status

4.1 External Loan Management (contd)

The cash position of the Sewer Fund at 28 February 2021 was as follows:

Externally Restricted funds	\$ 21.68M
Internally Restricted Funds	<u>\$ 0.88M</u>
Total Restricted Funds	\$ 22.56M
Unrestricted Funds	<u>\$125.74M</u>

Total Sewer Cash and Investments at 28 February 2021 \$148.30M

External loans at 28 February 2021 \$ 64.75M

The unrestricted cash within the Sewer Fund can accommodate the loan repayments for the three nominated loans.

Report

Central Coast Council Sewer Fund at the end of February 2021 carried external loans of \$64.75M. The Fund also has cash and investments of \$148.30M. Review of the Sewer Fund operations has identified that there is sufficient unrestricted cash in the Sewer Fund to repay three Sewer Loans and reduce the operational expenditure. It is proposed that the current capital of \$15.54M of the three commercially funded loans within the Sewer Fund be repaid to reduce the ongoing interest cost to Council from 2021 - 2022 onwards.

The loans were obtained in the 2014 - 2015 financial year at rates of 3.73%, 5.11% and 5.64%. The interest cost to Council is \$0.8M in 2020 – 2021 and \$3.03M over the life of these loans. Current investment returns are approximately 0.30% on Term deposits and 0.5% - 0.6% on floating rates. While there is some loan subsidy under the LIRS scheme, these loans continue to cost Council between 0.43% to 5.34% in interest (lowest loan interest rate after subsidy minus lowest interest earned on investments).

Accrued interest on these loans is estimated to be \$0.2M whilst the break cost for these loans at 25 February 2021 was estimated at \$1.24M, both will change slightly on the date of repayment. A detail listing of loans being repaid, including break costs has been included as an attachment.

Consultation

Consultation occurred with Director of Water and Sewer on the operational needs of the Sewer Fund. Savings made on interest payments will assist in reducing Council's ongoing interest costs.

Financial Considerations

At its meeting held 19 October 2020, Council resolved the following:

1108/20 That any motions put before Council for the remainder of this term of Council that have financial implications require the Chief Executive Officer to provide a report on how those additional costs will be met.

The following statement is provided in response to this resolution of Council.

Interest savings made through early repayment will assist Council in its recovery.

Link to Community Strategic Plan

Theme 4: Responsible

Goal G: Good governance and great partnerships

R-G4: Serve the community by providing great customer experience, value for money and quality services.

Risk Management

There are adequate cash holdings for the needs of the Sewer Fund and to cover the repayment of three Sewer loans.

Options

Options considered are

- 1 To repay some of the external loans to reduce interest cost to Council - recommended
- 2 To continue holding a large loan portfolio giving rise to excessive interest costs – not recommended

Critical Dates or Timeframes

Should the proposal to repay loans be approved, the loans can be repaid immediately after the lender is able to provide revised repayment details

Attachments

1	Summary of Restrictions at 31 January 2021	D14547424
2	Confidential - Early Repayment Cost of Borrowings -	D14572971
3	Confidential - Sewer Fund loan balance at 31 January 2021 -	D14547427
4	Confidential - Loan 674 Notice - Fixed Rate Loans -	D14547436
5	Confidential - Loan 693 Notice - Fixed Rate Loans -	D14547440
6	Confidential - Loan 694 Notice - Fixed Rate Loans -	D14547442

SUMMARY OF RESTRICTIONS as at 31 January 2021

		Jan-21
FUND	SOURCE	Principal Amount \$'000
GENERAL FUND	Developer contributions	98,023
	Developer contributions – bonus provisions	5,439
	Developer Contributions – Sec 94A Levy	17,262
	Developer contributions – VPA	2,702
	Specific purpose unexpended grants	11,652
	Self insurance claims	6,519
	Stormwater Levy	746
	RMS Advance	1,810
	Holiday Parks	13,688
	Cemeteries	778
	Coastal Open Space	6,584
	Bio Banking	286
	Crown Land Business Enterprises	1,231
	Crown Land Patonga Camping Ground	1,057
	Other External	290
	Terrigal Tourism Special Rate Levy	0
	Tourism Special Rate	3,302
	Gosford CBD Special Rate Levy	43
	Gosford Parking Station Special Rate Levy	1,142
	The Entrance Town Centre Special Rate Levy	0
	Toukley Town Centre Special Rate Levy	139
	Wyong Town Centre Special Rate Levy	0
		TOTAL GENERAL FUND RESTRICTIONS
Water FUND	Developer contributions	5,673
	Developer contributions – VPA	1,050
	Specific purpose unexpended grants	2,352
	Self insurance claims	1,208
	Other External	45
	TOTAL WATER FUND RESTRICTIONS	10,329
SEWER FUND	Developer contributions	19,290
	Developer contributions – VPA	493
	Self insurance claims	2,027
	Specific purpose unexpended grants	0
	TOTAL SEWER FUND RESTRICTIONS	21,810
DRAINAGE FUND	Developer contributions	35,117
	Developer contributions – VPA	1,366
	Specific purpose unexpended grants	157
	Other External	100
	TOTAL DRAINAGE FUND RESTRICTIONS	36,741
DOMESTIC WASTE FUND	Specific purpose unexpended grants	0
	Domestic Waste Management	90,746
	TOTAL WASTE FUND RESTRICTIONS	90,746
TOTAL EXTERNALLY RESTRICTED FUNDS		332,319
GENERAL FUND		111,071
Water FUND		1,026
SEWER FUND		877
DRAINAGE FUND		55
DOMESTIC WASTE FUND		0
INTERNALLY RESTRICTED FUNDS		113,030



Item No: 4.4
Title: Meeting Records of Advisory Group meetings held in January and February 2021
Department: Corporate Affairs

13 April 2021 Ordinary Council Meeting

Reference: F2018/00220 - D14531065
Author: Zoie Magann, Advisory Group Support Officer
Manager: James Taylor, Section Manager Governance
Shane Sullivan, Unit Manager Governance and Risk
Executive: Natalia Cowley, Director, Corporate Affairs

Report purpose

To note Meeting Records of the Advisory Group meetings held in January and February 2021, which include no recommendations for Council and are reported for information only.

Executive Summary

The below Advisory Groups met in January and February 2021. The associated Meeting Records were approved by the respective Convenors and Chairs, and were circulated to members via email. It is noted that Meeting Records are confirmed by Advisory Groups and Committees at their next ordinary committee meeting.

Links to each Meeting Record on Council's website are included below for the information of Council.

- [Playspaces Advisory Committee meeting held 27 January 2021](#)
- [Water Management Advisory Committee meeting held 11 February 2021](#)

Corporate Affairs Recommendation

That Council receive the report on Meeting Records of Advisory Group meetings held in January and February 2021.

Background

As noted at the [27 January 2021 Ordinary Council Meeting](#), Meeting Records from Advisory Group meetings that contain no recommendations to Council are now reported to Council as a combined report for information only.

There were two Advisory Groups that met in January and February 2021. The links to the Meeting Records of these meetings as on [Council's website](#) are included in the Executive Summary of this report.

Link to Community Strategic Plan

Theme 4: Responsible

Goal G: Good governance and great partnerships

G3: Engage with the community in meaningful dialogue and demonstrate how community participation is being used to inform decisions.

Attachments

Nil.



Item No: 4.5
Title: Grant Funding Budget Adjustment
Department: Corporate Affairs

13 April 2021 Ordinary Council Meeting

Reference: F2020/00039 - D14497332
Author: Christine Jarvis, Business and Tourism Development Manager
Manager: Jamie Barclay, Unit Manager Development and Property
Executive: Natalia Cowley, Director, Corporate Affairs

Report purpose

For Council to consider releasing grant funds from Council's unexpected grants restriction account to general revenue in order to commence projects for which they have been awarded.

Executive Summary

Council has received grant funding from the NSW Government for two separate projects to be delivered. The funds are in restricted accounts and this report is seeking approval to release the funds to commence the projects which are linked to delivery programs.

Corporate Affairs Recommendation

- 1 *That Council resolve to adopt an immediate budget adjustment to release \$40,000 of unexpended grant restricted funds for the Business Case East Tuggerah Precinct project to general revenue.*
- 2 *That Council resolve to adopt an immediate budget adjustment to release \$100,000 of unexpended grant restricted funds for the Agribusiness Mapping project to general revenue.*

Background

Council has received grant funding by the NSW Government for two separate projects to be delivered. These funds are currently residing in restricted accounts and staff are unable to commence projects without a budget adjustment process taking place.

In 2018 Council received grant funding by the NSW Government through the Department of Premier and Cabinet for the sum of \$40,000 (GST exclusive) for the purpose of developing Expression of Interest and/or Business Case development in support of an application/s for assistance to the Growing Local Economies Fund. The then Acting CEO Brian Glendenning signed the agreement to receive these funds.

The second amount received this year by the NSW Government through the Bushfire Community Recovery and Resilience Fund (BCRRF) – Stream 1 for the sum of \$100,000 for the purpose of mapping of Agribusinesses, to develop a defined Agribusiness Precinct for the purposes of creating a risk mitigation strategy (flooding and bushfires), strengthen supply chains, encourage export, provide opportunities for regional agritourism.

Current Status

The Chief Executive Officer has signed both agreements to receive these funds. Both grants are in Council's restricted accounts and the projects cannot commence until the funds are released to general revenue. Project codes have been set up for both grant funded projects ready for the release of the funds.

Financial Considerations

At its meeting held 19 October 2020, Council resolved the following:

1108/20 That any motions put before Council for the remainder of this term of Council that have financial implications require the Chief Executive Officer to provide a report on how those additional costs will be met.

The following statement is provided in response to this resolution of Council.

There is no financial impact to Council if the funds are released from restricted accounts.

Link to Community Strategic Plan

Theme 2: Smart

Goal C: A growing and competitive region

S-C1: Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast.

Risk Management

Council is at risk of not completing the projects for which the funds have been received for.

Options

- 1 To release funds for the immediate commencement of the projects for which the funds have been received for. **This is the recommended option**

4.5 Grant Funding Budget Adjustment (contd)

- 2 Wait until the Q3 budget adjustment to release the funds and put at risk the agreed project timeframes and funding.

Critical Dates or Timeframes

To ensure Council is not required to refund the \$40,000 for business case development it is recommended to release these funds.

For the successful delivery of the Agribusiness Mapping project the funds are required to be released by May 2021 at the latest.

Attachments

- | | | |
|----------|--|-----------|
| 1 | Growing Local Economics Business Case Funding Offer - Central Coast Council | D13794661 |
| 2 | Funding Agreement - Central Coast Council Fully Executed BCRRF - Stream 1 Agribusiness mapping | D14536854 |



Reference: A2553165

Mr Brian Glendenning
Acting Chief Executive Officer
Central Coast Council
PO Box 21
GOSFORD NSW 2250

E: brian.glendenning@centralcoast.nsw.gov.au

Business Case Funding – Growing Local Economies Fund

Dear Brian

The NSW Government through the Department of Premier and Cabinet is pleased to advise that a grant to Central Coast Council of \$40,000 (GST exclusive) has been approved to support cost of developing Expression of Interest and/or Business Case development in support of an application/s for assistance to the Growing Local Economies Fund.

This grant represents the full extent of the NSW Government's response to your organisation's request for financial assistance towards the Program and is subject to the conditions detailed below.

Please sign the attached Acceptance and return with a Tax Invoice for \$44,000 (GST inclusive) to the specified email address below.

I wish Central Coast Council the very best for the future and am pleased to have been of assistance.

Should you wish to discuss any aspects of this grant, please contact Vicki Brown, Senior Project Officer at the NSW Department of Premier and Cabinet on 4340 8700 or vicki.brown@dpc.nsw.gov.au

Yours sincerely

A large black rectangular redaction box covering the signature of Tony Sansom.

Tony Sansom OAM
Regional Director, Hunter – Central Coast
Regional NSW Group

28 May 2018

GRANT OF FINANCIAL ASSISTANCE

The conditions of this Grant of Financial Assistance are as follows:

CONDITIONS

- Program:** Growing Local Economies – Business Case Development
- Grantee Organisation:** Central Coast Council
- Grant Amount:** \$44,000 (GST inclusive)
- Purpose:** The cost of Expression of Interest and/or Business Case development in support of an application/s for assistance under the Growing Local Economies Fund
- Use of Funds:** The Grant amount is to be provided to the Central Coast Council only for the purpose intended and will be payable in a single instalment on acceptance of the conditions as set out in this Grant offer and submitting a Tax Invoice.
- Public Announcement:** The State Government's role in any public announcement or official launch related to the Grant will be confirmed by the Department.

ACCEPTANCE

I am authorised on behalf of the Grantee Organisation to accept the conditions of financial assistance as set out in this Grant Offer.

Signed:

Name of Authorised Person:

Role of Authorised Person:

Date:

CLAIMS

Please scan and email this signed Grant of Financial Assistance (2 pages) to: vicki.brown@dpc.nsw.gov.au

A Tax Invoice for \$44,000 (GST inclusive) should be forwarded as soon as possible.

DO NOT SEPARATE THIS DOCUMENT – ALL TWO PAGES FORM THE GRANT OF FINANCIAL ASSISTANCE

DO NOT SEND HARD COPIES BY MAIL

Details for Tax Invoice

Name: Department of Premier and Cabinet
 Address: GPO Box 5341, SYDNEY NSW 2001
 ABN: 34 945 244 274
 Bank Account Details: Central Coast Council



The Crown in Right of the State of New South Wales
acting through the
Resilience NSW

and

Central Coast Council

for the

Central Coast Council - BCRRF - Stream 1

Funding Deed of Agreement

Funding Deed of Agreement - BCR004 - Central Coast Council - BCRRF - Stream 1

KEY DETAILS**Item 1. Parties**

Us/We/Our The Crown in right of the State of New South Wales acting through Resilience NSW, ABN 11 518 388 739 of GPO Box 5434, Sydney NSW 2001

You/Your Central Coast Council
ABN 73149644003
49 Mann Street, Gosford, 2250

Item 2. Background

We have agreed to enter into this Deed with you under which We will provide You with the Funding to assist You to undertake the Project as specified in Your grant application or proposal (**Application**) and any additional information provided.

The Funding is from the Bushfire Community Resilience and Recovery Fund (**Program**).

Phase Two of the Bushfire Community Recovery and Resilience Fund (BCRRF) is making \$25 million in funding available to support sustained economic recovery and community resilience following the 2019-2020 bushfire season.

The funding is being provided through the joint Commonwealth-State Disaster Recovery Funding Arrangement (DRFA). Funding will be available to areas of NSW impacted by the unprecedented bushfires from 31 August 2019 onwards.

The BCRRF Phase Two is designed to support community recovery by funding projects and initiatives that will promote community well-being, social and broader recovery and future disaster resilience following the bushfires.

You have agreed to deal with the Funding on the terms and conditions of this Deed.

Item 3. Project

The Project is as described in the Application and any additional information provided that has been agreed by Us.

A project plan including project delivery milestones must be provided to Us within 8 weeks of the date of execution of this agreement.

Item 4. Special Conditions

NIL

Item 5. Key Dates	This Deed commences on the Commencement Date and will continue until the Completion Date, unless terminated earlier in accordance with this Deed.
Commencement Date	26/11/2020
Completion Date	30/06/2022

Item 6. Funding	\$100,000.00
Total Amount	A copy of your agreed budget is at Attachment A.

Payment

Amount	\$100,000.00 (100% of the Funding in advance)
Payment Trigger	This Deed signed by the Parties.
Documentation Required	Any other supporting documents reasonably requested by Us.

Acquittal Documentation Required	<p>Upon completion of the Project You must submit to Us satisfactory acquittal documents including:</p> <ul style="list-style-type: none"> • A Completion Report of the Project • An Income & Expenditure Certificate • An Acquittal Certificate • A Payment Request Form • An electronic copy of or links to all the Project Materials, Report, Photos, etc. • Any additional documents requested by Us
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Acquittal documents must be submitted *online* by You within 2 months of the completion of the Project.

Item 7. Scheduled Reporting

Projects will be monitored for compliance and progress during delivery in alignment with the guideline and the funding agreement requirements.

You are required to provide an update report quarterly, at the end of each quarter, until the completion of the project. This includes reporting of actual expenditure under the grant including the provision of evidence of the expenditure such as receipts, invoices etc.

A short completion report and evidence of expenditure is required to be submitted within 2 months of project completion.

You must submit all reports to Us online.

All reports will be assessed. If a report is deemed unsatisfactory, additional reporting may be required.

EXECUTION

This Deed is executed on 7/12/2020

Signed, sealed and delivered for and on behalf of the Crown in Right of the State of New South Wales, but not so as to incur any personal liability:


Chris Presland
Director
Resilience NSW


Signature of witness

Caitlin Searle
Print name

Signed, sealed and delivered by

in accordance with its constitution and if applicable any requirements for execution contained in the statute that establishes it, in the presence of:


Signature


Signature of witness

RIK HART A/CEO
Print name and position

MAYLEY SMITH
Print name

TERMS OF DEED

1. Definitions

In this Deed, unless the context otherwise requires:

Application means Your grant application or proposal and any additional information provided as specified in Item 2 of the Key Details.

Confidential Information of a Party means any written or oral information of a technical, business or financial nature disclosed to You by Us (whether orally or in writing), whether before or after the Commencement Date, that:

- (a) is by its nature confidential; or
- (b) is designated as confidential; or
- (c) You know or ought to know is confidential, but does not include information which
 - (d) is or becomes public knowledge other than by breach of this Deed; or
 - (e) is in Your lawful possession without restriction in relation to disclosure before the date of receipt of the information; or
 - (f) is required to be disclosed by law, government policy or legal process.

Funding means the amount specified in Item 6 of the Key Details including any interest earned on those funds.

GST Law means *A New Tax System (Goods & Services Tax) Act 1999 (Cth)*, related legislation and any delegated legislation made pursuant to such legislation.

Intellectual Property means all copyright, patents, registered and unregistered trademarks (including service marks), registered designs and other rights resulting from intellectual activity (other than moral rights under the *Copyright Act 1968 (Cth)*).

Moral Rights means the right of integrity of authorship, the right of attribution of authorship and the right not to have authorship falsely attributed, more particularly as conferred by the *Copyright Act 1968 (Cth)*, and rights of a similar nature anywhere in the world whether existing at

the Commencement Date or which may come into existence on or after the Commencement Date.

Payment Request Form means the form required to be provided pursuant to clause 2.7.

Program means the Grants Program specified in Item 2 of the Key Details.

Project means the project as described in the Application and specified in Item 3 of the Key Details.

Project Materials means documents, equipment, software (including source code and object code versions), goods, information and data stored by any means including all copies and extracts of them relating to the Project.

Reports means all material which You are required to provide to Us for reporting purposes as specified in Items 6 and 7 of the Key Details.

Unexpended Funding means Funding paid to You that is unspent at the end of the Funding Period and includes Funding that is committed but unspent.

2. Funding

2.1 The Project

You agree that *you will* carry out the Project, and will ensure that the Funding is expended in accordance with this Deed.

2.2 Budgetary funds allocation

You acknowledge that the payment of the Funding to You by Us is conditional upon the New South Wales Parliament making all necessary appropriations.

2.3 Expenditure of Funding

You must use the Funding solely for the Project and in accordance with this Deed.

2.4 Right to withhold Funding

Without limiting Our rights under this Deed, if You have not satisfied any of Your obligations under this Deed, we may, upon reasonable notice to You, withhold Payment of the Funding (or any part of it) until:

- (i) You comply with each and every obligation under this Deed;
- (ii) all other conditions precedent to the payment of Funding are otherwise met to Our satisfaction; or

- (iii) this Deed is terminated by Us.

2.5 Changes to Funding

We may change the Funding to be provided to You at any time acting reasonably by issuing you with a written notice setting out the details of the changes.

2.6 Provision of Funding

The Funding will be provided in instalments as specified in Item 6 of the Key Details.

2.7 Claiming payment

You will claim payment by submitting the supporting documentation as specified in Item 6 of the Key Details along with a completed Payment Request Form.

2.8 Payment of Funding

Subject to this Deed, We will endeavour to pay the Funding *within* 30 days of receiving all supporting documentation from You as specified in the Key Details.

2.9 Repayment of Funding

You must repay to Us on demand:

- (i) any part of the Funding spent in breach of this Deed;
- (ii) all of the Funding if the Project does not commence within 60 days from the date that this Deed has been signed by both Parties;
- (iii) any part of the Funding which remains unspent if the Project has been inactive for 60 days or more; or
- (iv) all Unexpended Funding.

2.10 GST

- (a) The Parties acknowledge that the provision of the Funding may constitute a taxable supply under the GST Law.
- (b) If any GST is payable, we will provide You the amount of GST in addition to the Funding.

2.11 Recipient Created Tax Invoice

If the Parties agree to a Recipient Created Tax Invoice (RCTI) arrangement, then the Parties agree that:

- (i) a RCTI will be issued each time a payment is made; and
- (ii) You warrant that You are registered for the purposes of GST.

3. Banking

- (a) To process and record all expenditure and receipts relating to the Funding, You must ensure that the Funding is held in a bank account in Your name and which You control, with an authorised deposit-taking institution authorised under the *Banking Act 1959 (Cth)* to carry on banking business in Australia.
- (b) Any accrued interest becomes part of the Funding to be used in accordance with this Deed.

4. Records

- (a) You must provide to Us a copy of Your Constitution or Memorandum and Articles of Association, if requested.
- (b) You are required to maintain organisational records under the various forms of incorporation legislation in external scrutiny of Your yearly activities.
- (c) You must keep and maintain proper financial and operational records and registers, including such financial records and books of account as are necessary to provide a complete record of all receipts and expenditure of the Funding (**Funding Records**).

5. Records, controls and inspection

5.1 Records

You must create and maintain the Funding Records for at least 7 years after the end of the Funding Period.

5.2 Controls

You must ensure that effective internal management and financial controls are in place to safeguard all funds, property and other assets relating to the Funding and to ensure they are used solely for their authorised purpose.

5.3 Inspection

- (a) You must make all records relating to the Funding, including but *not* limited to the Funding Records, available for inspection, copying and audit by Us upon reasonable notice, and provide all reasonable assistance to inspect, copy and audit any such records (including access to personnel and photocopying equipment, where relevant).
- (b) You acknowledge that records which are to be made available to Us for inspection, copying and audit may also include financial or other records not directly dealing with the Funding,

but which nevertheless assist in determining how the Funding has been managed.

- (c) You acknowledge that We may also inspect and audit your internal management and financial controls related to the Funding and referred to in clause 5.2.

5.4 Non-compliance with Deed

If at any time We consider that the Funding is *not* being used by you in accordance with this Deed, We may request that you take steps or make changes as are specified in writing by Us to You to achieve compliance within a reasonable timeframe as decided by Us in consultation with You.

5.5 Exercise of rights

The rights under this Deed may be exercised by Us at any time during the Funding Period or in the 7 year period following the Funding Period.

6. Conduct of the Project

6.1 Requirements

The Project must be performed in accordance with the:

- (i) Application and any amendments approved by Us;
- (ii) Special Conditions specified in Item 4 of the Key Details; and
- (iii) Our reasonable directions.

6.2 Project scope

The scope and timeframes of the Project may only be modified with our written permission.

6.3 Completion

The Project must be completed on or before the Completion Date specified in Item 5 of the Key Details.

6.4 Compliance with law

You must ensure that all aspects of the Project are completed in accordance with all relevant laws and regulatory requirements, including ensuring that consents and/or licences are procured (and complied with) where required.

7. Personnel

7.1 Skills and qualifications

You must ensure that the Project is carried out by persons who have the appropriate skills, qualifications and experience.

7.2 Responsibility

You acknowledge that all personnel employed or otherwise engaged by You or acting on Your behalf in the conduct of the Project will be Your sole responsibility.

8. Research and surveys

You are required to participate and contribute to any requests for the provision of statistical and program information for the purpose of research and surveys conducted by Us or an authorised representative. No such request will require the breach of any duty of confidentiality owed by You to clients.

9. Publicity

9.1 Disclosure of Program

You must ensure that the following wording is used at any Project related events and on all Project Materials:

- (i) "Funded under the Bushfire Community Resilience and Recovery Fund"; and
- (ii) "The views expressed herein do not necessarily reflect the views of the New South Wales Government", unless the views expressed in the Project Materials have been publicly supported by the Government or a government agency.

9.2 Our right to publicise

We may publish the awarding of the Funding including:

- (i) Your name;
- (ii) the amount of the Funding; and
- (iii) the title and description of the Project.

10. Intellectual Property and Project Materials

10.1 Ownership of Intellectual Property

You own the Intellectual Property in the Project Materials.

10.2 Grant of licence

You must provide to Us a permanent, nonexclusive, irrevocable, royalty-free and transferable licence to use, reproduce, publish and adapt the Project Materials, at no cost to Us.

10.3 Moral Rights

You must make best endeavours to procure consents from all authors of the Project Materials for use of the Project Materials by Us, and authorship will be attributed.

11. Indemnity and release

11.1 Indemnity

You must at all times indemnify, hold harmless and defend Us and our officers, employees and agents (Those Indemnified) from and against liability or loss (including reasonable legal costs and expenses), which may be suffered or incurred by any of Those Indemnified by reason of or in connection with any:

- (i) infringement or alleged infringement of any Intellectual Property (including Moral Rights) arising from the activities of the Project, other than any Intellectual Property supplied by Us; and
- (ii) unlawful, wrongful, wilful or negligent act or omission by You, or any of your officers, employees, agents, contractors and volunteers, except to the extent that any such loss was caused or contributed by Our negligent act or omission.

11.2 Release

You release us from any claims against, and loss incurred by, You in connection with this Deed including (without limitation) in relation to any failure to provide the Funding or the termination of this Deed.

12. Insurance

12.1 Required insurance

You must ensure that adequate broad-form public liability insurance and workers compensation insurance policies covering all activities associated with the Project are taken out and maintained with a reputable insurance company throughout the Funding Period.

12.2 Evidence of insurance

You must produce on demand satisfactory evidence that any or all of the insurance policies required under this Deed are current.

12.3 Our insurance

You must not knowingly do anything that may invalidate any insurance policy held by Us and or any indemnity to which we may be entitled from the New South Wales Treasury Managed Fund.

13. Confidentiality

13.1 Obligations of confidentiality

Subject to clause 13.2, the Party to which Confidential Information is given (**Recipient**) must not:

- (i) disclose Confidential Information directly or indirectly in any form to any person; or
- (ii) use or make a copy of any Confidential Information, except to perform any of its obligations under this Deed or in relation to any of the transactions contemplated by it.

13.2 Exceptions

Either Party may disclose Confidential Information of the other Party:

- (i) if the disclosure is necessary for the purpose of this Deed and;
- (ii) if it is with the prior consent of the Disclosing Party; or
- (iii) to the extent of any law.

13.3 Use of Confidential Information

You:

- (i) must use the Confidential Information solely for the purposes of carrying out the Project and for no other purpose;
- (ii) must not permit the Confidential Information to be copied or reproduced without the express prior written permission of the Disclosing Party, except for such copies or reproductions as may be reasonably required to undertake the Project;
- (iii) must take all necessary precautions to prevent loss, unauthorised access to, copying, misuse, modification or disclosure of the Confidential Information;
- (iv) must comply with any of the Disclosing Party's directions about the safekeeping and storage of Confidential Information; and

- (v) must comply with any applicable Obligations under the *State Records Act 1988 (NSW)* in relation to the Confidential Information.

13.4 Notification of breach

You must immediately notify Us in writing upon becoming aware of any breach of this clause.

14. Termination

14.1 Termination

(a) If we believe that:

- (i) the Project is not carried out diligently and competently, to Our satisfaction and/or in accordance with the Application;
- (ii) part or all of the Funding has been used for purposes other than those authorised by this Deed;
- (iii) We consider that the Project is no longer viable; and/or
- (iv) You have breached a provision of this Deed,

then We will provide You with written notice requiring you to rectify the issue. If you do not rectify the issue within 14 days of the date of Our letter, then we may terminate this Deed by providing You with 7 days written notice.

(b) We may terminate this Deed at any time by giving You written notice if:

- (i) You become bankrupt or insolvent; or
- (ii) the Funding is no longer available for any reason.

14.2 Insolvency

(a) You must notify Us immediately if you become bankrupt or enter into any form of insolvency administration.

(b) We will not continue to provide the Funding if You become bankrupt or insolvent.

14.3 Delivery of Reports and return of Confidential Information

Upon termination of this Deed, You must ensure that, except to the extent agreed to by Us in writing, the following are provided to Us within 7 days of termination:

- (i) any Reports or other information due under this Deed, or otherwise requested by Us; and
- (ii) Our Confidential Information provided under or in connection with this Deed (including all copies).

14.4 Survival

The following clauses survive termination of this Deed: Clauses 4 to 15 inclusive.

15. Dispute resolution

15.1 Obligation to act in good faith and no litigation

- (a) The Parties agree to attempt to resolve any dispute in good faith.
- (b) The Parties must attempt to settle any dispute in relation to this Deed in accordance with this clause prior to initiating court proceedings or any other dispute resolution process.

15.2 Notice of dispute

Either Party may give written notice to the other specifying the nature and details of the dispute. Each Party will take responsible steps to resolve the dispute within 14 days.

15.3 Mediation

If the dispute is not resolved within 14 days, or within such longer period as the Parties agree, either Party may refer the dispute to the Australian Disputes Centre (ADC) for mediation. The mediation must be conducted in accordance with the current ADC Mediation Guidelines.

15.4 Litigation and other processes

If the dispute is not resolved within 28 days of referral to the ADC, or within such longer period as the Parties agree, the Parties may initiate proceedings or any other procedure for resolution of the dispute.

15.5 Obligations unaffected

During the dispute resolution process, You must continue to perform Your obligations under this Deed at Our request.

15.6 Summary or urgent relief

Nothing in this clause prevents either Party from instituting court proceedings to seek urgent injunctive, interlocutory or declaratory relief in respect of a dispute.

16. General

16.1 Legal costs

Subject to any express provision in this Deed to the contrary, each Party must bear its own legal and

other costs and expenses relating directly or indirectly to the preparation of, and performance of its obligations under this Deed.

16.2 Entire Deed

This Deed constitutes the entire Deed and understanding between the parties as to the subject matter of this Deed.

16.3 Further assurance

Each Party must promptly execute all documents, and do all things that any other Party from time to time reasonably requires of it, to effect, perfect or complete the provisions of this Deed and any transaction contemplated by it.

16.4 Conflict of interest

You warrant that, as at the date of this Deed, no conflict of interests exists or is likely to arise in relation to execution of the Deed or its subject matter. You must notify Us, in writing, immediately upon becoming aware of the existence, or possibility, of a conflict of interest and will comply with Our reasonable directions to appropriately manage the conflict of interest within the timeframe We stipulate.

16.5 Relationship

- (a) Nothing in the Deed is intended to create a partnership, joint venture or agency relationship between Us and You.
- (b) You must ensure You do not hold yourself out to be Our employee, partner, agent or representative.
- (c) All work performed and all contracts made by You in the course of undertaking the Project shall be performed and made by You as principal, and not as agent for Us.

16.6 Compliance with laws

- (a) The Parties will not be in breach of this Deed where a legislative obligation prevents them from complying with a clause of the Deed.

(b) You and any of Your agents must:

- (i) comply with all applicable standards, laws and regulations;
- (ii) not do anything that would cause Us to breach Our obligations under any law; and
- (iii) hold all rights and consents as required to conduct services or do any other thing paid for with the Funding and otherwise fulfil Your obligations under this Deed.

16.7 Variation of Deed

This Deed can only be varied by written agreement of the Parties.

16.8 Extension of Deed

This Deed may be extended at Our discretion for a period and on such amended terms as agreed between the Parties in writing.

16.9 Severability

If any part of this Deed is prohibited, void, voidable, illegal or unenforceable, then that part is severed from this Deed but without affecting the continued operation of the remainder of this Deed.

16.10 Governing law and jurisdiction

This Deed is governed by, and is to be construed in accordance with, the Laws in force in New South Wales and each Party irrevocably and unconditionally submits to the non-exclusive jurisdiction of the courts of New South Wales and any courts which have jurisdiction to hear appeals from any of those courts.

16.11 Assignment

You must not dispose of or encumber any or all rights under this Deed without Our prior written consent.

16.12 Counterparts

This Deed may consist of a number of counterparts and if so the counterparts taken together constitute one and the same instrument.

Attachment A: Project Costs

Title	Requested Funding (\$)	In-Kind (\$)	Other (\$)	Funding Approved (\$)
Desktop analysis	25,000.00	0.00	0.00	25,000.00
Stakeholder engagement - Community Grant	25,000.00	0.00	0.00	25,000.00
Data validation and geospatial mapping	50,000.00	0.00	0.00	50,000.00
Total				\$100,000.00



Item No: 4.6
Title: Central Coast Car Parking Study and Implementation Plan - Public Exhibition
Department: Corporate Affairs

13 April 2021 Ordinary Council Meeting

Reference: CPA/1392 - D14092024
Author: Deb Streit, Project Design Officer
Manager: Jamie Barclay, Unit Manager Development and Property
Executive: Natalia Cowley, Director, Corporate Affairs

Report Purpose

To report to Council on the submissions and outcomes following further public exhibition of the Central Coast Car Parking Study and Implementation Plan.

Executive Summary

This report is in response to a Council resolution that the Draft Central Coast Car Parking Study and Implementation Plan be placed on public exhibition with a further report provided to Council on the submissions and feedback received.

This report recommends that Council consider the submissions received through the public exhibition period and adopt the amended Central Coast Car Parking Study and Implementation Plan.

Director Corporate Affairs Recommendation

- 1 *That Council note that the Draft Central Coast Car Parking Study and Implementation Plan was publicly exhibited between 9 June 2020 - 6 July 2020 and 3 August 2020 – 16 August 2020.*
- 2 *That Council consider the submissions and feedback received during the exhibition period.*
- 3 *That Council note and endorse the amendments recommended by Council staff.*
- 4 *That Council adopt the amended Central Coast Car Parking Study and Implementation Plan 2020 as attached to this report and make it available on Council's website.*
- 5 *That Council authorise the Chief Executive Officer to make final editorial amendments to ensure correctness and clarity.*

Context

Council has identified car parking in the Local Government Area (LGA) as an emerging issue and has further recognised the need for a consistent integrated approach across the amalgamated LGA to meet the community's current and future car parking needs. The Central Coast Car Parking Study and Implementation Plan provides Council with a solid framework to improve on the supply, management and overall quality of parking and transport services within the LGA.

Current Status

The Draft Central Coast Council Car Parking Study and Implementation Plan was considered by Council at the Ordinary Meeting of 25 May 2020 where Council resolved the following:

- 382/20 *That Council receive and note the findings and strategies of Part 2 and Part 3 of the Central Coast Parking Strategy and the Car Parking Study: Summary Report.*
- 383/20 *That Council adopt for the purposes of exhibition the short, medium, and long-term key actions contained in the Central Coast Car Parking Study: Implementation Plan, with the following amendments:*
- i Amend M.5.1 to add "seek alternative sites or options near the CBD in addition to Rose Street, Wyong carpark.*
 - ii Amend S.1.4 to remove all words including and after 'Develop'.*
 - iii Amend S1.5 to add "investigate options to include secure bicycle storage at existing and future fringe car parks".*
 - iv Remove action S.1.6*
 - v Remove action M.1.2*
 - vi Make M.1.3 a short-term action*
 - vii Make M.1.4 a short-term action*
 - viii Make action S.9.2 a medium-term action*
 - ix Remove action S.9.3*
 - x Add an action that reintroduces 2hr parking at the Woy Woy Oval which was recently removed*
 - xi Make M.9.1 a short-term action*
 - xii Make M.9.2 a short-term action*
 - xiii Make L.9.1 a short-term action*
- 384/20 *That these changes and intents be reflected through the remainder of the Central Coast Parking Strategy documents as appropriate.*
- 385/20 *That the amended strategy and implementation plan go on public exhibition for 28 days with a further report be provided to Council.*

4.6 Central Coast Car Parking Study and Implementation Plan - Public Exhibition (contd)

In compliance with these resolutions, the Draft Central Coast Car Parking Study and Implementation Plan was amended and placed on public exhibition in June 2020.

Consultation

The Draft Central Coast Car Parking Study and Implementation Plan is informed through community consultation via public exhibition, online surveys, parking interview surveys, business interview surveys and social media which occurred as follows:

- May 2018 – Parking station interview surveys – Gosford CBD
- June 2018 to January 2019 – Business stakeholder interviews
- November 2018 – Online Survey
- June 2019 - Staff survey

The Draft Central Coast Car Parking Study and Implementation Plan which was presented to Council on the 25 May 2020. Following a Council resolution, the Draft Car Parking Study and Implementation Plan was placed on public exhibition from 9 June 2020 - 6 July 2020 and 3 August 2020 -16 August 2020 through Your Voice Our Coast.

The key themes of the submissions received through public exhibition include:

- The appropriateness of the locations for potential commuter car parking stations for Gosford CBD;
- Timed parking, line marking, parking restrictions and parking safety at key areas within the LGA;
- Suggestions to provide more parking across key areas within the LGA;
- Suggestions to extend the existing Gosford commuter carpark;
- Suggestions to provide more commuter parking at train stations (including smaller stations) within the LGA.

In addition, Council engaged Woolcott Research to undertake a survey to provide Council with representative community feedback in relation to potential commuter car park locations within the Gosford CBD area, as well as the general directions and actions that have been outlined in the Draft Central Coast Council Car Parking Study and Implementation Plan.

Key outcomes from this consultation include the following:

- There is strong support for actions involving advocacy with Transport for NSW to provide additional commuter car parking at Lisarow, Tuggerah and Wyong stations
- There is strong support for actions to increase the utilisation of existing car parking capacity
- There is strong support for actions to increase car park capacity in Lisarow, Ourimbah, Terrigal, Warnervale, Woy Woy and Wyong

4.6 Central Coast Car Parking Study and Implementation Plan - Public Exhibition (contd)

- There is strong support for actions involving smart parking technology for Gosford, Ourimbah and Woy Woy
- The most preferred location for a commuter carpark for Gosford was the Stadium car park followed by Albany St and then the Racecourse.

Council staff recommend the following amendments to the Draft Central Coast car parking study and implementation plan:

- i. Advocate for Transport for NSW to improve the efficiency and frequency of public bus services across the LGA.
- ii. Advocate for Transport for NSW to improve the efficiency and frequency of public train services across the LGA.
- iii. Advocate for Transport for NSW to provide more commuter carparking within proximity of the rail network.
- iv. Advocate for Transport for NSW to provide secure bicycle storage at all commuter stations.
- v. Expand the use of smart parking technology to better inform and maximise the use of existing on and off-street car parking.
- vi. Monitor public parking occupancy rates at parking hotspots through periodic parking surveys or smart parking initiatives. Use the data collected to develop a suite of public parking intervention levels with appropriate actions specific to that area.
- vii. Provide additional bicycle parking at patrolled beaches and Town Centres where there is an inadequate supply.
- viii. Make M.4.1: Advocate with Transport for NSW to fast track the delivery of additional commuter parking at Tuggerah Station, to become a short-term action.
- ix. Make M.5.1: Advocate with Transport for NSW to seek alternative sites or options near the Wyong CBD in addition to the Rose Street car park expansion to become a short-term action - S.5.1: Advocate with Transport for NSW to seek alternative sites or options near the Wyong CBD in addition to the Rose Street car park expansion as a short-term action.

Financial Considerations

At its meeting held 19 October 2020, Council resolved the following:

1036/20 That any motions put before Council for the remainder of this term of Council that have financial implications require the Chief Executive Officer to provide a report on how those additional costs will be met.

The following statement is provided in response to this resolution of Council.

The Central Coast Car Parking Study and Implementation Plan provides indicative costs and time frames for the strategic actions. The time frames and costs are to guide advocacy for the purposes of planning and funding the actions. The data obtained for this study was

4.6 Central Coast Car Parking Study and Implementation Plan - Public Exhibition (contd)

obtained pre-COVID, it is therefore recommended that data, delivery dates and costs are thoroughly reviewed prior to the commencement of any related work. All actions outlined in the Central Coast Car Parking Study and Implementation Plan are subject to available funding.

Link to Community Strategic Plan

Theme 4: Responsible

Goal H: Delivering essential infrastructure

R-H3: Create parking options and solutions that address the needs of residents, visitors and businesses.

Risk Management

The community consultation and submissions received in the public exhibition period have been considered. Council staff propose amendments to the study and implementation plan which are a reasonable reflection of the constructive submissions which do not substantially amend the Draft Central Coast car parking study and implementation plan.

Options

Option 1: **This is the recommended option.**

Final adoption of the amended Central Coast Car Parking Study and Implementation Plan.

Option 2: **This is not the recommended option** due to the extensive community consultation already undertaken.

Undertake further consultation and amendments to the Car Parking Study and Implementation Plan.

Attachments

- | | | |
|---|--|-----------|
| 1 | Public Exhibition: Draft Parking Study and Implementation Plan - Consultation Report | D14314157 |
| 2 | Central Coast Car Parking Study and Implementation Plan for adoption | D14315618 |



Public Exhibition: Draft Parking Study and Implementation Plan

CONSULTATION REPORT

Central Coast Council

December 2020



Introduction

Central Coast Council has developed draft Parking Study and Implementation Plan for the Central Coast Local Government area.

We understand that car parking is a significant issue of concern to the community and we are actively working to ensure a plan is put in place to meet our region's short-term and future needs.

The draft Central Coast Parking Study and Implementation Plan has been guided by previous community consultation activities and includes specific actions to deliver additional parking where required.

The Study and Plan also looks at improved public and other transport options and has assessed the commuter parking needs for Gosford, Woy Woy, Wyong, Warnervale, Ourimbah, Tuggerah and Lisarow train stations which are identified for focused investment.

The focus areas of the study have also included Terrigal CBD, The Entrance Town Centre and various coastal hot spots.

Consultation for the draft Strategy has been undertaken in two phases:

Phase 1:	May 2018 to January 2019	Online community survey
		Parking station interview surveys
		Phone interviews with businesses and town centre stakeholders
Phase 2:	9 June to 7 July 2020	Public exhibition of the draft Study and Implementation Plan
	29 July to 16 August 2020 (second round)	
	August 2020	Third-party customer research study (phone and online surveys)

For information on Phase 1 consultation please visit <https://www.yourvoiceourcoast.com/all-projects/draft-parking-study-and-implementation-plan>



Engagement Approach

Objectives of consultation

The purpose of consultation to develop the strategy is to:

- Seek community insights into parking issues at various hotspots across the Central Coast
- Test proposed solutions with the community
- Validate community feedback through third-party research.

Our engagement framework

Consultation to develop the strategy has been designed in accordance with Central Coast Council's Engagement Framework. This framework is available to view at <https://cdn.centralcoast.nsw.gov.au/sites/default/files/documents/policies-register/community-engagement/engagement-framework/engagementframework.pdf>

Promotion of activities

In 2018, communication and promotional activities were undertaken to promote the online community survey and encourage participation.

Promotion of online community survey (2018)	
Media Release	<ul style="list-style-type: none"> • 'Survey kicks off development of Coast's Regional Parking Strategy' issued 7 November 2018 <p>A copy of the media release can be found in Appendix D.</p>
social media	<ul style="list-style-type: none"> • Facebook post 7 November 2018 • Facebook post 1 December 2018 • Twitter post 7 November 2018 • Twitter post 1 December 2018 <p>Example of a social media post can be found in Appendix F.</p>
Coast Connect editorial story	<ul style="list-style-type: none"> • Express Advocate, 8 November 2018 <p>A copy of the article can be found in Appendix E.</p>
Newspaper advertisements	<p>Display advertisement in:</p> <ul style="list-style-type: none"> • Express Advocate, 15 Nov 2018, \$450 • Express Advocate, 1 Dec 2018, \$450



	<ul style="list-style-type: none"> Wyong Regional Chronicle, 13 November 2018, \$260, circulation 14,000 Peninsula News, 19 November 2018, \$260, circulation 14,000 Coast Community News, 8 November 2018, \$260, circulation 12,000 <p>Example of advertisement artwork can be found in Appendix F.</p>
Posters	<ul style="list-style-type: none"> Corflute outdoor posters installed at 23 key commuter and community locations across the various coast (commuter carparks, theatre, recreation park etc) <p>Example of advertisement artwork can be found in Appendix F.</p>
Flyer letterbox drop	<ul style="list-style-type: none"> Residential and business locations
stakeholder email	<ul style="list-style-type: none"> Email to existing stakeholder lists (eg Let's talk Terrigal, The Entrance Town centre, sport clubs, disability advocacy groups, resident associations etc)
Council internal staff newsletter	<ul style="list-style-type: none"> Five Plus Things internal newsletter issued 16 April 2018 'Developing parking solutions for the Coast'

In 2020, we carried out promotion of the public exhibition to ensure the community and stakeholders were aware of the opportunity to review the draft Study and Plan and given enough notice to make a submission.

Promotion of public exhibition of the draft Study and Implementation Plan (2020)	
Media Release (Council meeting media highlight)	<ul style="list-style-type: none"> "Carpark solution remains on Council's radar" issued 25 May 2020 <p>Distributed to over 97 media contacts.</p> <p>A copy of the media release can be found in Appendix A.</p>
Your Voice – Our Coast website	<ul style="list-style-type: none"> Draft Strategy uploaded on Your Voice Our Coast page on 9 June 2020 for comment - https://www.yourvoiceourcoast.com/parking <p>The page received 359 visits between 9 June and 16 August 2020 (last closing date)</p>
eNews	<ul style="list-style-type: none"> Article in Coast Connect eNews issued on 16 June 2020. <p>Link to the yourvoiceourcoast.com page promoting the draft Parking Study and Implementation Plan</p> <p>Issued to 8,850 subscribers with 48% click through rate</p> <p>A copy of the article can be found in Appendix C.</p>



Media release	<ul style="list-style-type: none"> • ‘Council checks in to ask community about current parking needs to finalise region wide plan’ issued on Monday 3 August 2020 <p>Distributed to over 97 media and Councillor contacts.</p> <p>A copy of the media release can be found in Appendix B.</p>
Social media	<ul style="list-style-type: none"> • Facebook post on 3 August 2020 <p>reached 15,575 people, reactions/share: 140 ; post clicks 1,233 ; link clicks: 127; comments: 60.</p> <ul style="list-style-type: none"> • Facebook advertisement (budget \$77) ran 4 August to 15 August 2020 <p>Advertisement reached 9004 people, impressions 11,325, link clicks: 111.</p> <p>Examples of social media posts can be found in Appendix C.</p>
social network	<ul style="list-style-type: none"> • Linkedin post on 3 August 2020 <p>reached 1,748 people, 7 reactions, 54 clicks, 1 comment.</p>
newspaper advertisement	<ul style="list-style-type: none"> • Coast Community News, 7 August 2020, circulation 14,000 <p>A copy of the advertisement can be found in Appendix C.</p>



Engagement summary

Phase 1: Community survey and stakeholder interviews:

May 2018	Parking station interview surveys in Gosford CBD
June 2018 to January 2019	Phone interviews with businesses and town centre stakeholders
November 2018	Online community survey

You can review the results of the online survey at yourvoiceourcoast.com/parking

Phase 2: Public exhibition and community survey

June, July and August 2020	Public exhibition
August 2020	Third-party customer research study

Public Exhibition:

Between 9 June and 7 July 2020 and again between 29 July and 16 August 2020 we sought community feedback on the draft Parking Study and Implementation Plan.

We received **78** submissions and within these submissions **154** different comments and suggestions were made.

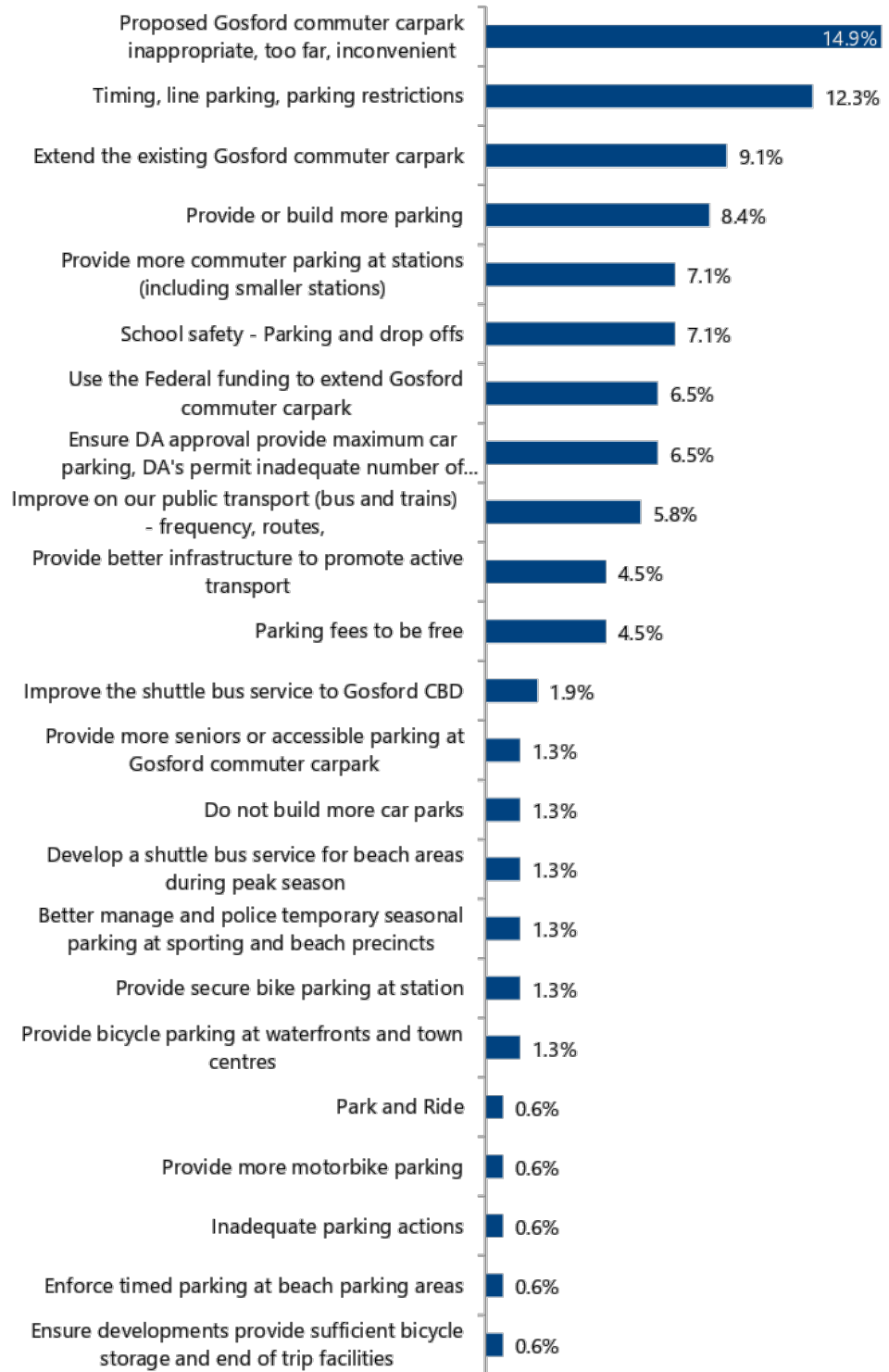
Key themes include:

- The appropriateness of the locations for potential commuter car parking stations for Gosford CBD
- Timed parking, line marking, parking restrictions and parking safety at key areas within the LGA
- Suggestions to provide more parking across key areas within the LGA
- Suggestions to extend the existing Gosford commuter carpark
- Suggestions to provide more commuter parking at train stations (including smaller stations) within the LGA.

The comments and suggestions raised in the submission have been coded and presented in the following chart.



Figure 1 Comments and suggestions by percentages





Third-party customer research study (phone and online surveys)

In addition to accepting written submissions, third-party research company Woolcott Research and Engagement conducted phone and online surveys with **507** residents split across Council's five wards.

The specific objectives of this research were to:

1. Understand community support for the overall principles of the Plan
2. Gain feedback in relation to specific actions proposed for key focus areas
3. Test which of three proposed locations for a new commuter carpark in Gosford has the greatest level of community support
4. Understand the anticipated changes to parking behaviour once the COVID-19 pandemic situation has passed.

1. Support for overall principles:

There was fairly strong support for the principle of using smart technology, with somewhat lower support for prioritising short-term parking and encouraging alternative transport options

2. Support for location specific actions:

- There is strong support for actions involving advocacy with TfNSW to provide additional commuter car parking at Lisarow, Tuggerah and Wyong stations
- There is strong support for actions to increase the utilisation of existing car parking capacity for Gosford, Terrigal, The Entrance and Wyong
- There is strong support for actions to increase car park capacity in core Lisarow, Ourimbah, Terrigal, Warnervale, Woy Woy and Wyong
- There is strong support for actions involving smart parking technology for Gosford, Ourimbah and Woy Woy
- There is moderate support for actions to increase car park capacity on the fringe of Gosford, The Entrance and Woy Woy
- There is moderate support for actions involving Park n Ride in Gosford and Woy Woy

3. Preferred location for a commuter carpark for Gosford

The Stadium car park was the most likely option to be ranked 1st, followed by Albany St and then the Racecourse. Only one in ten felt that Council shouldn't proceed with any of these options. The majority who chose the Stadium or Albany St as their first preference would walk from the car park, whereas most of those who chose the Racecourse option would prefer to use a shuttle bus service.



4. Covid-19 impacts on travel behaviour and parking needs

When examining the differences between pre and post Covid-19 behaviour, one third believe their need for long-stay parking will increase, whereas only one in six believe it will decrease.

Overall Key Findings:

The key findings from the overall study and community consultation indicate:

- The community is in support of more car parking at commuter carparks along the rail network
- The community is in support of better efficiency and frequency from our public transport system to help in alleviating parking frustrations experienced in town centres and at existing commuter carparks along the rail network
- The community is in support of maximising the use of parking through smart parking technology

The research results can be found in **Appendix G**.

Our responses

In the following table we have provided responses to some of the key concerns raised within submissions.

Please note many of submissions contained suggestions and concerns already raised by the community in Phase 1 consultation. These have already been have considered and/or incorporated into the draft strategy.

Table 2 Key issues and responses

Issues raised	Council's response
Proposed Gosford commuter carpark locations inappropriate, too far, inconvenient.	In March 2019, the Federal Government pledged \$30 million towards commuter parking in Gosford. In October 2019, the Federal Department of Infrastructure, Transport, Regional Development and Communications contacted Council officers to discuss the use of the Federal funding to construct additional commuter parking in Gosford. Council has limited options of available land within walking distance to Gosford station on which to construct commuter car parking. Council investigated several potential sites to assess their suitability for parking stations and put forward the most suitable sites through this public exhibition process. The Department of Infrastructure, Transport, Regional



	Development and Communications are aware of the proposed locations and are supportive of the overall approach.
Suggestions to extend the existing Gosford commuter carpark Use of Federal funding to extend Gosford commuter carpark.	Transport for NSW (State Government) owns and manages the Gosford commuter carpark. Council cannot undertake meaningful investigations into the expansion of the existing commuter carpark or without the asset owner's approval. Council will continue to seek direction from Transport for NSW on any future plans for this carpark. Community inquiries about this carpark should be directed to the Transport for NSW Project Infoline on 1800 684 490.
Various comments around changes to timed parking, parking line marking, parking restrictions and parking and drop off zones at schools.	These issues have been referred to the relevant departments within Council for consideration..
Provide more commuter parking at stations (including smaller stations)	These requests are supported by the draft Parking Study and Implementation Plan which includes recommendations for more parking at Gosford, Lisarow, Wyong, Tuggerah, Wamervale and Woy Woy train stations
Development applications provide insufficient parking allocations for delivery vehicles, motor vehicles, motorbikes and secure bicycle storage and end of trip facilities.	These issues will be referred to the relevant departments within Council for consideration.
Improve the frequency and/or routes of public buses and trains...	This is supported by the Study and Plan as an action: <i>Advocate for Transport for NSW to improve our public transport services, including changes to the train timetable.</i>
Provide better infrastructure to promote active transport	This is supported by the Study and Plan as an action: <i>Implement a 'Park n Ride (Cycle scheme), ensure all proposed cycle routes are in alignment with The Central Coast Pedestrian Access and Mobility Plan (PAMP) and a Bike Plan.</i>
Parking fees to be free	At this stage Council has no plans to introduce parking fees for on street parking.
Develop a shuttle bus service for beach areas during peak season	This is supported by the Study and Plan as an action: <i>Investigate the feasibility of providing a</i>



	<i>shuttle bus service linked to alternate public parking during peak holiday season and major events.</i>
--	--

Consultation outcomes and next steps

Thank you to everyone who took the time to read the draft Parking Study and Implementation Plan or participated in this consultation process.

Both the submissions and the data from third-party customer research study which will help shape the final Plan. Once finalised, the amended Study and Plan will be presented to Council for adoption.

To stay up-to-date, please register for our e-news at www.yourvoiceourcoast.com.



Appendices

Appendix A: media release, Council meeting highlight – 25 May 2020

Carpark solution remains on Council's radar

Council adopted for the purpose of public exhibition, the short, medium and long-term actions of the Central Coast Car Parking Study: Implementation Plan with minor amendments.

Mayor Lisa Matthews said that parking issues continue to be an issue of concern for the community.

"Population growth coupled with the increasing commuter parking demands and increased economic activity around key centres has placed considerable strain on the limited existing parking capacity across the Central Coast

"We know that people want reliable access to parking, and the eventual implementation of this strategy will address commuter parking, drop-off zones, access and movement around transportable hubs to support and increase use of public transport," said Mayor Matthews.

Key recommendations of the Central Coast Car Parking Study: Implementation Plan include;

- 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.
- Parking issues at the surf clubs and foreshore areas are synonymous with parking in these areas in peak summer periods and do not in themselves warrant substantial investments in additional parking supply. However, future parking needs for coastal areas should be continuously monitored.

The amended Central Coast Car Parking Study: Implementation Plan will be placed on public exhibition for 28 days.

Visit yourvoiceourcoast.com for further information and to have your say.



Appendix B: media release – 3 August 2020

Council checks in to ask community about current parking needs to finalise region wide plan

Council's commitment to exploring all parking options for the people of the Central Coast continues to gather momentum with an additional call for community to comment on their current parking needs to help finalise the Central Coast Parking Study and Implementation Plan.

The Central Coast Parking Study and Implementation Plan has been guided by previous community consultation activities and includes short, and medium-to-long term strategies to deliver additional parking where required.

The study also looks at improved public and other transport options and has assessed the commuter parking needs for Gosford, Woy Woy, Wyong, Warnervale, Ourimbah, Tuggerah and Lisarow train stations which are identified for focused investment.

The focus areas of the plan have also included Wyong CBD, Terrigal CBD, The Entrance Town Centre and various coastal hot spots.

Mayor Lisa Matthews is urging the public to have their say on parking in their local area and our region as a whole.

"Council understands that car parking is a significant issue of concern to the community and is actively working to ensure a plan is put in place to meet the immediate and future needs of the Central Coast and ensure the best outcome for Council's future investment," said Mayor Matthews.

"We will continue to explore all options and work closely with all levels of government into the future to address car parking issues for our residents."

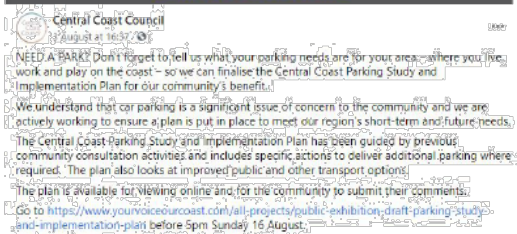
The Central Coast Parking Strategy Implementation Plan is currently on public exhibition online at yourvoiceourcoast.com until Sunday 16 August 2020 for the community to submit their comments.



Appendix C: promotional examples - 2020 campaign

Print advertising example

Social media example



eNews example



Regionwide Parking strategy now on exhibition

Car parking is an issue of concern to our community and we are working to ensure a plan is put in place to meet our region's short term and future needs.

Provide feedback by 6 July! >

Central Coast Council
 2017-18
 2017-18

NEED A PARK? Tell us what your parking needs are for where you live, work and play. An the coast by submitting your comments on the drafted Central Coast Parking Strategy Implementation Plan. Closes 5pm Sunday 16 Aug 2015
<http://ow.ly/m31x50AQbX1>

Like Comment



Appendix D: media release - 7 November 2018

Survey kicks off development of Coast's Regional Parking Strategy

Central Coast Council is asking the community to take part in a survey to determine ways to provide medium to long term parking solutions for the growing population on the coast.

As part of the Community Strategic Plan, the community identified parking in town centres, tourist hubs and commuter areas as important issues to be addressed as Council and its partners work together to shape the future of the Central Coast.

Acting Director, Assets, Infrastructure and Business, Boris Bolgoff said the creation of car parking options and solutions that address the needs for residents, visitor's and businesses was the key to delivering essential infrastructure for our growing region.

"Council is aware that there are a number of pinch points for parking across the Central Coast including town centres in Gosford, Wyong, The Entrance, Woy Woy and Terrigal and commuter parking at Warnervale, Tuggerah, Wyong, Lisarow and Woy Woy," Mr Bolgoff said.

"This survey is the first step in capturing information from the community about the types of parking they need to be able to go about their business on the Central Coast. Are they seeking parking for longer periods whilst they are at work or conduct business, or are they seeking parking for shorter periods of time whilst they attend personal appointments, enjoy leisure activities or dine out?

"As our town centres grow, we also have more residents competing for parking close to their homes that we need to plan for," he said.

With the Central Coast forecast to grow to over 415,000 people by 2036, the development of mid to longer term parking solutions needs to be addressed as part of a bigger picture of how people move around the Central Coast.

"As well as asking the community about parking needs in specific areas, the survey will seek information on how improved public transport could impact the community and enable people to have a variety of travel options so they could leave the car at home," Mr Bolgoff said.

"Council can then take this information to public transport operators including the State Government and work together to deliver the best transport outcomes for the region."

Council is addressing parking in and around the Gosford City Centre, including commuter parking, as a separate high priority project as this will be impacted by future State Government decisions as part of the revitalisation of Gosford.

The Central Coast Regional Parking survey will open for one month from Wednesday 7 November. Following this, a draft strategy will be developed and go on public exhibition in 2019. To complete the survey, go to www.yourvoiceourcoast.com/parking



Appendix E: Coast Connect editorial (Express Advocate) - 8 November 2018

Have your say on the Regional Parking Strategy

Council is asking the community to take part in a survey to determine ways to provide medium to long term parking solutions for the growing population on the coast.

As part of the Community Strategic Plan, the community identified parking in town centres, tourist hubs and commuter areas as important issues to be addressed as Council and its partners work together to shape the future of the Central Coast.

The creation of car parking options and solutions that address the needs for residents, visitors and business is key to delivering essential infrastructure for our growing region.

This survey is the first step in capturing information from the community about the types of parking they need to be able to go about their business on the Coast. Are they seeking parking for longer periods whilst they are at work or conduct business, or are they seeking parking for shorter periods of time whilst they attend personal appointments, enjoy leisure activities or dine out?

With the Central Coast forecast to grow to over 415,000 people by 2036, the development of mid to longer term parking solutions needs to be addressed as part of a bigger picture of how people move around the Central Coast.

We are also asking the community how improved public transport could impact their travel choices and if a variety of reliable and accessible travel options would encourage people to leave the car at home. We can then take this information to public transport operators including the State Government and work together to deliver the best transport outcomes for the region.

Council is reviewing parking in and around the Gosford City Centre, including commuter parking, as a separate high priority project as this will be impacted by future State Government decisions as part of the revitalisation of Gosford.

The Central Coast Regional Parking survey is now open and will close on 9 December 2018. Following this, a draft strategy will be developed and go on public exhibition in 2019. To complete the survey, go to www.yourvoiceourcoast.com/parking

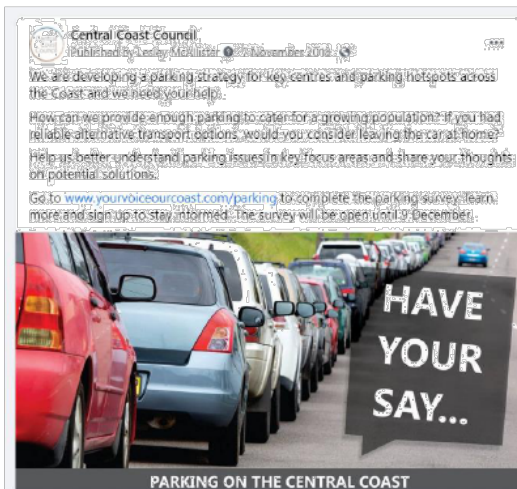


Appendix F: promotional examples - 2018 campaign

Print advertising/ flyer / newspaper artwork example



Social media example





Appendix G: Customer research study



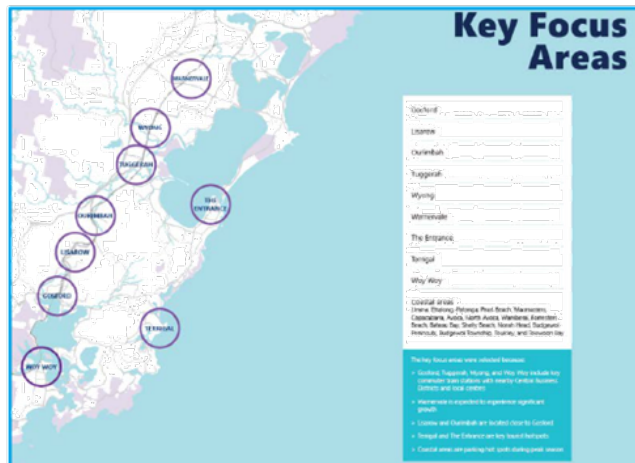
CAR PARKING STUDY

AUGUST 2020



BACKGROUND AND OBJECTIVES

The objective of the study is to provide Central Coast Council with representative community feedback on the Car Parking Study and Implementation Plan.



The specific objectives of this research were to:

- Understand community support for the overall principles of the plan;
- Gain feedback in relation to specific actions proposed for key focus areas;
- Test which of three proposed locations for a new commuter carpark in Gosford has the greatest level of community support; and
- Understand the anticipated changes to parking behaviour once the COVID-19 pandemic situation has passed.

METHODOLOGY

This quantitative research was conducted using a mixed mode methodology of online and telephone (CATI) interviewing.

Online respondents were sourced through a reputable research panel provider. CATI respondents were sourced using publicly available listings.

A total of n=507 survey responses were collected between 5-23 August 2020.

Quotas were used to ensure the sample included a mix of residents from each of the Council's five wards.

Budgewoi	Gosford East	Gosford West	The Entrance	Wyong
n=96	n=100	n=121	n=92	n=98
19%	20%	24%	18%	19%

Age and gender quotas were also used to make sure there was a solid base of respondents in each category. As a further step, the survey data was post-weighted to the latest ABS population statistics for age and gender to ensure it is representative of the Central Coast Council population.

Note: due to rounding, percentages may not always add to 100.



DEMOGRAPHICS



GENDER

	All (n=507) %	Budgewoi (n=96) %	Gosford East (n=100) %	Gosford West (n=121) %	The Entrance (n=92) %	Wyong (n=98) %
Male	49	47	48	45	50	53
Female	51	52	50	55	50	47
Non-binary	<1	1	1	-	-	-
Prefer not to say	<1	-	1	-	-	-



- Respondents were evenly mixed in terms of gender

NB: the full data set has been post-weighted to achieve a representative gender distribution

Q2. Which of the following best describes you?

Base: All respondents (n=507), Budgewoi (n=96), Gosford East (n=100), Gosford West (n=121), The Entrance (n=92), Wyong (n=98)

AGE RANGE

	All (n=507) %	Budgewoi (n=96) %	Gosford East (n=100) %	Gosford West (n=121) %	The Entrance (n=92) %	Wyong (n=98) %
Under 18	2	5	-	3	3	1
18-34	22	24	20	24	24	18
35-49	24	16	22	26	21	34
50-69	33	38	37	26	27	37
70 and over	19	18	21	21	24	11
Prefer not to say	<1	-	-	-	1	-



- There was a fairly even spread of ages, with the most common age group being 50-69

NB: the full data set has been post-weighted to achieve a representative age distribution

Q3. Which age category do you fit into?

Base: All respondents (n=507), Budgewoi (n=96), Gosford East (n=100), Gosford West (n=121), The Entrance (n=92), Wyong (n=98)

LENGTH OF RESIDENCY IN THE CENTRAL COAST

	All (n=507) %	Budgewoi (n=96) %	Gosford East (n=100) %	Gosford West (n=121) %	The Entrance (n=92) %	Wyong (n=98) %
Less than 12 months	3	1	5	2	2	5
1-3 years	6	4	5	8	6	9
4-7 years	9	6	12	8	15	6
8-10 years	10	7	8	15	11	10
11-19 years	21	24	20	19	19	23
20 years or more	50	59	50	48	48	47



- Half of respondents had lived in the Central Coast LGA for at least 20 years
- Less than one in ten had lived in the LGA for 3 years or less

Q15. How long have you lived on the Central Coast?

Base: All respondents (n=507), Budgewoi (n=96), Gosford East (n=100), Gosford West (n=121), The Entrance (n=92), Wyong (n=98)

INCIDENCE OF EXPERIENCING A MOBILITY IMPAIRMENT

	All (n=507) %	Budgewoi (n=96) %	Gosford East (n=100) %	Gosford West (n=121) %	The Entrance (n=92) %	Wyong (n=98) %
Yes	14	14	18	10	16	13
No	83	85	79	86	80	87
Prefer not to say	3	1	3	4	4	-



- Over one in ten respondents had some sort of mobility impairment
- This was significantly more likely amongst older residents

Q16. Do you have a mobility impairment?

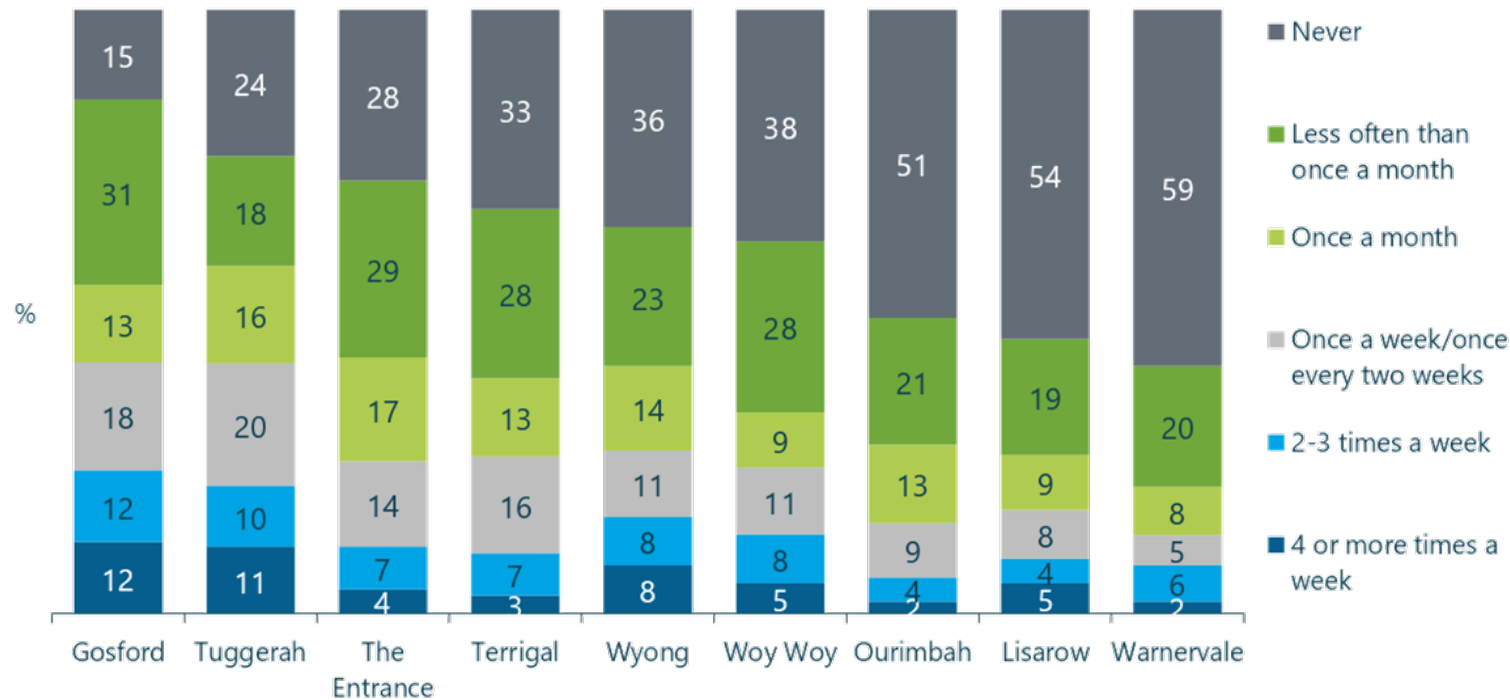

Base: All respondents (n=507), Budgewoi (n=96), Gosford East (n=100), Gosford West (n=121), The Entrance (n=92), Wyong (n=98)



TRAVEL BEHAVIOUR



FREQUENCY OF TRAVELLING TO KEY FOCUS AREAS BY CAR

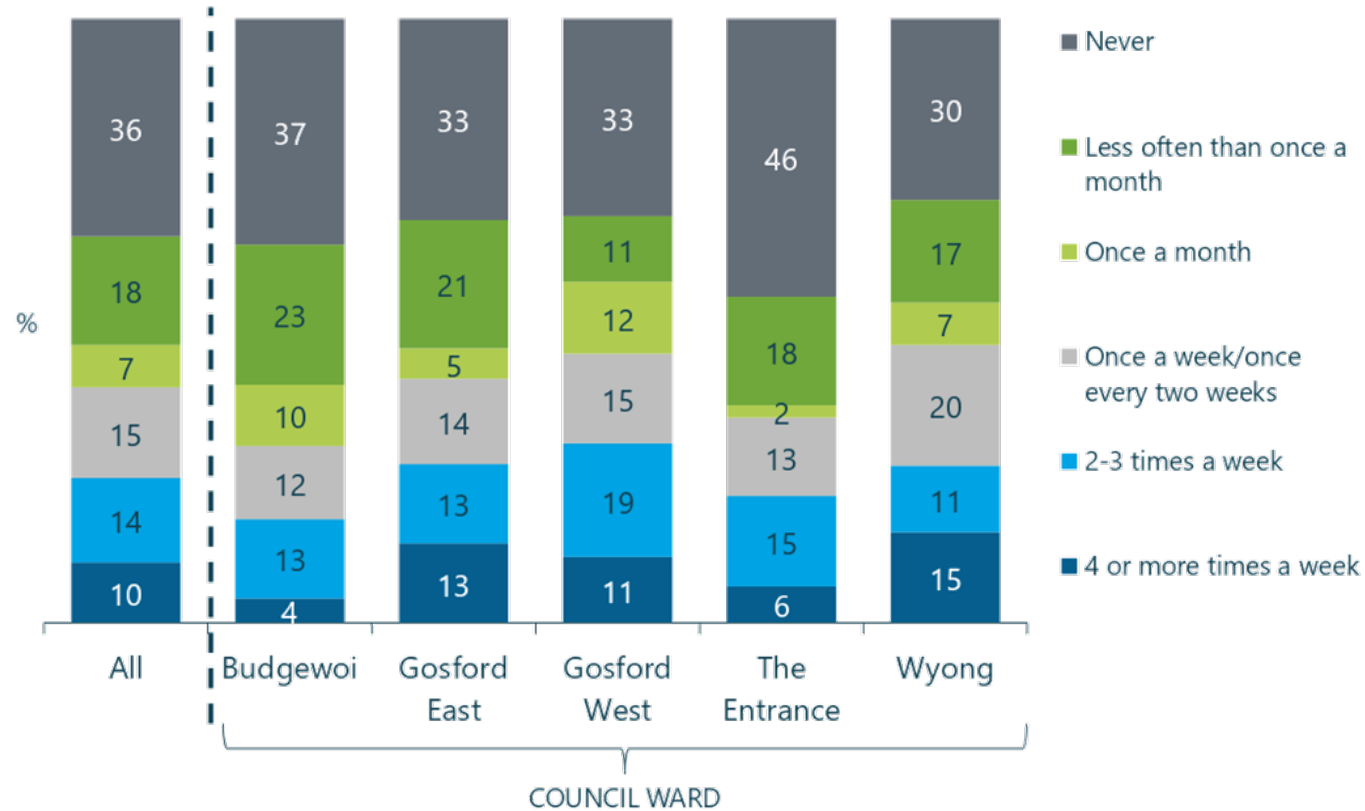




- The key focus areas most commonly travelled to by car (pre-Covid-19) were Gosford, Tuggerah, The Entrance and Terrigal
- Key focus areas where this was less likely were Warnervale, Lisarow and Ourimbah

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Q8. Before Covid-19, how often would you travel by car to each of the following stations or city centres:
 Base: All respondents (n=507)

FREQUENCY OF ACCESSING LONG STAY PARKING BEFORE THE COVID-19 PANDEMIC

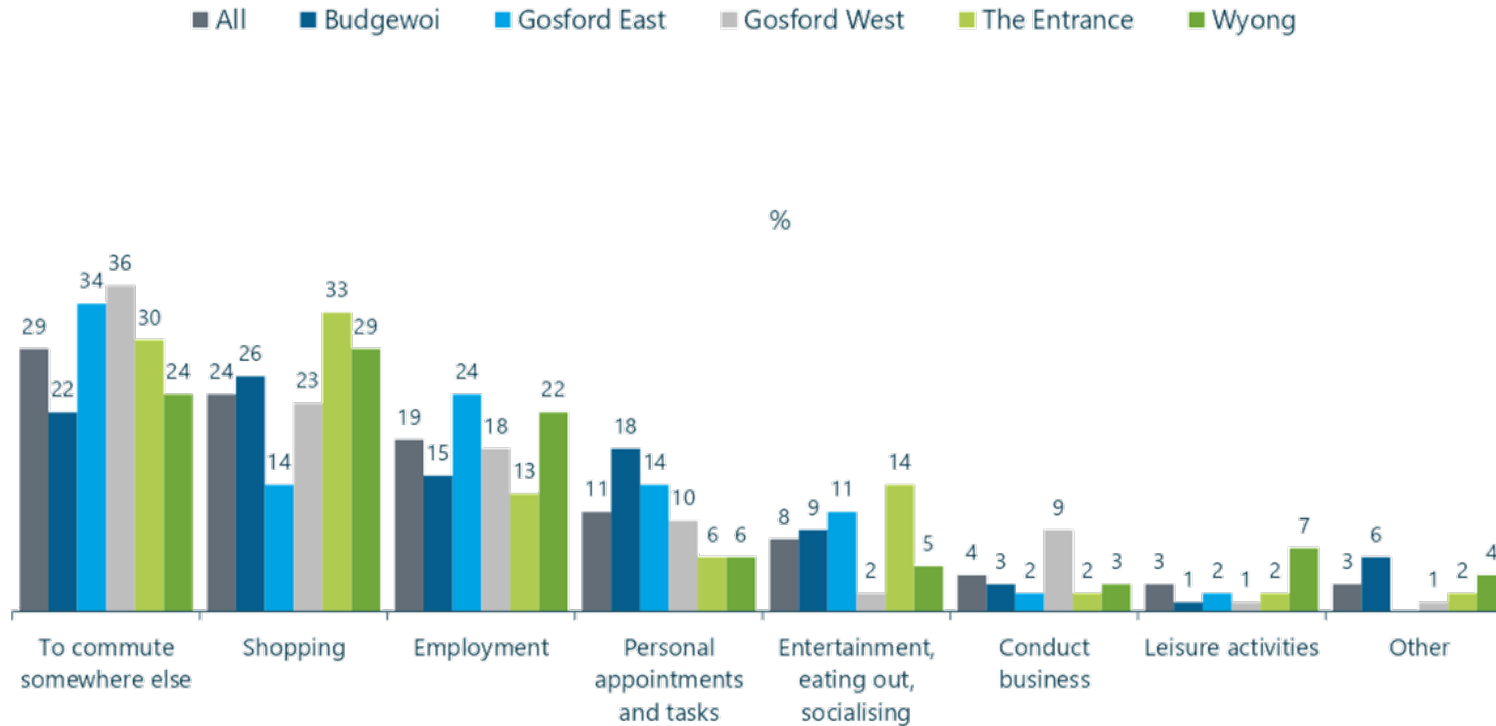

- Prior to Covid-19, one quarter used long-term parking within the LGA multiple times a week, two fifths accessed it less often and over a third never used it

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Q4. Before Covid-19, how often did you access long stay parking (4hrs or more allowed) within the Central Coast area?
 Base: All respondents (n=507), Budgewoi (n=96), Gosford East (n=100), Gosford West (n=121), The Entrance (n=92), Wyong (n=98)

REASON FOR NEEDING LONG STAY PARKING

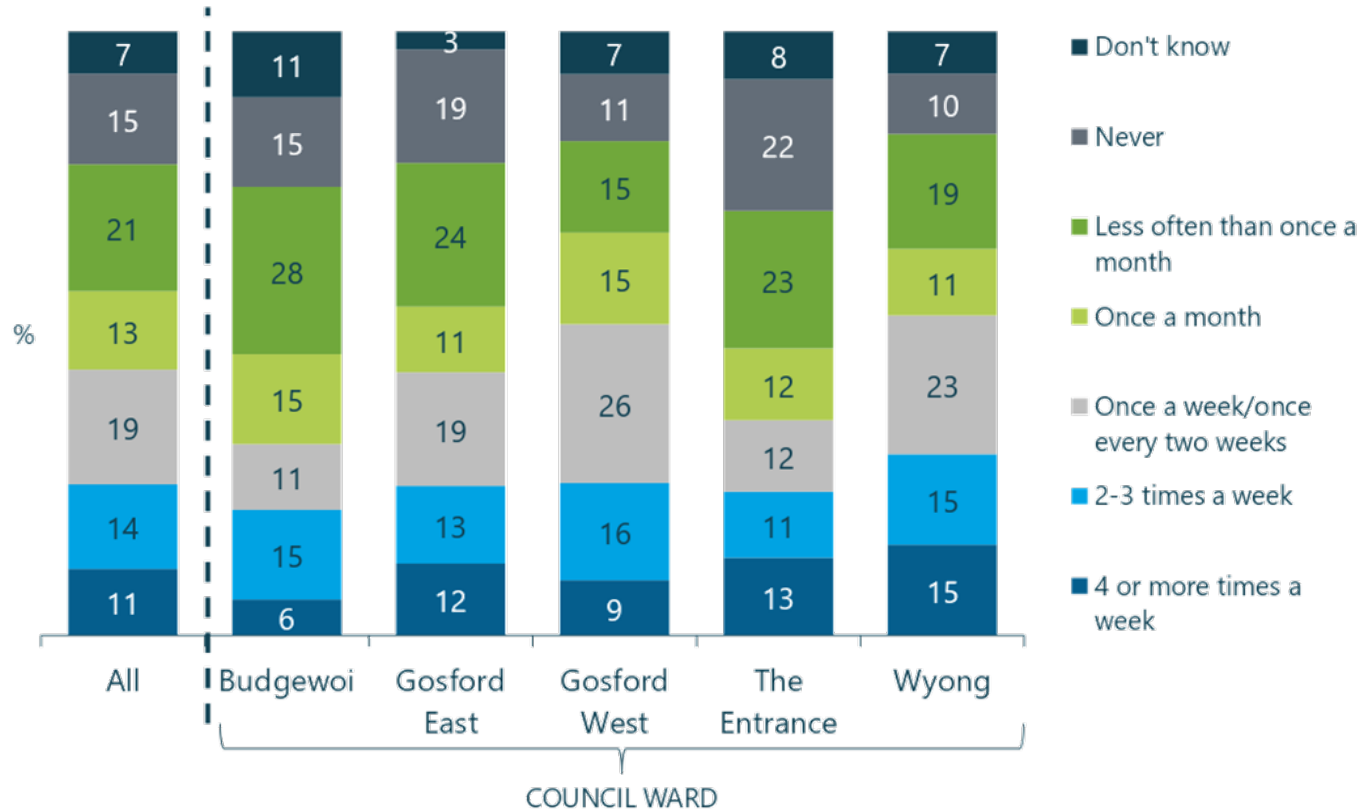
- The main reasons for using long-stay parking were to commute elsewhere, for shopping and for work
- Those living in Gosford East & West were more likely to park to commute, while those from The Entrance were more likely to park for shopping and entertainment

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Q5. What would be your most likely reason for needing long stay parking within the Central Coast area?
 Base: All respondents who accessed long stay parking before COVID-19 (n=318), Budgewoi (n=58), Gosford East (n=64), Gosford West (n=81), The Entrance (n=48), Wyong (n=67)

FREQUENCY OF ACCESSING LONG STAY PARKING AFTER THE COVID-19 PANDEMIC

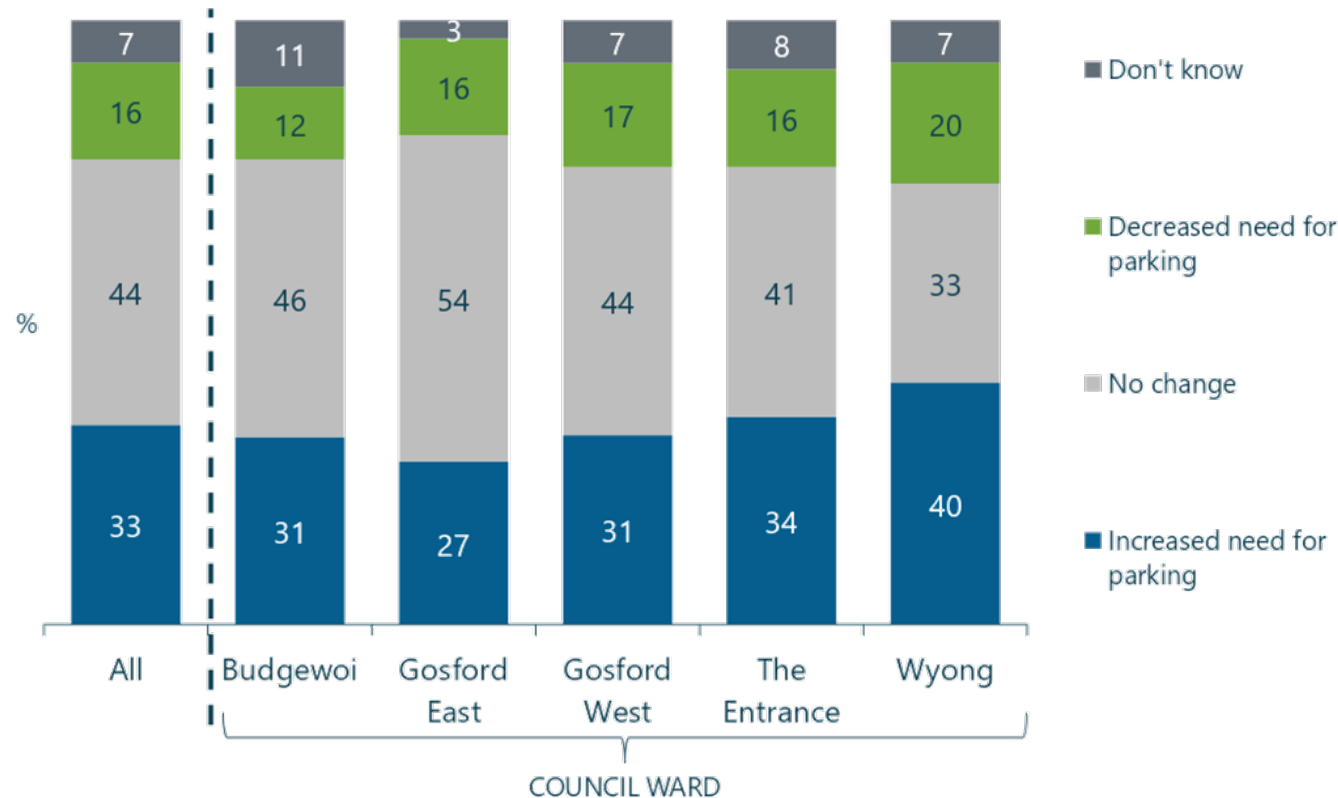



Q4. Thinking about after Covid-19, how often do you think you will need to access long stay parking (4hrs or more allowed) within the Central Coast area?
Base: All respondents (n=507), Budgewoi (n=96), Gosford East (n=100), Gosford West (n=121), The Entrance (n=92), Wyong (n=98)



- After Covid-19, it is anticipated that one quarter will access long-stay parking multiple times a week, over half will use it less often and over one in six will never use it
- A small proportion did not know what their future needs would be

FREQUENCY OF ACCESSING LONG STAY PARKING BEHAVIOURAL CHANGES

- When examining the differences between pre and post Covid-19 behaviour, it can be seen that one third believe their need for long-stay parking will increase, where as only one in six believe it will decrease

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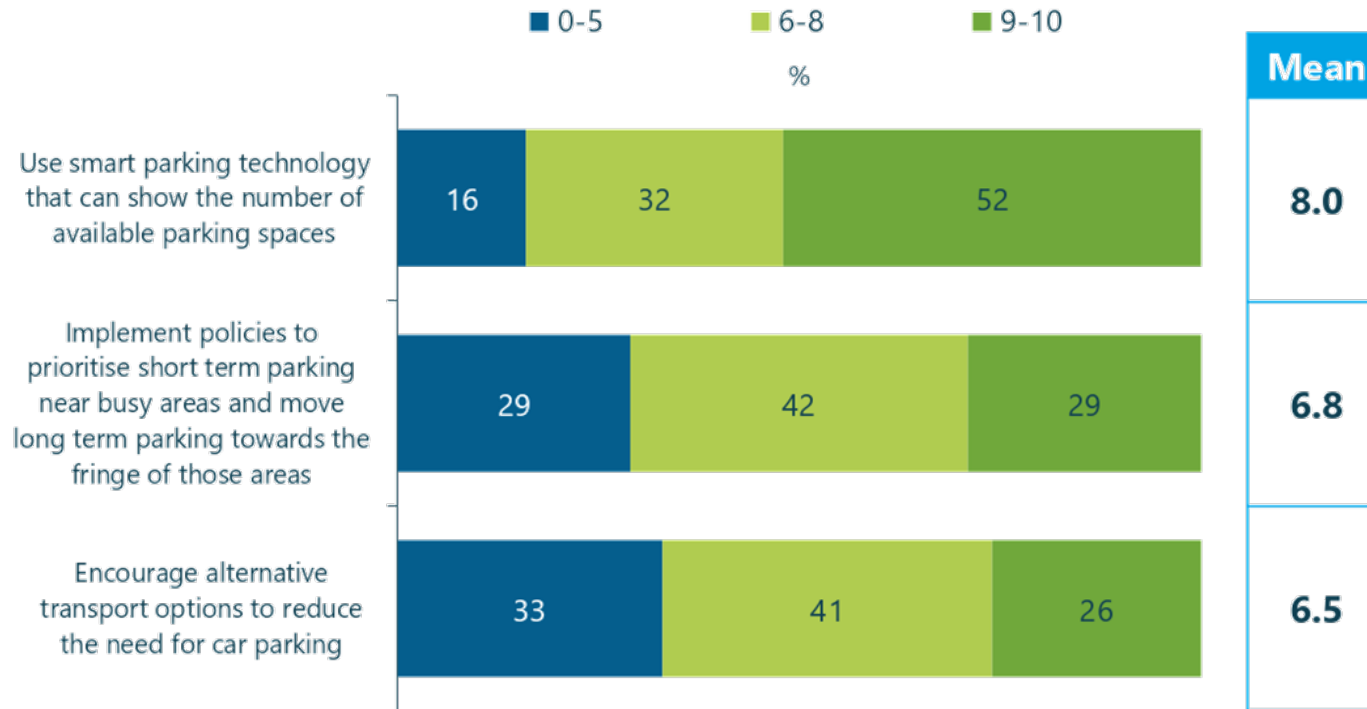
Q4. Thinking about after Covid-19, how often do you think you will need to access long stay parking (4hrs or more allowed) within the Central Coast area?
 Base: All respondents (n=507), Budgewoi (n=96), Gosford East (n=100), Gosford West (n=121), The Entrance (n=92), Wyong (n=98)



**SUPPORT FOR
OVERALL
PRINCIPLES**



SUPPORT FOR OVERALL PRINCIPLES



- There was fairly strong support for the principle of using smart technology, with somewhat lower support for prioritising short term parking and encouraging alternative transport options

Q6. Council's decision making in this area is guided by three broad principles. For each principle, please indicate how strongly you support it:
 Base: All respondents (n=507)

REASONS FOR NOT SUPPORTING SMART TECHNOLOGY

	Those who did not support (n=75) %
Not suitable for elderly/non-tech users	15
I don't drive/ not relevant to me	14
Does not increase availability/address the problem	14
Would be used to charge/fine consumers/I don't support paid parking	12
It's unnecessary/not needed	12
Too expensive/waste of money	11
It wouldn't work/glitches/would break/be vandalised	7
Too difficult to use/understand	6
I don't like it/technology NFI	3
Other	7
Don't know	7



- The main reason stated for not supporting the use of smart technology was that it may not be suitable for those who aren't tech savvy (15%) – suggesting that they didn't quite understand how the technology is used

Q7. You indicated that you are not supportive of "Use smart parking technology such as parking sensors and directional signage that can show the number of available parking spaces". Could you please your reasons why?

Base: All respondents who were not in support (scoring 0-5 out of 10) of smart technology (n=75)

REASONS FOR NOT SUPPORTING PRIORITISATION OF SHORT-TERM PARKING

	Those who did not support (n=139) %
People need to be able to park in busy areas for long periods (e.g. working, shopping)	15
We need a mix of both long and short term parking	12
There needs to be a way to connect to the train station	10
This would disadvantage those with limited mobility (e.g. the elderly)	9
It is an inconvenient solution/would make it hard to travel NFI	6
I would have to walk more/Too far to walk	6
I don't drive/visit this area	4
Parking needs to be at the station	4
No strong opinions either way / doesn't affect me	4
I support this policy	3
We should have more parking/long term parking	2
I want to be able to park close to my destination	2
Safety issues (e.g. walking at night)	2
This solution is unnecessary/There is enough parking	2
Other	16
Don't know	8

Q7. You indicated that you are not supportive of "Implement policies to prioritise short term parking near busy areas and move long term parking towards the fringe of those areas". Could you please your reasons why?

Base: All respondents who were not in support (scoring 0-5 out of 10) of different locations for car parks (n=139)



- The main reason given for not supporting the prioritisation of short-term parking was that those requiring longer term parking need to be able to park in the town/city centre (15%)

REASONS FOR NOT SUPPORTING ENCOURAGING ALTERNATIVE TRANSPORT OPTIONS

	Those who did not support (n=162) %
Alternative options are lacking/no options near me/where I want to go	20
Alternatives add travel time/take too long	12
Alternatives are not suitable for everyone/elderly/disabled	12
Alternatives are less convenient/direct/easy	11
I drive everywhere / more efficient to drive	9
Don't like the alternative transport options NFI	9
People need to drive/there are no alternative options	8
Alternatives are unsafe/unhygienic/COVID risk	6
Not relevant to me/I don't drive/already use alternatives	5
Need to increase parking capacity	43
Alternatives are too infrequent	3
Alternatives are unreliable/late/cancelled	2
Alternatives are expensive	2
We already have alternative transport/no point trying to encourage people/build more	2
Other	9
Don't know	4

Q7. You indicated that you are not supportive of "Encourage alternative transport options to reduce the need for car parking". Could you please your reasons why?

Base: All respondents who were not in support (scoring 0-5 out of 10) of encouraging alternative transport options (n=162)



- The main reason given for not being supportive of alternative transport options was that these options aren't seen to be available (20%), while some felt that they added to the journey time or were less direct



SUPPORT FOR LOCATION SPECIFIC ACTIONS



EXPLANATION OF HOW LOCATION RESPONSES WERE SOURCED

The Car Parking Study and Implementation Plan details specific strategies for nine key focus areas within the Central Coast LGA. To avoid the survey length becoming too long, each respondent was only asked to rate their level of support for actions in up to two focus areas.

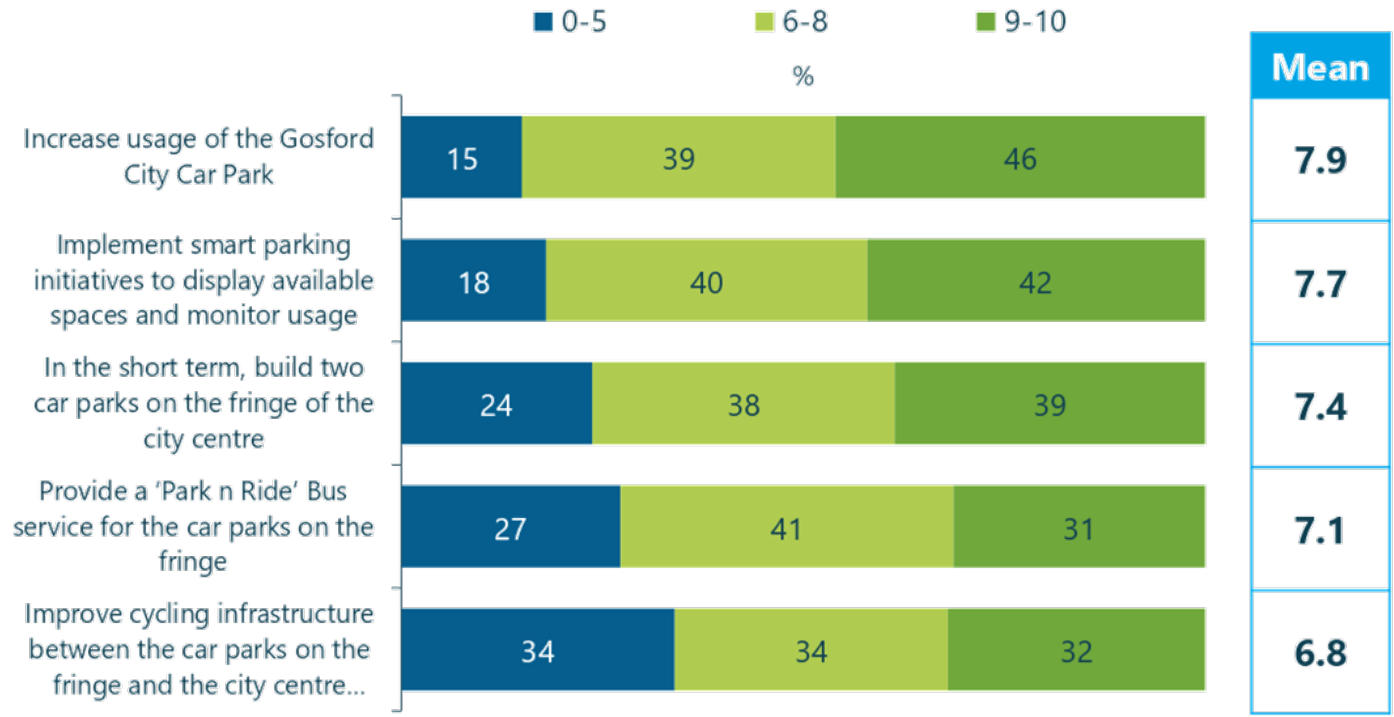

These were assigned as follows:

- If the respondent did not travel to any key focus areas by car at least once a month then they skipped this section.
- If the respondent only travelled by car at least monthly to a single key focus area then they answered the questions for that area. Likewise, if they only travelled to two key areas by car at least monthly then they answered the questions for those areas.
- If the respondent travelled by car at least monthly to three or more key areas then they were randomly assigned to answer the questions for just two of the key areas.

This system resulted in the following number of responses for each focus area:

Gosford	Lisarow	Ourimbah	Terrigal	The Entrance	Tuggerah	Warnervale	Woy Woy	Wyong
n=108	n=83	n=92	n=90	n=83	n=101	n=102	n=78	n=85

SUPPORT FOR CHANGES TO GOSFORD

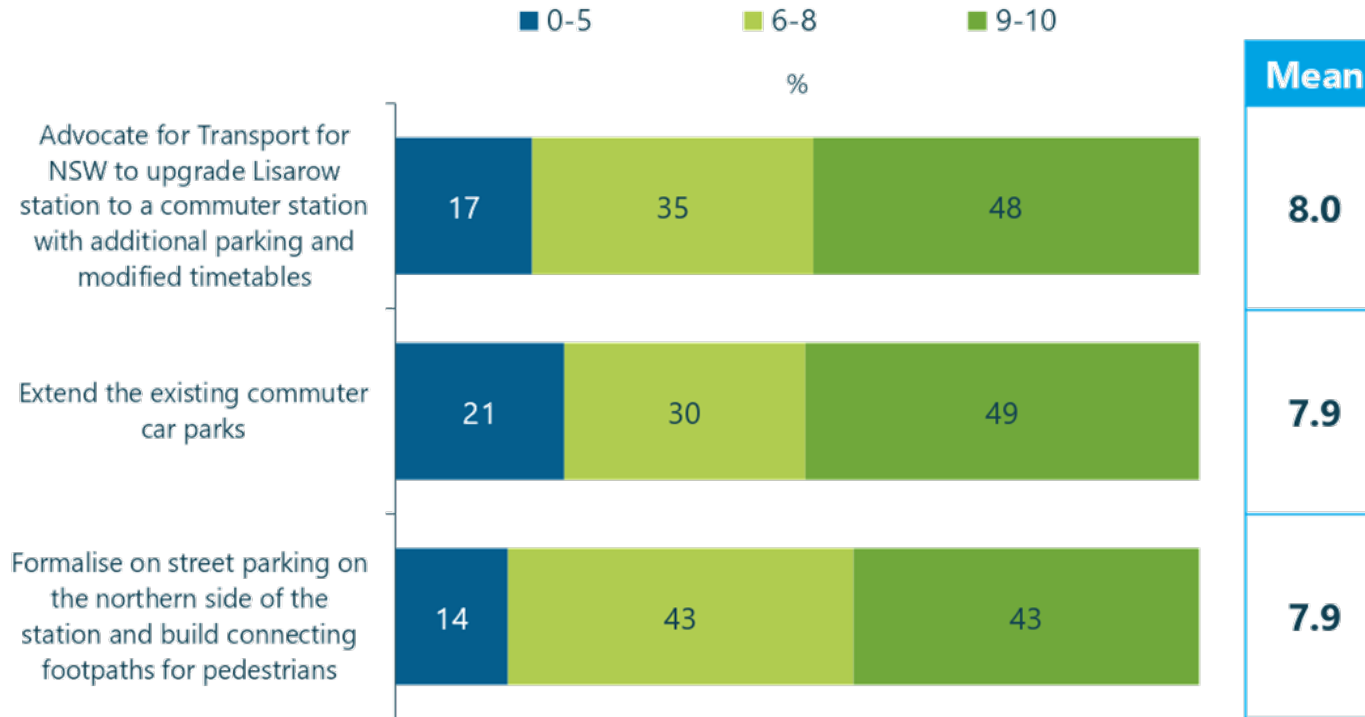
- There was moderately high support for the proposed actions for Gosford, especially for increasing usage of Gosford City Car Park and implementing smart parking initiatives


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Q9a. Council are proposing the following actions to improve the car parking situation in Gosford. For each action, please indicate how strongly you support it:
 Base: Those who travelled by car to Gosford at least once a month and were selected to answer these questions (n=108)

SUPPORT FOR CHANGES TO LISAROW





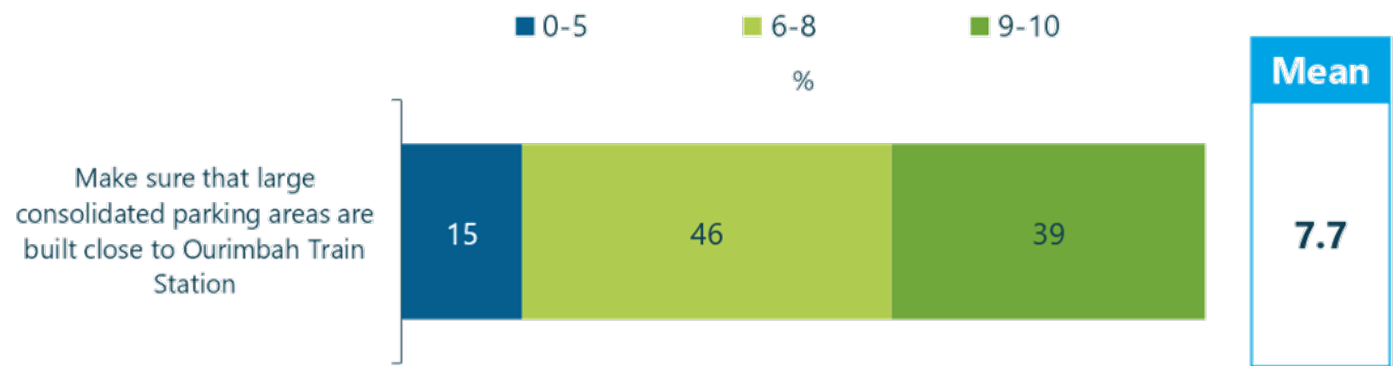
- There were fairly high levels of support for each of the proposed actions for Lisarow


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Q9b. Council are proposing the following actions to improve the car parking situation in Lisarow. For each action, please indicate how strongly you support it:
 Base: Those who travelled by car to Lisarow at least once a month were selected to answer these questions (n=83)

SUPPORT FOR CHANGES TO *OURIMBAH*





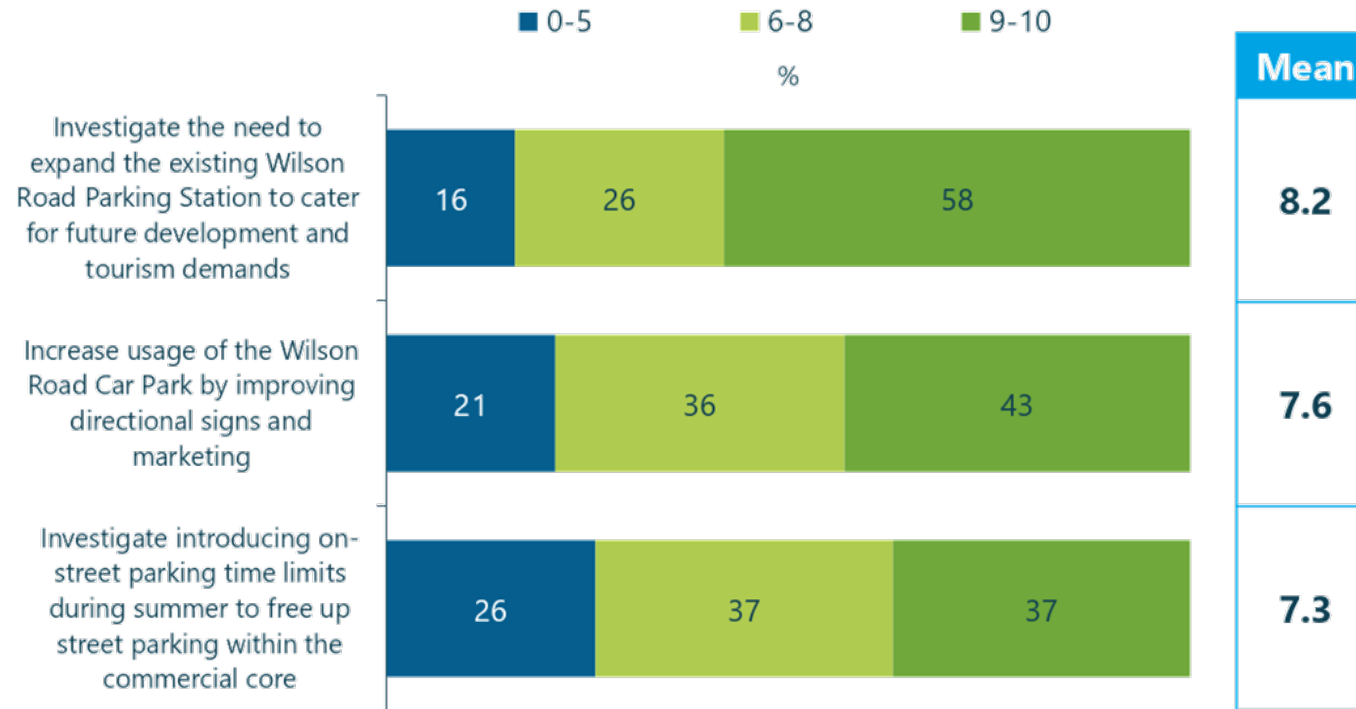
- There was moderately high support for the proposed action for Ourimbah

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24

Q9c. Council are proposing the following actions to improve the car parking situation in Ourimbah. For each action, please indicate how strongly you support it:
 Base: Those who travelled by car to Ourimbah at least once a month and were selected to answer these questions (n=92)

SUPPORT FOR CHANGES TO TERRIGAL





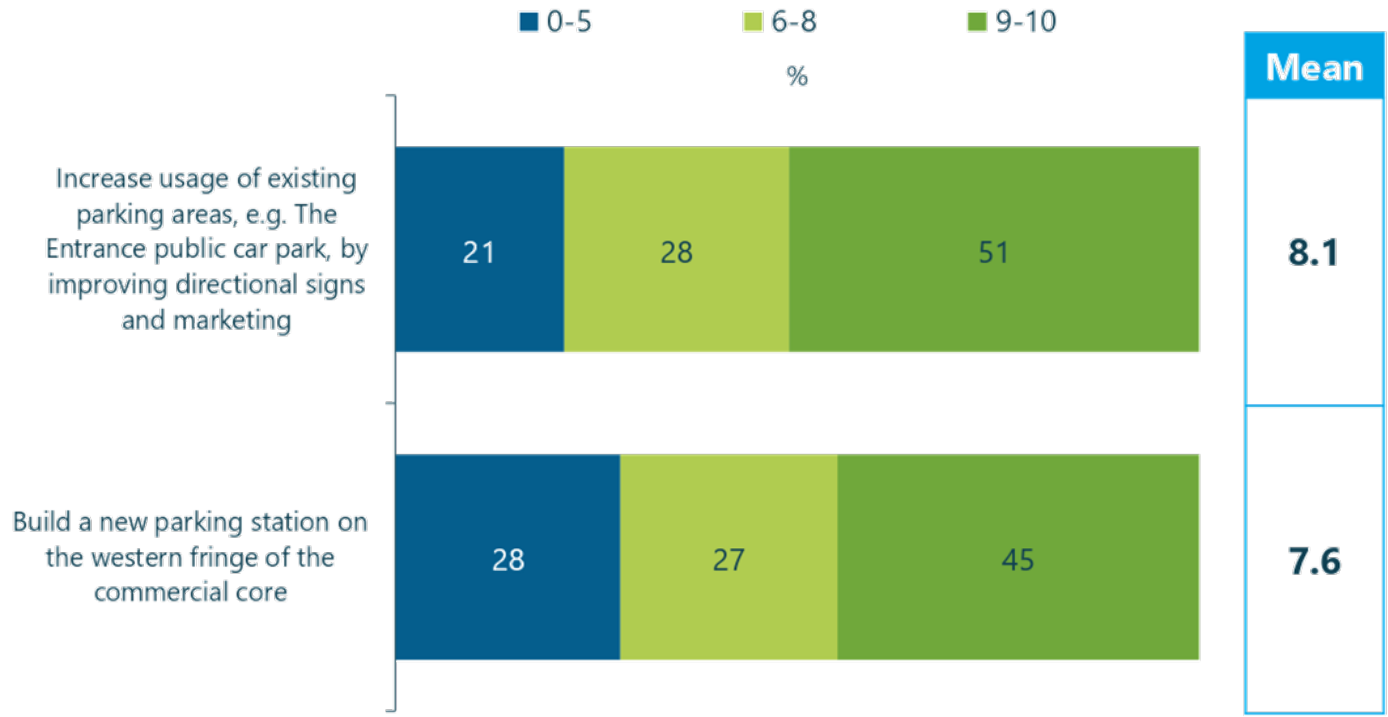
- There was a high level of support for expanding the existing parking station in Terrigal and moderate support for improving signage and introducing street parking time limits in summer

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Q9d. Council are proposing the following actions to improve the car parking situation in Terrigal. For each action, please indicate how strongly you support it:
Base: Those who travelled by car to Terrigal at least once a month and were selected to answer these questions (n=90)

SUPPORT FOR CHANGES TO *THE ENTRANCE*





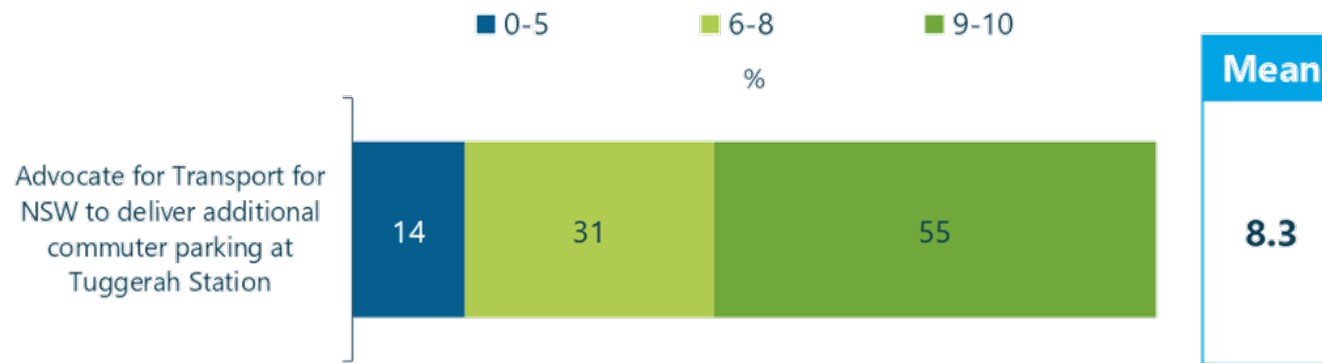
- There was a high level of support for increasing usage of existing parking areas, and moderate support for building a new parking station to the west of the commercial core


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26

Q9e. Council are proposing the following actions to improve the car parking situation in The Entrance. For each action, please indicate how strongly you support it:
 Base: Those who travelled by car to The Entrance at least once a month and were selected to answer these questions (n=83)

SUPPORT FOR CHANGES TO TUGGERAH





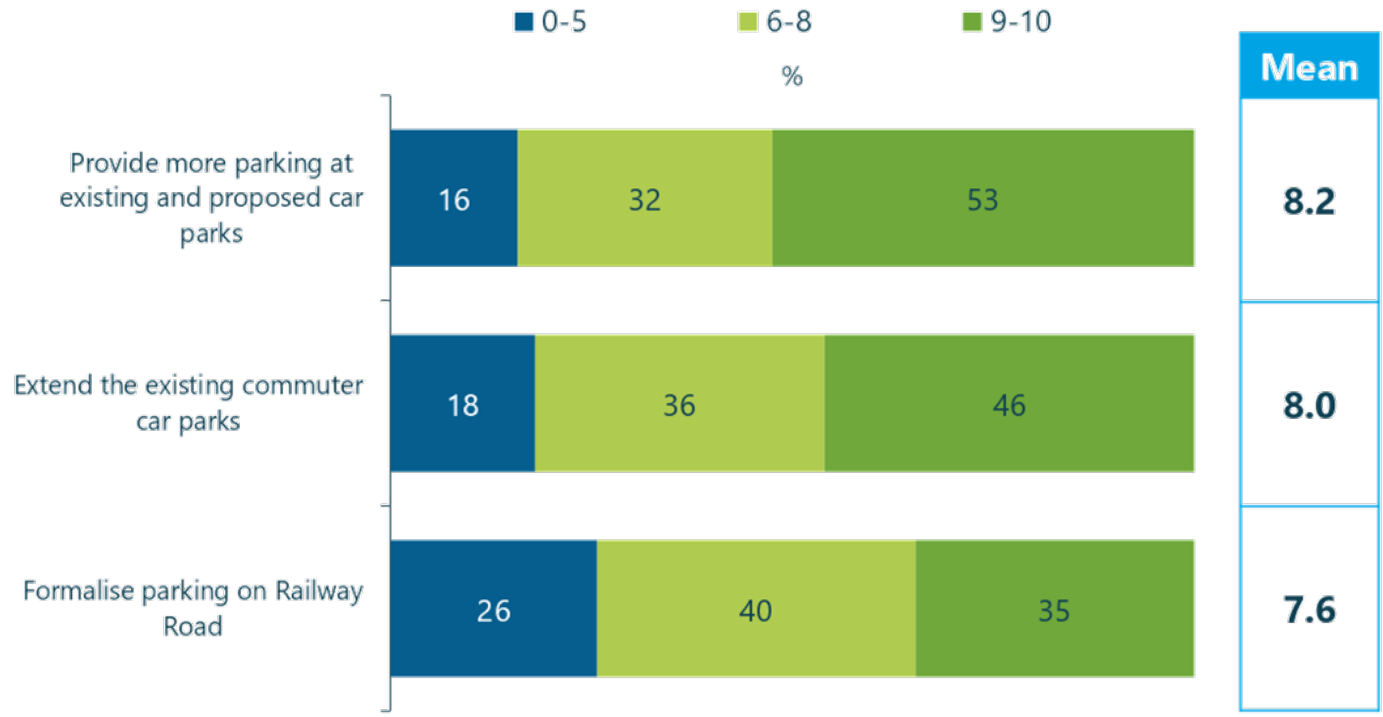
- There was a high level of support for advocating for TfNSW to deliver additional commuter parking at Tuggerah Station


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27

Q9f. Council are proposing the following actions to improve the car parking situation in Tuggerah. For each action, please indicate how strongly you support it:
 Base: Those who travelled by car to Tuggerah at least once a month and were selected to answer these questions (n=101)

SUPPORT FOR CHANGES TO WARNERVALE





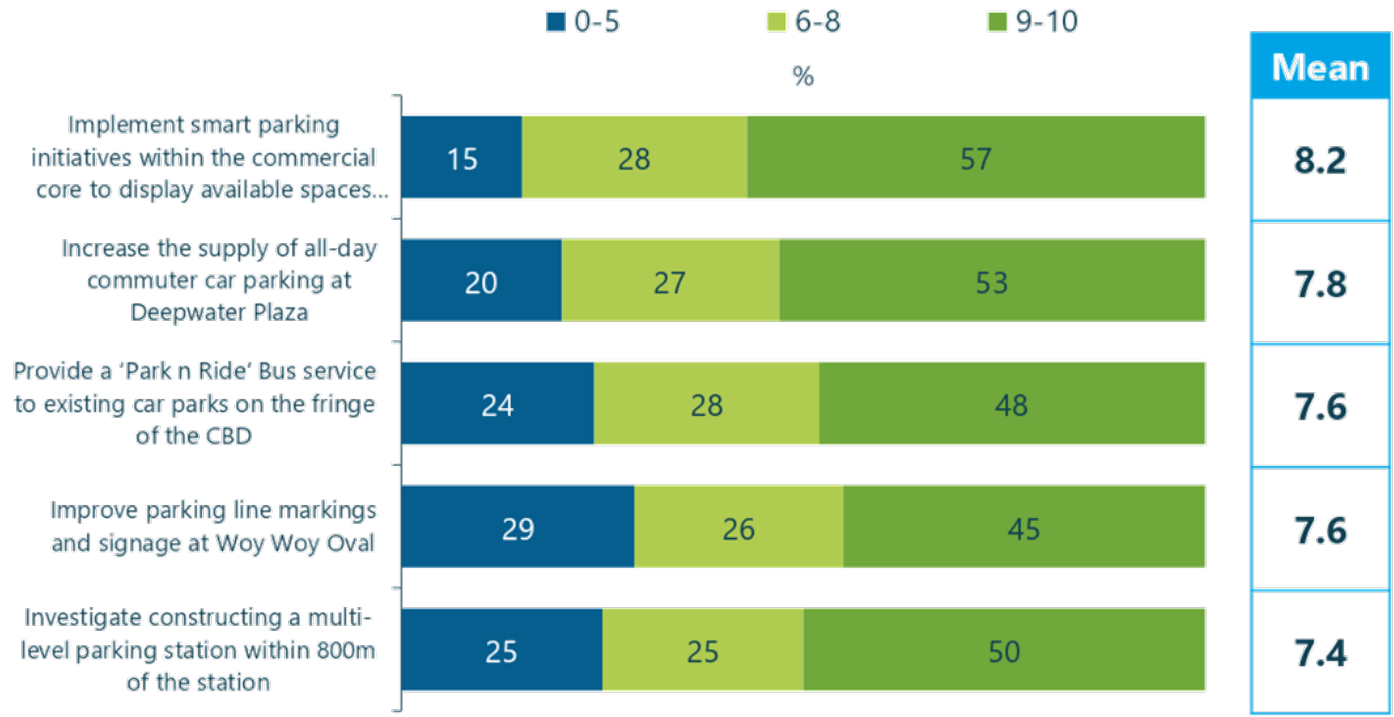
- There were fairly high levels of support for each of the proposed actions for Warnervale

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28

Q9g. Council are proposing the following actions to improve the car parking situation in Warnervale. For each action, please indicate how strongly you support it:
 Base: Those who travelled by car to Warnervale at least once a month and were selected to answer these questions (n=102)

SUPPORT FOR CHANGES TO WOY WOY





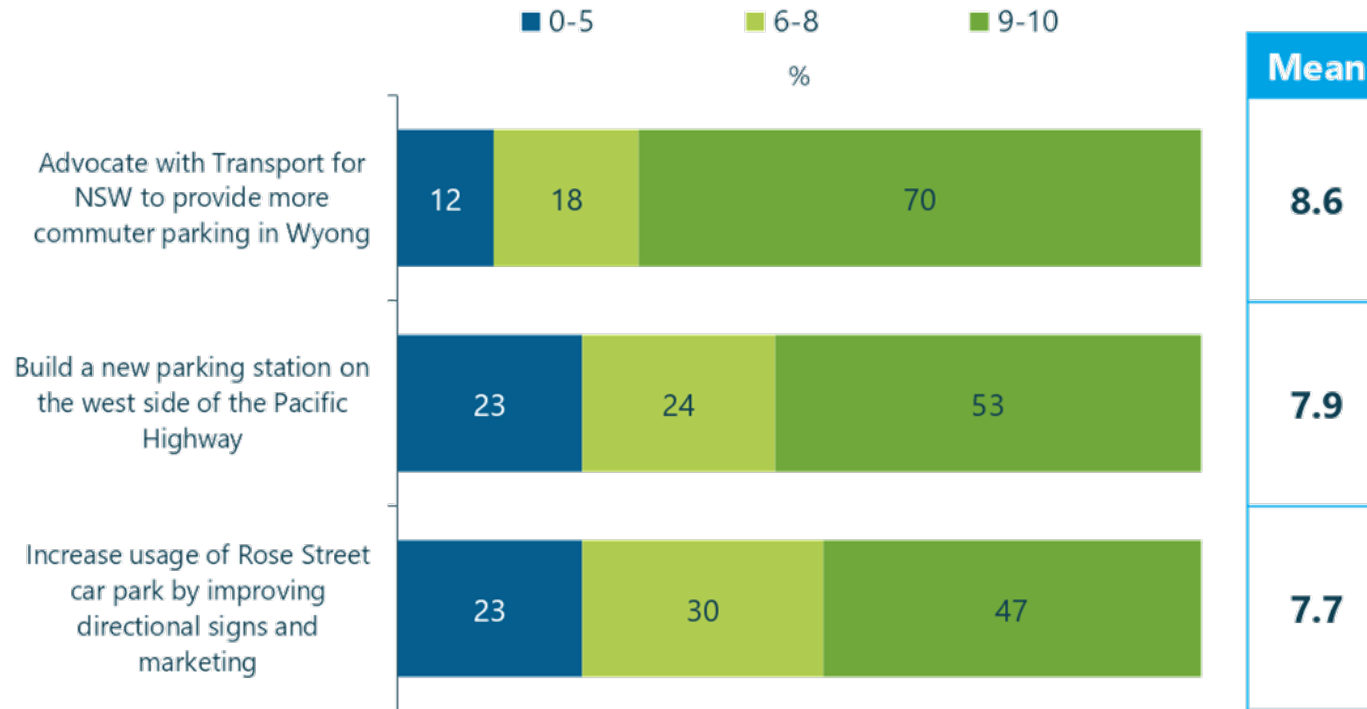
- There was a high level of support for implementing smart parking initiatives in Woy Woy, and moderate support for each of the other proposed actions

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Q9h. Council are proposing the following actions to improve the car parking situation in Woy Woy. For each action, please indicate how strongly you support it:
 Base: Those who travelled by car to Woy Woy at least once a month and were selected to answer these questions (n=78)

SUPPORT FOR CHANGES TO WYONG



- There was a high level of support for advocating for TfNSW to provide more commuter parking at Wyong Station
- There were also fairly high levels of support for building a new parking station and increasing usage of Rose Street

Q9i. Council are proposing the following actions to improve the car parking situation in Wyong. For each action, please indicate how strongly you support it:

Base: Those who travelled by car to Wyong at least once a month and were selected to answer these questions (n=85)



**PREFERRED
LONG-TERM CAR
PARK OPTION
FOR GOSFORD**



CAR PARK OPTIONS FOR GOSFORD

All respondents were presented with the following information:

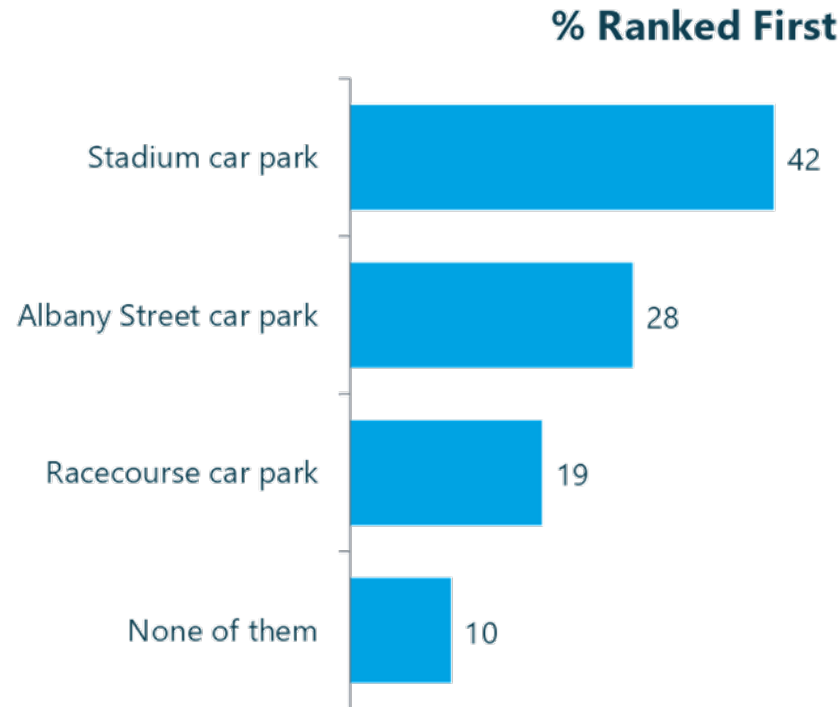
Gosford presents the greatest challenge for Council and requires long-term action to address expected increases in commuter parking demand.

*Extending the state government owned Gosford commuter carpark is **not** an option for Council to provide additional commuter car parking in Gosford.*

Instead, Council have identified 3 potential sites within Gosford where additional commuter parking could be constructed. Council does not currently anticipate charging for commuter car parking.

- a. *The first proposed location is next to the Central Coast Stadium, which would add approximately 500 spaces to the Gosford CBD. This location is about 1000m away from the station (a 10-15 minute walk).*
- b. *The second proposed location is on Council owned land off Albany Street, 800m metres east of the train station (a 10 minute walk). This site would add about 800 spaces to the Gosford CBD.*
- c. *The third proposed location is at the Racecourse, 1.2km west of the train station. This site could add about 1500 spaces for Gosford CBD. The site would be serviced by a shuttle bus and public transport.*

PREFERRED CAR PARK OPTION FOR GOSFORD

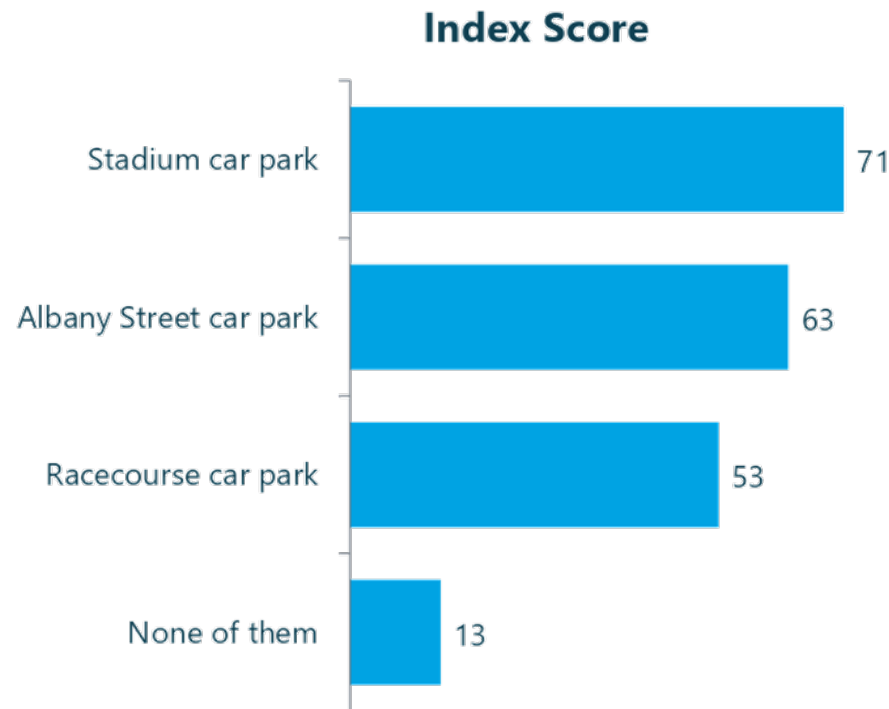


Q10. Please rank the following options, with '1' being your most preferred option and '4' being your least preferred option:
 Base: All respondents (n=507)



- The Stadium car park was the most likely option to be ranked 1st, followed by Albany St and then the Racecourse
- Only one in ten felt that Council shouldn't proceed with any of these options

PREFERRED CAR PARK OPTION FOR GOSFORD



The Index Score was calculated by assigning a value of 3 to rank 1, 2 to rank 2, 1 to rank 3 and 0 to rank 4, then dividing scores by 3.

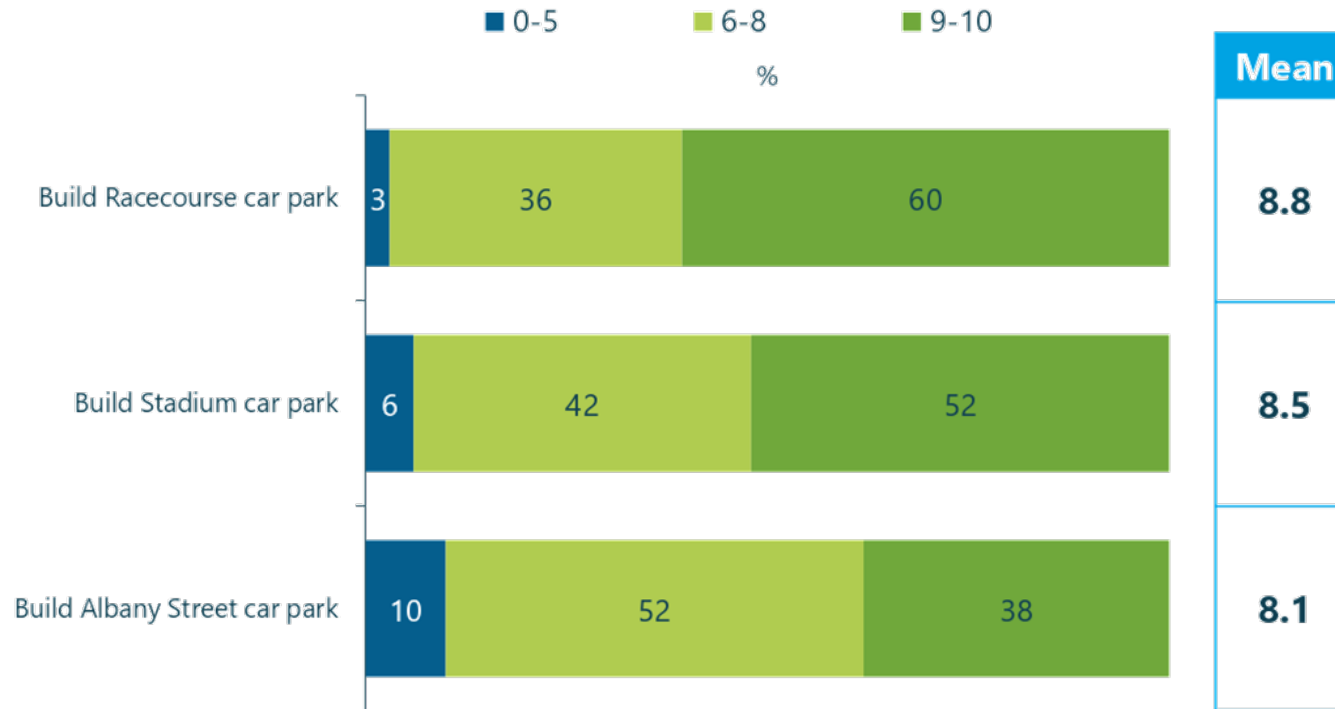
This means that if all respondents ranked a single option 1st, that option would score 100. Conversely, if all respondents ranked an option last it would score 0.



- When examining preference by the index score created (which accounts for 2nd and 3rd preferences), the same order of preference appears, although with less distinction between each of the car park options

Q10. Please rank the following options, with '1' being your most preferred option and '4' being your least preferred option:
Base: All respondents (n=507)

OVERALL SUPPORT FOR PREFERRED OPTION



- Interestingly, those who chose the Racecourse displayed the strongest level of support for their preferred option, followed by those who chose the Stadium and then Albany Street

Q11. Please rate overall how supportive you would be for Council to build the...?

Base: Those who prioritised Gosford Stadium car park (n=210), Those who prioritised Albany Street car park (n=145), Those who prioritised Racecourse car park (n=99)

REASONS FOR SUPPORT RESPONSE

	First Preference			
	Stadium (n=210) %	Albany St (n=145) %	Racecourse (n=99) %	Don't build any (n=53) %
Gosford needs more car parking/good for area	31	22	22	4
Close to station/centre/offices	25	36	7	2
Large number of potential car spaces	6	11	22	-
Would benefit stadium/racecourse attendees as well	15	6	5	-
It is the best option/good idea	6	8	4	4
Shuttle bus is a good idea/necessary	-	1	23	-
Proposed area is out of the way/currently unused	4	2	12	2
Close to hospital / specialists	2	5	10	-
Too far away from station/centre/offices	2	4	2	11
No need for more parking/spend money elsewhere	4	1	-	15
No impact personally/I don't drive there	2	2	3	11
I don't know much/enough about the area	-	2	3	6
Neutral/no strong opinion	-	4	1	5
They won't fit it in the area	-	-	-	14
Concerns about shuttle service e.g. cost/frequency	-	1	2	8
Build over train line/expand existing car park	2	-	-	5
Other	10	11	13	35
Don't know	-	2	1	4

Q12. Could you please explain why you gave that score?

Base: All respondents (n=507)



- Those who preferred the Stadium location were most likely to indicate that Gosford needs more parking, and that it is close to the station/ city centre.
- Those who preferred the Albany St location were most likely to cite the proximity and need for parking as their reasons for support.
- Those who preferred the Racecourse location were most likely to note the shuttle bus as a positive, while the large number of spaces and the need for parking also emerged as main reasons for their support level.
- Those who did not prefer any of the options were likely to be negative about the idea of increasing car parking generally – though there were a range of individual/ low level responses to emerge (resulting in a higher level of 'others').

PREFERRED METHOD OF TRANSPORT



- The majority who chose the Stadium or Albany St as their first preference would walk from the car park, where as most of those who chose the Racecourse option would prefer to use a shuttle bus service

Q13. If you were to park at the ..., what would be your preferred way to travel from there to Gosford station or City Centre?
 Base: Those who prioritised Gosford Stadium car park (n=210), Those who prioritised Albany Street car park (n=145), Those who prioritised Racecourse car park (n=99)

SUMMARY



TRAVEL BEHAVIOUR



Pre-Covid-19 behaviour:

- 24% accessed long-stay parking multiple times a week
- 36% never accessed long-stay parking
- The main reasons for using long-stay parking were:
 - To commute elsewhere (29%)
 - Shopping (24%)
 - Employment (19%)
 - Personal appointments and tasks (11%)

Post-Covid-19 anticipated behaviour:

- 25% will access long-stay parking multiple times a week
- 15% will never access long-stay parking (7% don't know)
- Comparison to pre-Covid-19:
 - 44% no change
 - 33% increased need for long-stay parking
 - 16% decreased need for long-stay parking

SUPPORT FOR OVERALL PRINCIPLES



Strong support for smart parking technology:

- Mean score: 8.0/10
- Concerns amongst detractors:
 - Not suitable for non-tech users
 - Does not increase parking supply
 - Would be used to charge/fine customers
 - Unnecessary/waste of money

Slight support for prioritisation of short-term parking:

- Mean score: 6.8/10
- Concerns amongst detractors:
 - Long term parking needed in busy areas (in addition to short-term)
 - Commuters need to be able to connect to the train station
 - Would disadvantage those with limited mobility

Slight support for encouraging alternative transport options:

- Mean score: 6.5/10
- Concerns amongst detractors:
 - Few alternatives available
 - Increased travel time
 - Not suitable for those with limited mobility
 - Less convenient/direct

SUPPORT FOR LOCATION SPECIFIC ACTIONS



Strong support for actions involving advocacy with TfNSW:

Lisarow: 8.0/10
Tuggerah: 8.3/10
Wyong: 8.6/10

Strong support for actions to increase utilisation of existing capacity:

Gosford: 7.9/10
Terrigal: 7.6/10
The Entrance: 8.1/10
Wyong: 7.7

Strong support for actions to increase car park capacity in core:

Lisarow: 7.9/10
Ourimbah: 7.7/10
Terrigal: 8.2/10
Warnervale: 8.0 & 8.2/10
Woy Woy 7.8/10
Wyong: 7.9/10

Strong support for actions involving smart parking technology:

Gosford: 7.7/10
Ourimbah: 7.6/10
Woy Woy: 8.2/10

Moderate support for actions to increase car park capacity on fringe:

Gosford: 7.4/10
The Entrance: 7.6/10
Woy Woy: 7.4/10

Moderate support for actions involving Park n Ride:

Gosford: 7.1/10
Woy Woy: 7.6/10

PREFERRED LONG-TERM CAR PARK OPTION FOR GOSFORD



Central Coast Stadium car park:

- Most preferred option (42% ranked 1st)
- What was liked about it:
 - Beneficial to Gosford
 - Close to station/city centre
 - Would benefit stadium attendees as well as commuters



Albany Street car park:

- 2nd most preferred option (28% ranked 1st)
- What was liked about it:
 - Close to station/city centre
 - Beneficial to Gosford
 - Large number of potential car spaces

Racecourse car park:

- 3rd most preferred option (19% ranked 1st)
- What was liked about it:
 - Shuttle bus concept (no need to walk)
 - Large number of potential car spaces
 - Beneficial to Gosford
 - Location is out of the way/unused
 - Close to Gosford hospital



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CAR PARKING STUDY
CENTRAL COAST COUNCIL





Introduction

Introduction

Consistent population growth and densification are placing increasing pressure on Australian regions to adapt and create new means for managing municipal space.

Located between the economic hubs of Sydney and Newcastle, the population of the Central Coast is predicted to grow at an average rate of 1.1% per annum. Central Coast Council believe that smarter technology and more efficient utilisation of space are key to handling this growth, and are committed to delivering smart, efficient and sustainable parking and transport solutions.

Council is committed to supporting the region's growth and delivering robust, ongoing improvements to parking and transport infrastructure, management practices and resources in the future. This Study provides Council with a solid framework to improve the management and overall quality of parking and transport services in the region.

Study Development

To prepare the Car Parking Study, Council collated detailed parking information from 26 focus areas across the Central Coast. The data collected informed Council where people were parking, how many spare car parks there were and the key areas where there are parking hotspots and/or shortfalls.

In addition, to formulate the Study, Council undertook the following actions:

- > Identified potential future parking demands and parking shortfalls
- > Engaged with the community, including telephone interviews and online surveys
- > Identified broad Council-wide strategies to manage parking supply and demand
- > Identified a suite of short (2025), medium (2030), and long (2040) term actions for each focus area

Broader Policy Context

POLICY	RELEVANCE
One – Central Coast Community Strategic Plan 2018-2028	One – Central Coast aims to enhance the day-to-day lives and opportunities of the Central Coast community. The Strategic plan outlines focus areas and objectives including: <ul style="list-style-type: none"> > Delivering essential infrastructure: Create parking options and solutions that address the needs of residents, visitors and businesses whilst keeping in mind near future technologies including fully autonomous vehicles > Reliable Public Transport and Connections: Address commuter parking, drop-off zones, access and movement around transport hubs to support and increase use of public transport
Central Coast Regional Transport Plan, 2013	In collaboration with the Region, the NSW Government developed the Central Coast Regional Transport Plan. Parking related objectives include: <ul style="list-style-type: none"> > Supporting park and ride facilities and integrated transport solutions > Improving tourism-related transport services, including seasonal parking fees
Central Coast Regional Plan Implementation Plan 2018-2020	In collaboration with the Region, the NSW Government developed the Central Coast Regional Plan. The Implementation Plan outlines a priority to deliver a Traffic and Parking Report and commence delivery of short, medium and long-term car parking strategies.

Challenges and Opportunities



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 the study.

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 study provides Council with an opportunity to methodically plan for and progressively implement the recommended actions to better manage and improve the overall parking situation in the short, medium, and long term.

Opportunities



What our Community Said

In late 2018 and again in mid 2020, Council engaged with the community, local stakeholders and industry professionals to understand their key parking concerns, and the risks and opportunities relating to parking on the Central Coast.

The Method

Stakeholder interviews

Council conducted telephone interviews with 32 business stakeholders to seek feedback on existing parking issues and potential parking strategies. The business stakeholders were from Gosford, Tuggerah, Wyong, The Entrance, Terrigal, and Woy Woy.

Online survey

Council promoted an online survey, which was open to the general public. The survey included a series of questions about existing parking issues and potential strategic actions.

Public Exhibition

The Draft Car Parking Study and Implementation Plan was placed on public exhibition for 41 days. 154 comments and suggestions were made in the 78 submissions received from the public.

Representative community survey

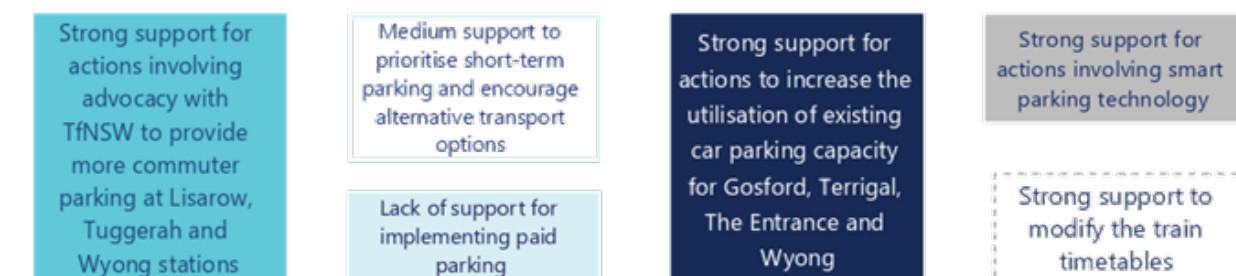
A third-party research company conducted phone and online surveys with 507 residents split across Council's five wards. The purpose of this survey was to obtain representative community feedback in relation to potential commuter car park locations within the Gosford CBD area, as well as the general directions and actions outlined in the in the Central Coast Council Car Parking Study.

The Results

Based on engagement, the following key issues were identified by the community:



Based on engagement, the following feedback was made about the proposed potential parking actions:



Parking Principles & Actions

The following principles were identified to guide Council's decision making:

Invest in Parking Technology and Smart Parking Initiatives

Implement Demand Management Policies

Apply Supply Management Policies

Invest in Parking Technology and smart parking initiatives

Council will invest in smart parking initiatives to future proof our region's parking facilities, improve on the use of existing infrastructure and drive citizen satisfaction. Smart parking initiatives utilise technology (e.g. GPS technology, smart phones, Bluetooth equipped devices, parking sensor equipment, and way finding signage) to notify users of available parking opportunities, to reduce vehicular circulation when searching for available parking spaces and to maximise the use of existing infrastructure. Parking technology can assist with targeted enforcement and provide additional information to the public via apps and websites.

Actions

- Expand the use of smart parking technology to better inform and maximise the use of existing on and off-street car parking;
- Investigate the feasibility of expanding smart parking sensor technology or installing CCTV cameras with smart analytics into town centres and coastal area hotspots;
- Enhance directional signage through digital signage (Include number of available parking spaces).

Implement Demand Management Policies

Council will implement policies that aim to reduce parking demand and encourage alternative transport options. The policies will encourage turnover rates in areas with high parking demand, increase the reliability of travel time and improve sustainability.

Actions

- Encourage alternative transport modes to single occupant private vehicles (ride sharing and public transport, walking and cycling, ensure all proposed cycle routes are in alignment with The Central Coast Pedestrian Access and Mobility Plan (PAMP) and Bike Plan);
- Implement an appropriate parking pricing scheme for off-street parking stations;
- Provide development incentives that encourages innovative development design that promotes public and active transport;
- Advocate for Transport for NSW to improve the efficiency and frequency of public train and bus services across the LGA;
- Advocate for Transport for NSW to provide more commuter carparking within proximity to the rail network;
- Advocate for Transport for NSW to provide secure bicycle storage at all commuter stations;
- Provide bicycle parking at patrolled beaches and Town Centres where there is an inadequate supply;
- Advocate for on-demand bus services within major town centres.

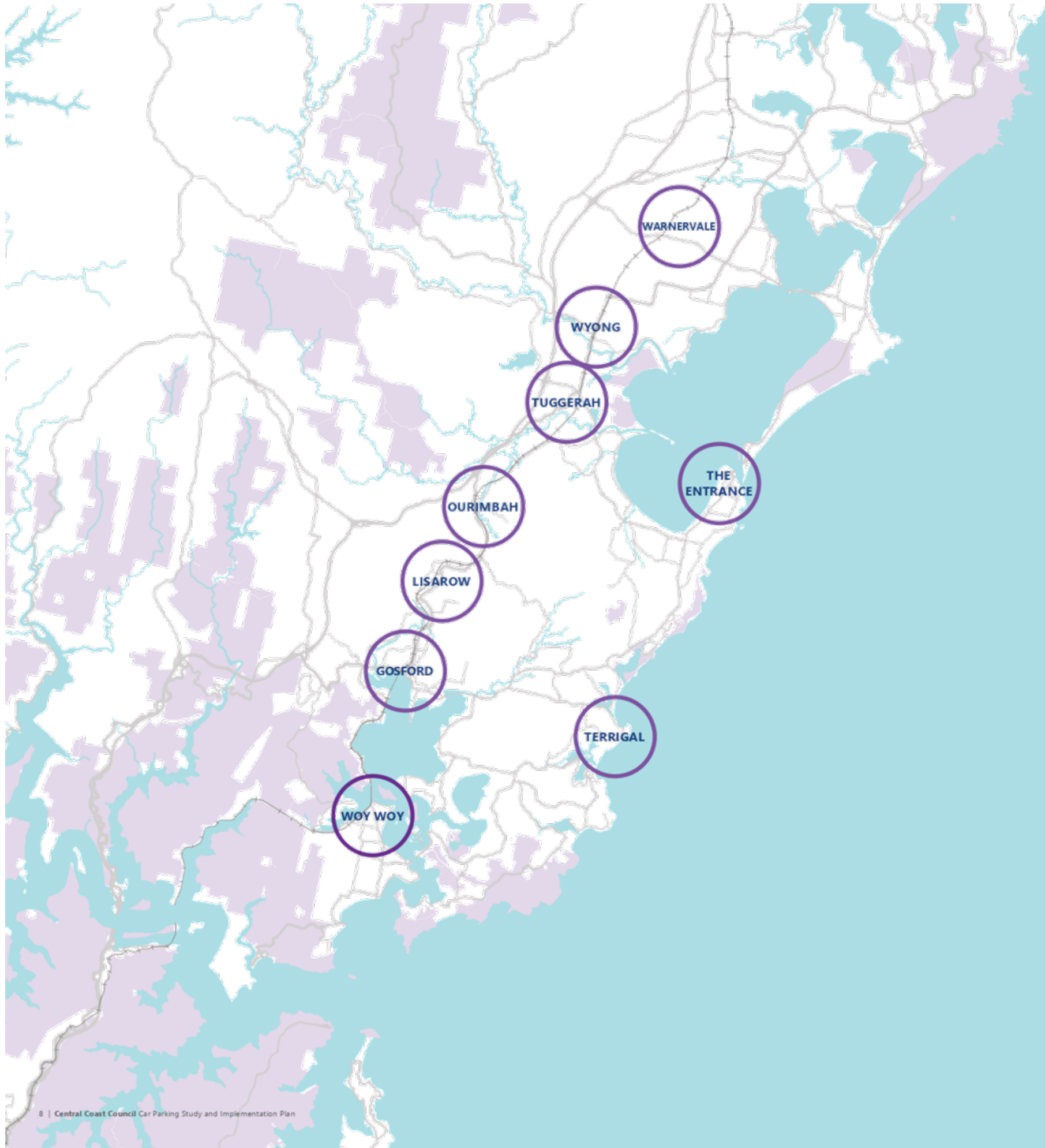
Apply Supply Management Policies

Council will apply supply management policies that alter the supply of parking facilities in specified areas to encourage alternative transport options.

Actions

- Limit the future supply of parking within Town Centres with access to efficient public transport networks;
- Progressively convert long-stay parking to short-stay parking, prioritising areas close to high-demand activities, public transport hubs and essential services;
- Gradually move long-stay parking towards the fringe of activity centres;
- Monitor parking impacts on residential fringe areas around activity centres and public transport hubs and introduce residential parking schemes if required;
- Apply maximum (not minimum) parking rates for development in public transport precincts.





Key Focus Areas

- Gosford
- Lisarow
- Ourimbah
- Tuggerah
- Wyong
- Warnervale
- The Entrance
- Terrigal
- Woy Woy
- Coastal areas
Umina, Ettalong, Patonga, Pearl Beach, Macmasters, Copacabana, Avoca, North Avoca, Wamberal, Forresters Beach, Bateau Bay, Shelly Beach, Norah Head, Budgewoi Peninsula, Budgewoi Township, Toukley, and Toowoon Bay

The key focus areas were selected because:

- > Gosford, Tuggerah, Wyong, and Woy Woy include key commuter train stations with nearby Central Business Districts and local centres
- > Warnervale is expected to experience significant growth
- > Lisarow and Ourimbah are located close to Gosford
- > Terrigal and The Entrance are key tourist hotspots
- > Coastal areas are parking hot spots during peak season



Summary

Analysis of the Central Coast's Parking data, and our expected population growth, reveals that Council's parking investment should focus on key centres along the Central Coast and Newcastle Rail Corridor. These centres have existing parking issues and include Gosford, Woy Woy, Tuggerah, and Wyong. There are only minor parking issues in the remaining focus areas, which are predominantly located along the coastline.

Priority Areas

Gosford has an immediate need to find new car parking options to offset the expected redevelopment of Kibbleplex, and to cater for recent major developments in the commercial core. There is also a long term need for more all-day parking.

Providing this extra parking in Gosford needs to be carefully managed to avoid oversupply, which would encourage more people to park in the commercial core at the expense of other, more sustainable, strategies. This parking could be provided on the fringe and be supported by frequent shuttle bus services, on-demand bus services and infrastructure for pedestrians and cyclists.

In **Woy Woy**, there is an immediate need to make better use of Council owned car parks on the fringe of the commercial core to manage the existing shortage of all-day parking. This could be supported by a new shuttle bus service or by promoting existing on-demand and public bus services. There is also a medium to long term need for more all-day parking in Woy Woy.

In **Tuggerah**, there is a medium to long term need for more all-day parking next to the train station to cater for growth in commuter demand. A new parking station in Tuggerah could attract commuters away from Wyong, which would then free-up parking capacity near Wyong's commercial core.

In **Wyong**, there is an immediate need to make better use of the Rose Street car park, which is ideally located on the fringe of the commercial core and next to the train station. This could be achieved by improving the signs that direct people to the car park. A planned expansion of the car park, which is linked to the future upgrade of the Pacific Highway, could also be brought forward. In the medium to long term, there is also a need for additional all-day parking within the commercial core to cater for growth.

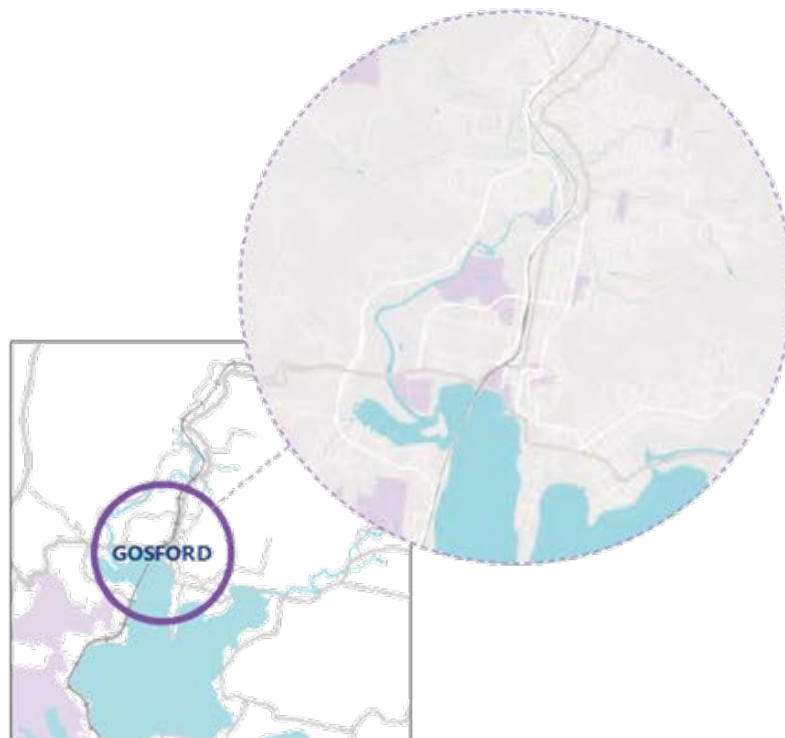
The **Lisarow** train station is also an ideal location for a commuter train station, which would take pressure off Gosford and Woy Woy train stations. This would require the train timetable to be modified and investment for a new parking station within 400 metres of the train station.

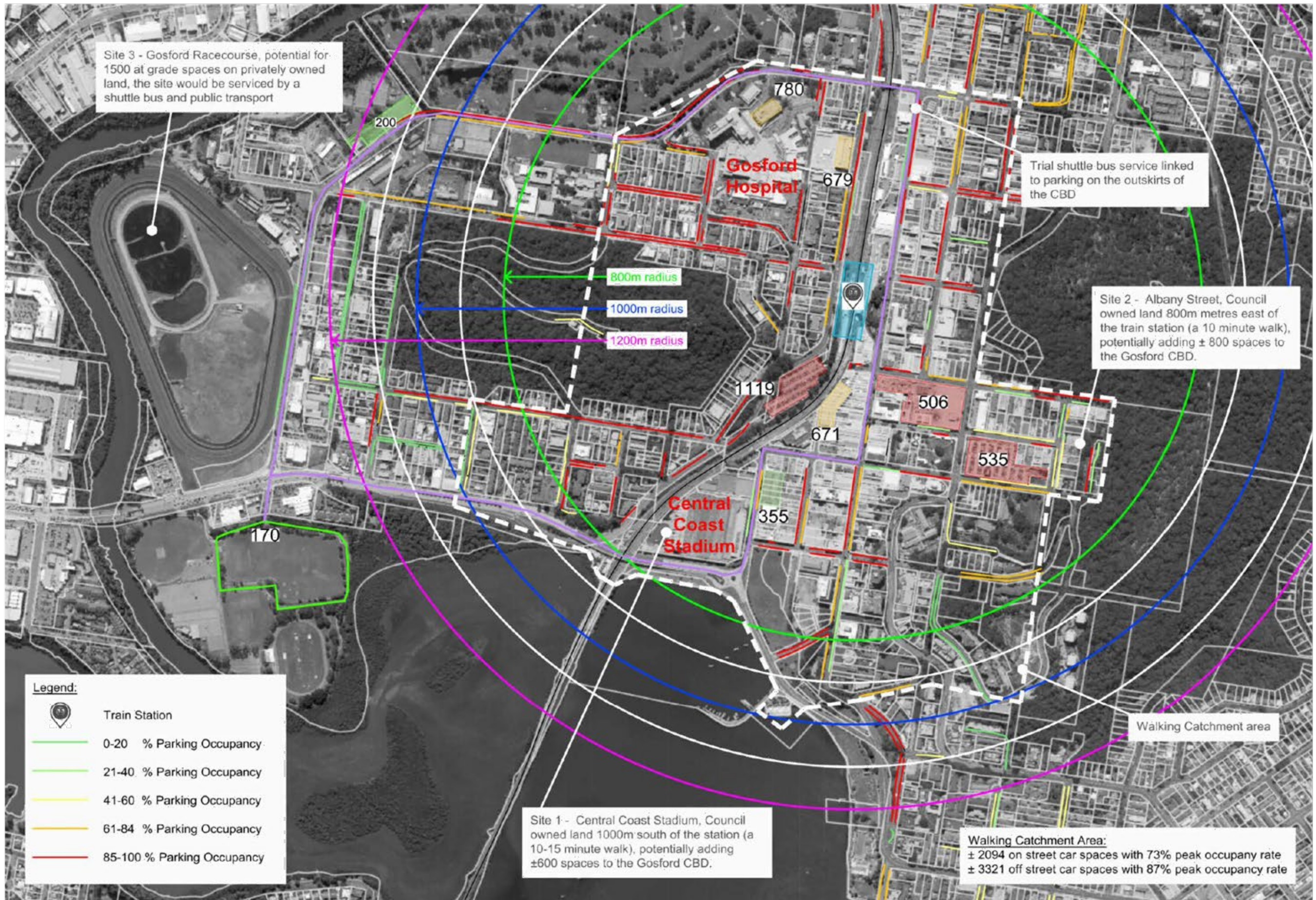
Gosford

Gosford is a regional centre, which is currently being revitalised. It benefits from access to an established urban transport network, including passenger rail services to Sydney.

A Traffic Data and Control Survey was undertaken on Wednesday 02.05.18 which included 14 hourly observations between 6:00am and 8:00pm. Based on a detailed review of the existing parking situation, the following keypoints are noted:

- > Parking demands are generally very high (more than 5,000 vehicles during peak periods)
- > The commercial core, Gosford Train Station, and the Central Coast Local Health District all generate significant all-day parking demands
- > The publicly available all-day parking supply within the commercial core is now at practical capacity now, which means that the peak parking demand is at or above 85% of the available capacity
- > There are 1,119 free parking spaces at the Gosford Train Station Commuter Car Park which are typically fully used by 7am on weekdays
- > There are 706 paid parking spaces at the Gosford City Car Park, including a mix of allocated and publicly available spaces, and although this car park is well-used, this use could be improved
- > There are currently 535 free car parking spaces at the Kibbleplex Shopping Centre, which are typically fully used by 9am on weekdays. However, the car park has been planned for demolition which will remove these spaces from the parking supply.





Emerging Issues

Increasing Population

The population within the Gosford Central District is predicted to increase from 20,576 people in 2016 to 29,435 people in 2036. This is an increase of 8,859 people in 20 years. Council's Development Control Plan 2013 expects 10,000 extra residents and 6,000 extra jobs by 2036.

Increasing Rail Patronage

Patronage on the Central Coast and Newcastle rail line has historically increased by 1.0% each year.

Increasing Development Activity

The Australian Taxation Office and Finance Building has generated 1,200 new jobs within the commercial core, but only provided 200 additional off-street parking spaces.

The Gosford District Hospital is undergoing a major redevelopment, which includes a new 800 space multi-story parking station for patients and visitors. However, it is likely that the demand for all-day on-street parking within walking distance of the hospital will also increase.

The privately-owned former Kibbleplex Shopping Centre is planned to be redeveloped. This shopping centre currently provides 535 free all-day parking spaces, which is approximately 50% of the publicly available all-day parking supply within the commercial core.

Short, Medium & Long Term Outlook

Parking demands are likely to reach practical capacity (or greater than 85% occupancy) in the short term, and exceed theoretical capacity (or greater than 100% occupancy) in the long term.

Parking shortfalls are likely to occur within the commercial core, within the Central Coast Local Health District, and around the Gosford Train Station in the short, medium, and long term.

What is the community telling us?

Why do you come to the Gosford City Centre?



What mode of transport would you use to reach the CBD from a car park on the fringe?



What would prevent you from using a Park and Ride facility on the fringe of the CBD?



How much would you pay per day for a Park and Ride bus service?



What bus frequency would make a Park and Ride facility an option for you?



What amenities would you require if you were to cycle from a Park and Ride facility?



Gosford Priorities



Short-term 2023

- S.1.1 Utilise spare capacity at Gosford City Car park where possible;
- S.1.2 Build car parks on the fringe of the commercial core;
- S.1.3 Evaluate and extend (if appropriate) the 'Park n Ride (Bus)' scheme servicing car parks on the fringe of the commercial core;
- S.1.4 Implement a 'Park n Ride (Cycle)' scheme to service car parks on the fringe of the commercial core. Provide secure bicycle storage at existing and future fringe car parks;
- S.1.5 Advocate for Transport for NSW to improve on the efficiency and frequency of public transport services for Gosford;
- S.1.6 Develop and implement a suite of smart parking initiatives suitable for the commercial core;
- S.1.7 Advocate for an on-demand bus service for Gosford CBD.

Medium term 2028

- M.1.1: Expand the 'Park n Ride (Bus and Cycle)' schemes, and include parking sites on the eastern side of the rail line.

Long-term 2038

- L.1.1: Build a new parking station (or stations) on the fringe of the commercial core, and within 800m walking distance of the Gosford Station (approximately 1000 spaces).

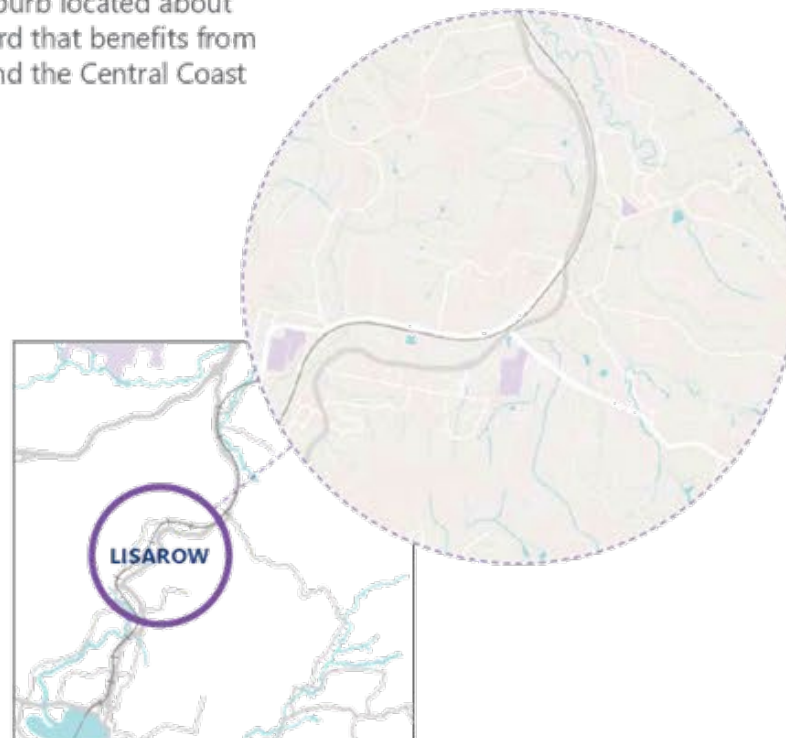


Lisarow

Lisarow is a small residential suburb located about eight kilometres north of Gosford that benefits from access to the Pacific Highway and the Central Coast and Newcastle rail line.

A Desktop Assessment was undertaken on 28.02.18. Based on a detailed review of the existing parking situation, the following key points are noted:

- > Parking demands are generally very low (less than 500 vehicles during peak periods)
- > The commuter car park at the Lisarow Train Station is the only parking hotspot
- > There is overflow parking on Railway Crescent on the northern side of the train station.



Emerging Issues

Nil

- > The population within the Lisarow–Mount Elliot region is predicted to increase from 5,419 people in 2016 to 5,900 people in 2036. This is an increase of only 481 people in 20 years.
- > However, the number of passengers on the Central Coast and Newcastle rail line has historically increased by 1.0% each year. This growth is likely to result in additional overflow parking at the station.

Short, Medium & Long Term Outlook

Overflow parking demands at the train station are likely to moderately increase

Parking capacity is likely to be available in all other areas in the short, medium, and long term.

What is the community telling us?



Lisarow Priorities

Short-term 2023

- > S.2.1 Advocate for Transport for NSW to extend the existing street-level commuter carparking areas on both sides of the rail line and provide secure bicycle storage.
- > S.2.2 Advocate for Transport for NSW to formalise on-street parking on Railway Crescent adjacent to the Train Station and install pathway connections to improve safety.

Long-term 2038

- > L.2.1 Advocate for Transport for NSW to upgrade Lisarow station to a commuter station, modify the train timetable and provide additional commuter parking.



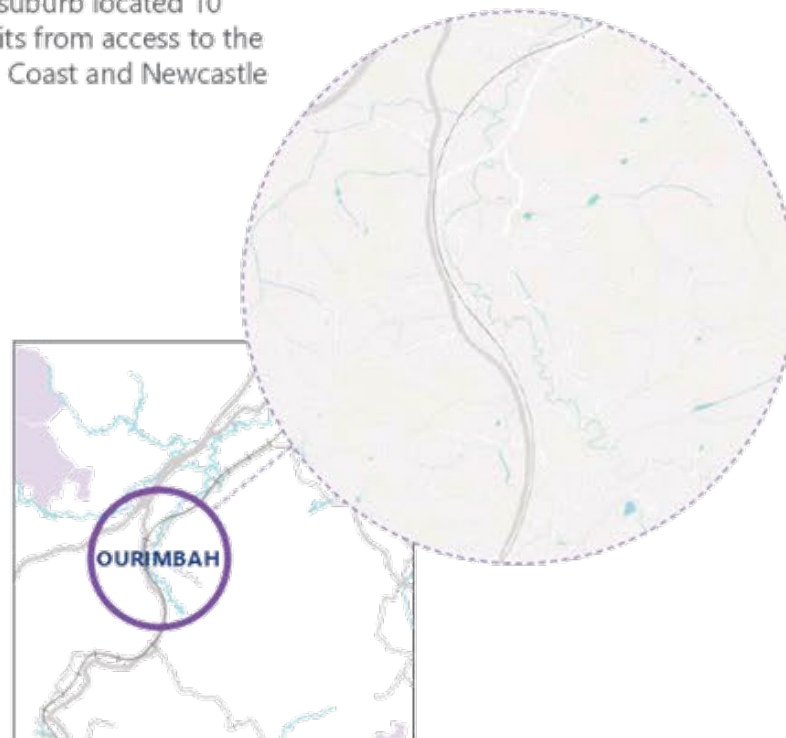


Ourimbah

Ourimbah is a small residential suburb located 10 km north of Gosford that benefits from access to the Pacific Highway and the Central Coast and Newcastle rail line.

A Desktop Assessment was undertaken on 16.02.18. Based on a detailed review of the existing parking situation, the following key points are noted:

- > Parking demands are generally very low (less than 500 vehicles during peak periods)
- > There are no parking hotspots or parking issues in Ourimbah
- > There is spare parking capacity at the Ourimbah Train Station and the University of Newcastle.



Emerging Issues

Nil

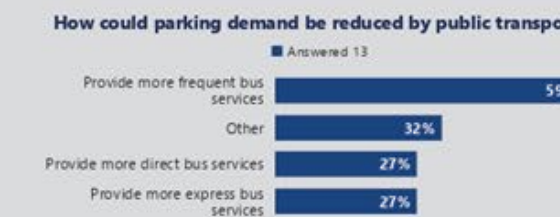
- > The population within the Ourimbah-Palmdale-Kangy Angy region is predicted to increase from 4,585 people in 2016 to 5,208 people in 2036. This is an increase of only 623 people in 20 years.
- > However, the number of passengers on the Central Coast and Newcastle rail line has historically increased by 1.0% each year. This growth is likely to result in additional parking demands at the station.

Short, Medium & Long Term Outlook

The train station is likely to become a hotspot, although additional parking is not required.

Parking capacity is likely to be available in all areas in the short, medium, and long term.

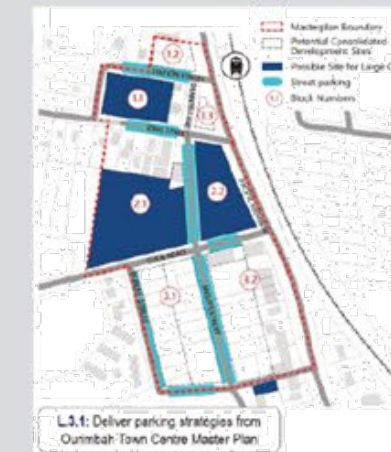
What is the community telling us?



Ourimbah Priorities

Long-term 2038

- > L3.1: make sure the Ourimbah Town Centre Master Plan parking strategies are delivered, including large consolidated parking areas close to the Ourimbah Train Station to support population growth, new development and increased commuter parking demands.



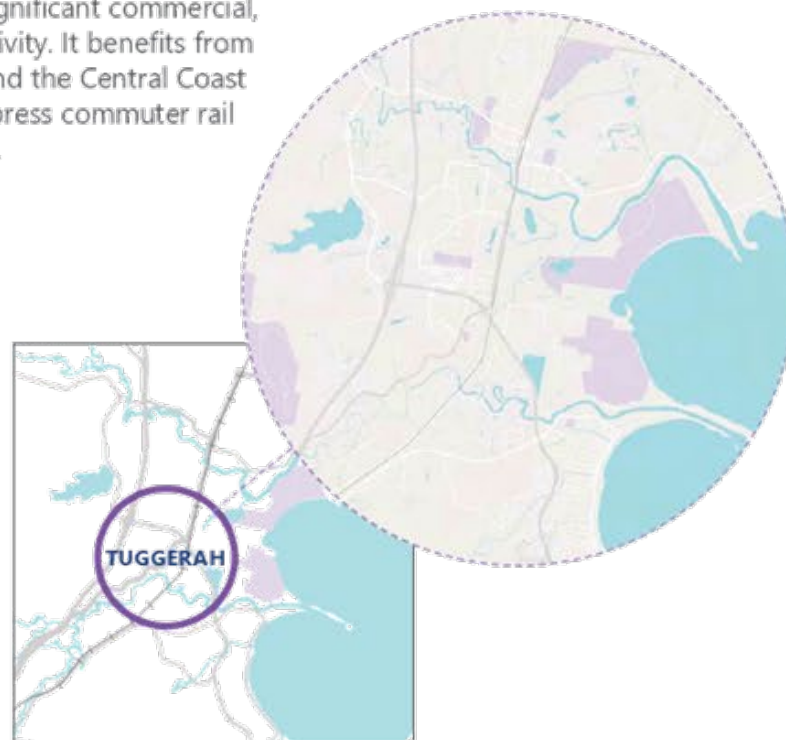


Tuggerah

Tuggerah is a developing regional centre located 22 km north of Gosford, with significant 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 Sydney.

A Traffic Data and Control Spot Survey was undertaken on Tuesday 26.06.18. Based on a detailed review of the existing parking situation, the following key points are noted:

- > Parking demands are very high (approximately 3,000 vehicles during peak periods)
- > The Tuggerah Train Station and Tuggerah Business Park are both key parking hotspots, and are both currently reaching or at practical capacity (or greater than 85% occupancy).



Emerging Issues

Increasing Population

> The population within the 'Tuggerah-Mardi' region is predicted to increase from 5,975 people in 2016 to 7,839 people in 2036. This is an increase of 1,864 people in 20 years, or 1.6% growth each year.

Increasing rail patronage

> Patronage on the Central Coast and Newcastle rail line has historically increased by 1.0% each year.

Short, Medium & Long Term Outlook

The existing hotspots will experience increased parking pressure as the population increases.

The train station is likely to reach theoretical capacity (100% occupancy) in the short term.

There is likely to be capacity available within all other areas in the short, medium, and long term.

What is the community telling us?

Why do you come to Tuggerah?



What are the key parking issues?



Would you support a new parking station being built near Tuggerah Train Station?



How could parking demand be reduced?



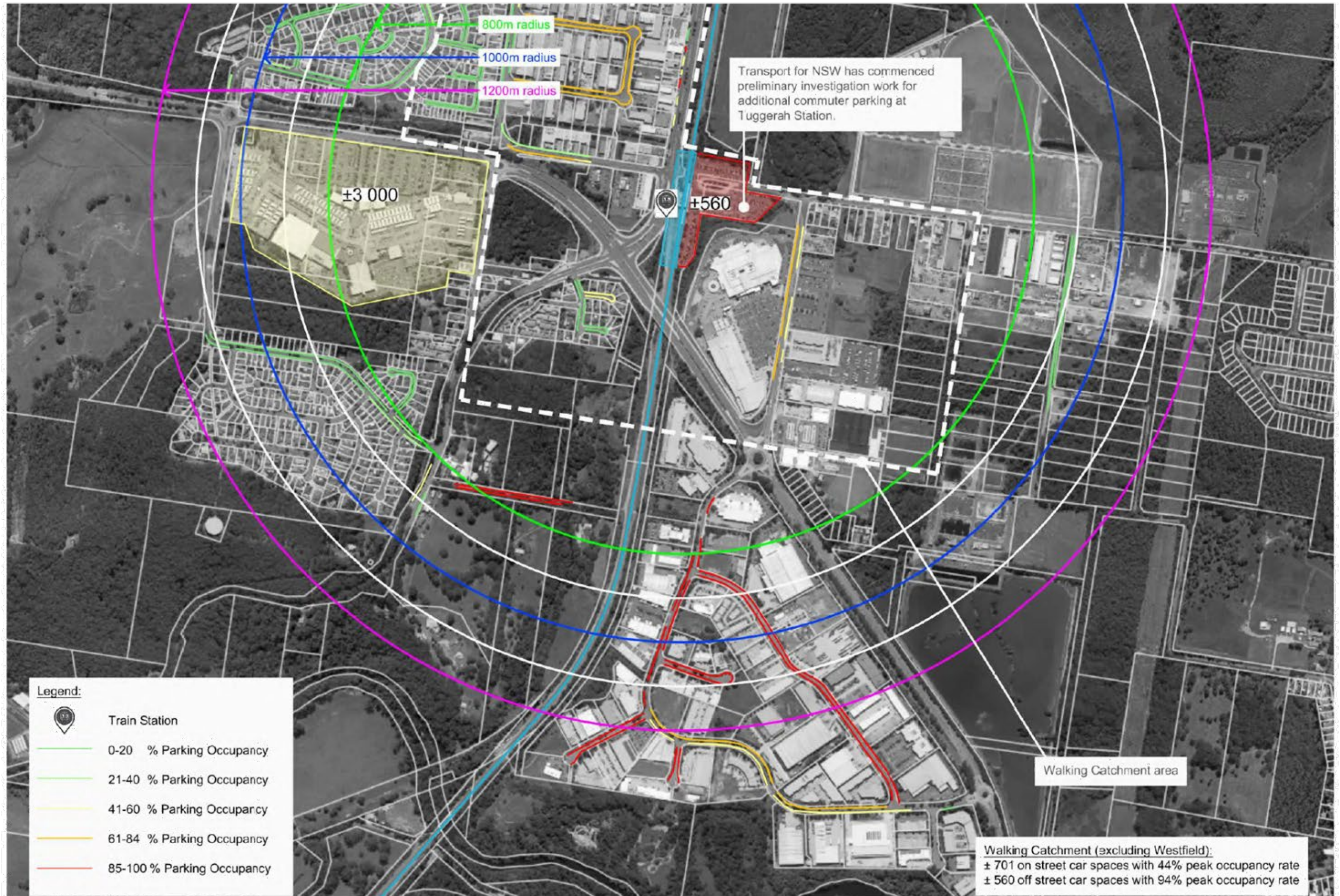
Tuggerah Priorities

Short-term 2028

- > S.4.1: Advocate with Transport for NSW to fast track the delivery of additional commuter parking at Tuggerah Station

This parking station could be used to cater for growth in commuter demands at both Tuggerah and Wyong Train Stations, because of the closeness of these stations. This parking station could also encourage commuters away from Wyong, which could free-up parking capacity close to the Wyong commercial core.





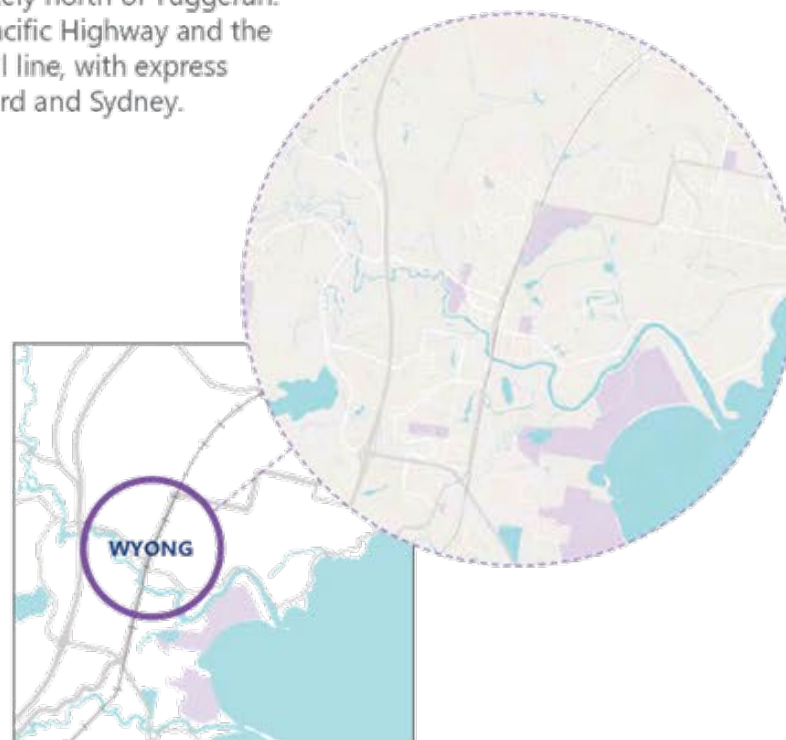


Wyong

Wyong is an established regional centre located 22 km 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 Sydney.

A Traffic Data and Control Spot Survey was undertaken on Tuesday 26.06.18. Based on a detailed review of the existing parking situation, the following key points are noted:

- > Parking demands are moderate (approximately 1,200 vehicles during peak periods) and are currently reaching practical capacity (or greater than 85% capacity)
- > The Wyong Train Station and Wyong commercial core are both key parking hotspots and are both reaching practical capacity (or greater than 85% occupancy) now
- > There is significant spare parking capacity at the Rose Street car park.



Emerging Issues

Increasing Population

> The population within the Wyong region is predicted to increase from 4,329 people in 2016 to 6,747 people in 2036. This is an increase of 2,418 people in 20 years, or 2.8% growth each year.

Increasing Rail Patronage

> Patronage, or the number of passengers, on the Central Coast and Newcastle rail line has historically increased by 1.0% each year.

Short, Medium & Long Term Outlook

The existing hotspots will experience increased parking pressure as the population increases.

The train station is likely to reach theoretical capacity (100% occupancy) in the long term.

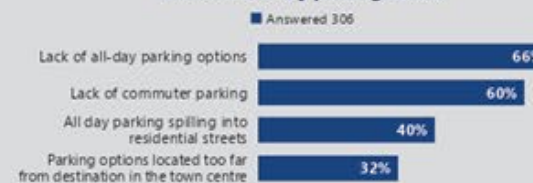
The commercial core is likely to reach practical capacity (85% occupancy) in the long term.

What is the community telling us?

Why do you come to Wyong?



What are the key parking issues?



Would you use a new Parking Station at Tuggerah instead of Wyong to commute?



How could the use of the Rose Street Car Park be increased?



Wyong Priorities

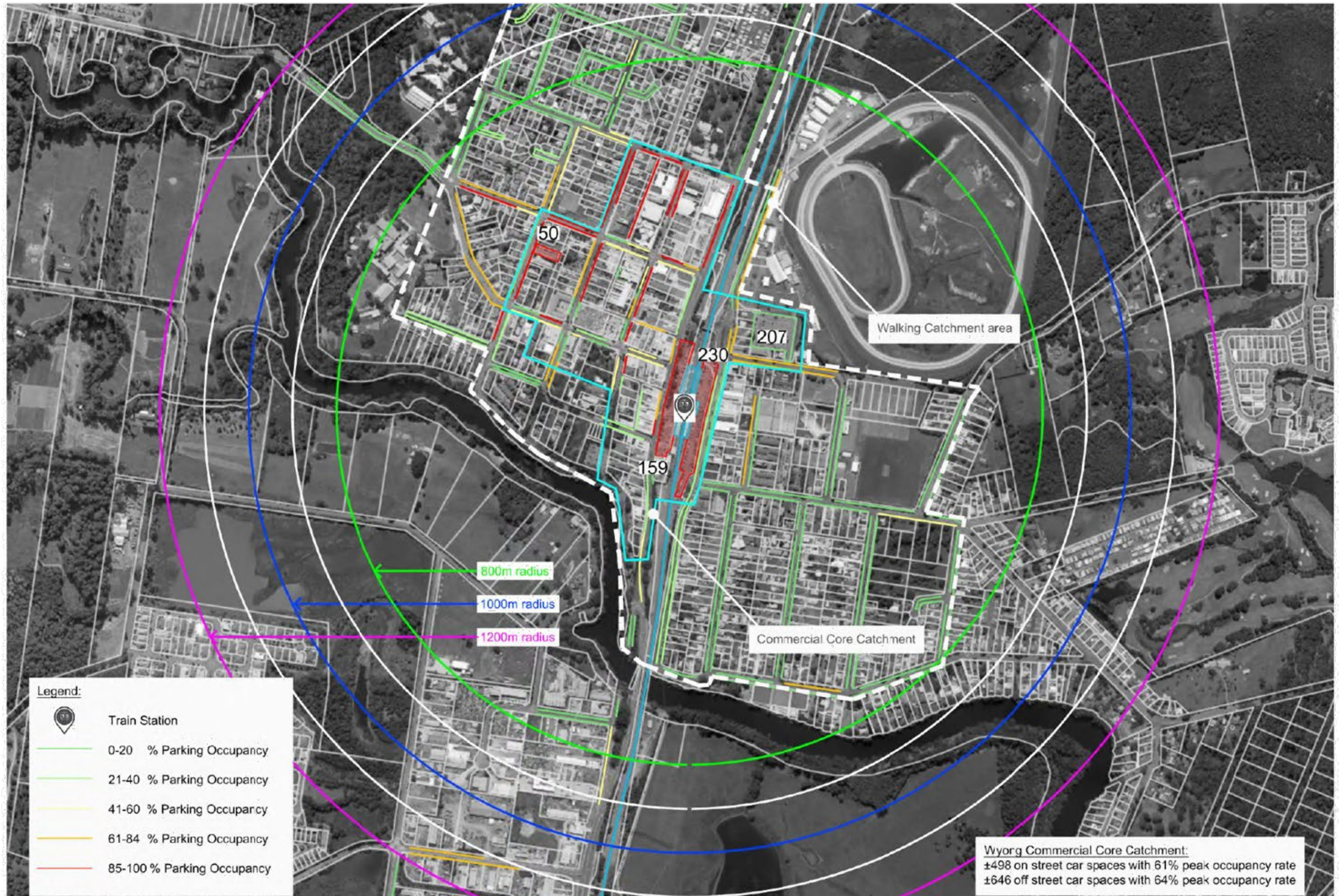
Short-term 2023

- > S.5.1 Make better use of the Rose Street car park by improving directional signage and marketing;
- > S.5.2 Advocate for Transport for NSW to fast track of the planned upgrade of the Rose Street car park
- > S.5.3 Advocate with Transport for NSW to seek alternative sites or options near the CBD in addition to the Rose Street car park expansion;

Long-term 2038

- > L.5.1 Investigate potential sites for a new parking station on the western side of the Pacific Highway.





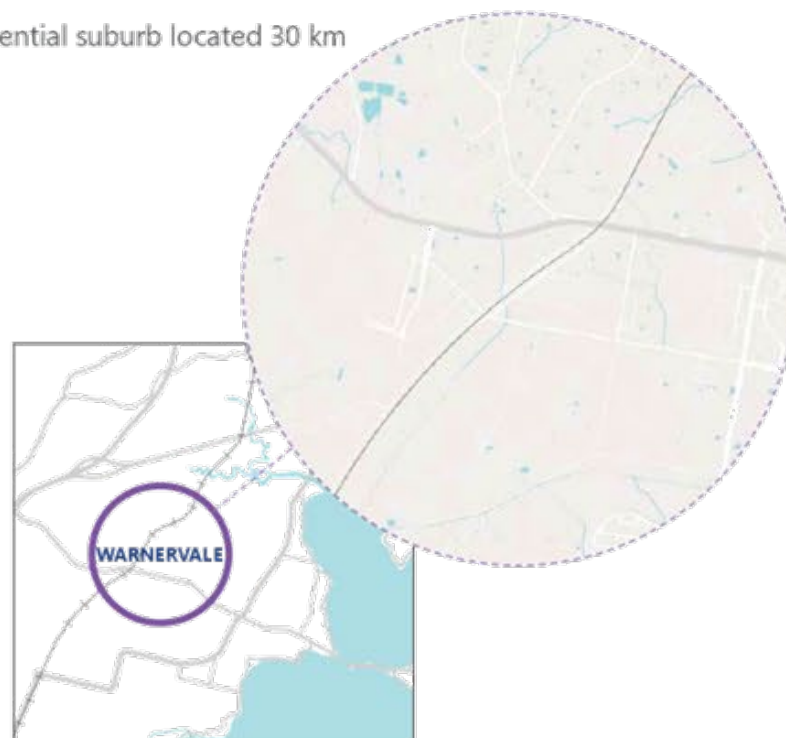


Warnervale

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

A Traffic Data and Control Spot Survey was undertaken on Tuesday 26.06.18. Based on a detailed review of the existing parking situation, the following key points are noted:

- > Parking demands are very low (approximately 100 vehicles during peak periods)
- > There are no parking hotspots or parking issues within Warnervale
- > There is limited spare parking capacity at the Warnervale Train Station car park, although there is parking available on the streets surrounding the station.



Emerging Issues

Increasing Population

- > The population within the Warnervale–Wallarah region is predicted to increase from 1,107 people in 2016 to 11,648 people in 2036. This is an increase of 10,541 people in 20 years.

Warnervale Town Centre Master Plan

- > The Warnervale Town Centre Master Plan and Precinct 7A Structure Plan include plans to upgrade the existing train station and construct a new train station and commuter parking.

Short, Medium & Long Term Outlook

There is likely to be parking available within Warnervale in the short, medium, and long term.

The commuter car park is likely to become a hotspot as the population increases. It will require additional parking to cater for existing and future demands.

What is the community telling us?

Why do you come to Warnervale?



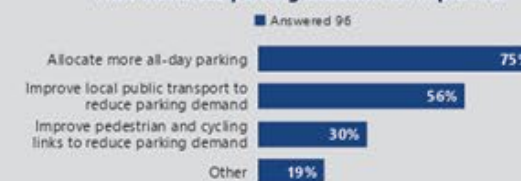
What are the key parking issues?



Is more parking required at the train station?



How could the parking situation be improved?



Warnervale Priorities

Short-term 2023

- > S.6.1 Advocate for Transport for NSW to increase commuter car parking at the station and provide secure bicycle storage;
- > S.6.2 Formalise parking on Railway Road to cater for existing demands.

Long-term 2038

- > L.6.1 Ensure the Warnervale Town Centre Master Plan and Precinct 7A Structure Plan parking strategies are delivered, including providing more commuter car parking in existing and proposed train stations and adequate on-site parking for all new developments.





The Entrance

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

Traffic Data and Control Spot Survey's were undertaken on Tuesday 24.04.28, Tuesday 26.06.18 and Saturday 12.01.19 between 10:00 am and 2:00pm on each day. Based on a detailed review of the existing parking situation, the following key points are noted:

- > Parking demands are moderate (approximately 1,500 vehicles during peak periods)
- > The Entrance commercial core is the only parking hotspot
- > There is spare capacity within all off-street car parks, including during holiday periods.



Emerging Issues

Nil

- > The population within The Entrance–The Entrance North region is predicted to increase from 5,788 people in 2016 to 9,007 people in 2036. This is an increase of 3,219 people in 20 years.

Short, Medium & Long Term Outlook

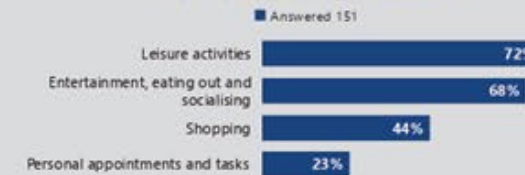
The commercial core is likely to experience increased parking pressure as the population increases. However, there is likely to be capacity available in the short, medium, and long term.

There is likely to be parking capacity available within all areas, including existing parking stations, in the short, medium, and long term.

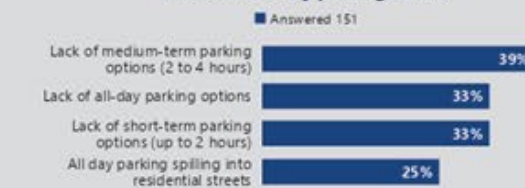
The Entrance Town Centre Master plan set a parking strategy, including building a new parking station on the western fringe of the commercial core.

What is the community telling us?

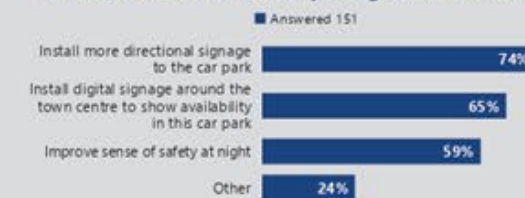
Why do you come to The Entrance?



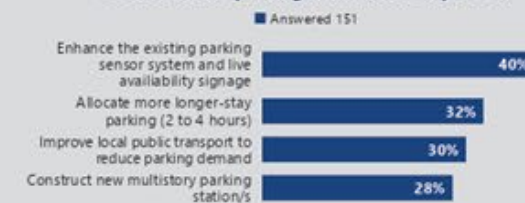
What are the key parking issues?



How could the use of the free parking station be increased?



How could the parking situation be improved?



The Entrance Priorities

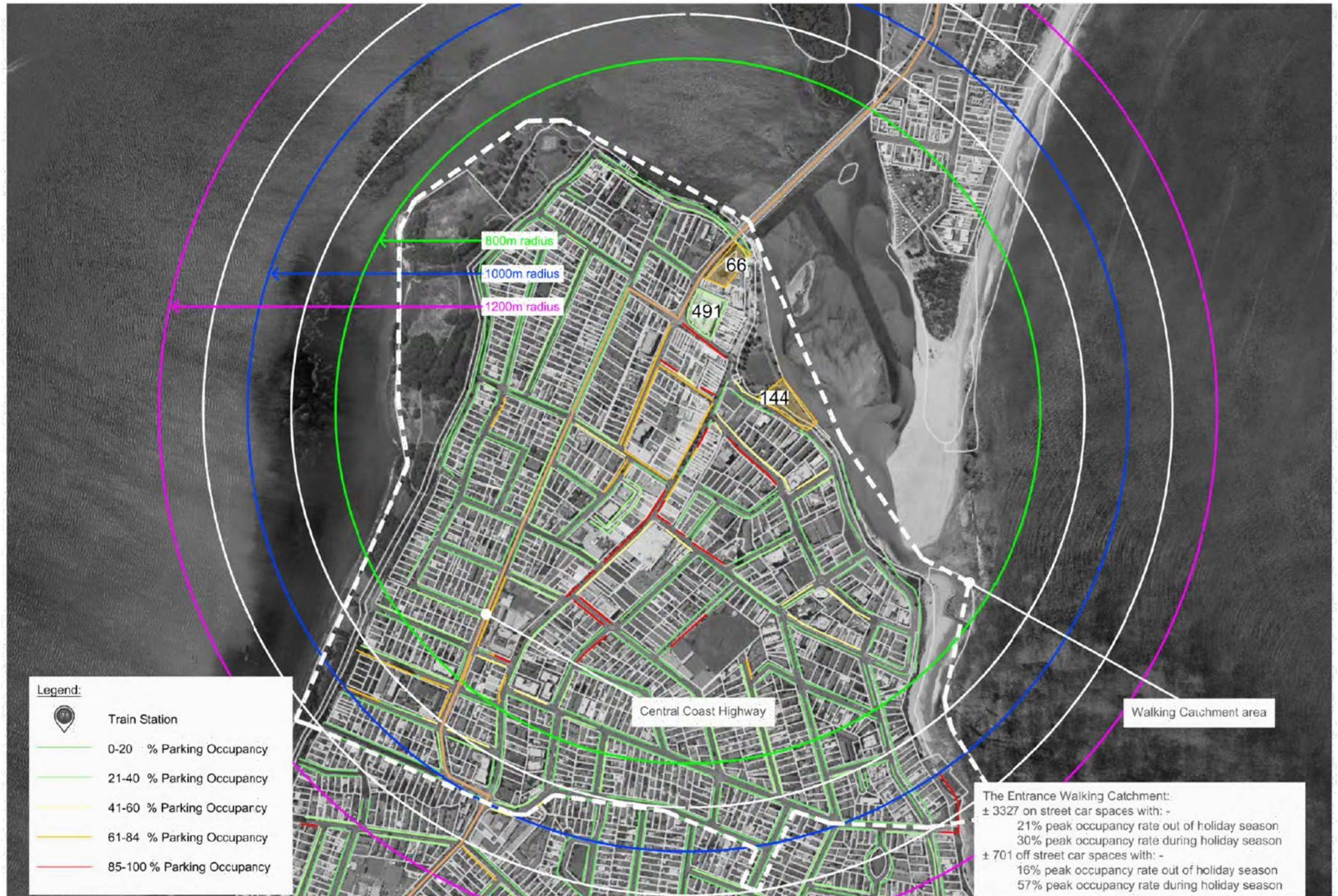
Short-term 2023

- > S.7.1: Make better use of the existing off-street parking areas, including The Entrance public car park located on Coral Street, by improving directional signs and marketing.

Long-term 2038

- > L.7.1: Make sure The Entrance Town Centre Master Plan parking strategies are delivered, including building a new parking station on the western fringe of the commercial core.







Terrigal

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

Traffic Data and Control Spot Survey's were undertaken on Saturday 28.04.18, Tuesday 26.06.18 and Saturday 12.01.19 which included 1 observation between 10.00am and 2.00pm on each day. Based on a detailed review of the existing parking situation, the following key points are noted:

- > Parking demands are moderate (approximately 1,200 vehicles during peak periods)
- > The Terrigal Surf Life Saving Club is a key parking hotspot
- > There is significant spare parking capacity at the Wilson Road Parking Station
- > There is significant spare parking capacity within walking distance of the foreshore.



Emerging Issues

Nil

- > The population within the Terrigal–North Avoca region is predicted to increase from 14,126 people in 2016 to 15,103 people in 2036. This is an increase of only 977 people in 20 years, or 0.3% each year.

Short, Medium & Long Term Outlook

Parking demands within walking distance of the foreshore will increase as the population increases. However, there will still be spare parking capacity in the short, medium and long term.

There is likely to be significant parking capacity available within all areas, except the Terrigal Surf Life Saving Club, in the short, medium and long term.

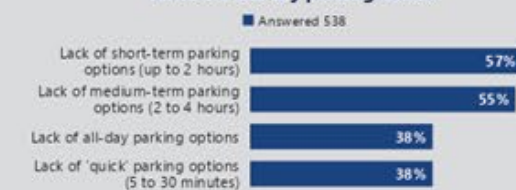
It is likely that people that cannot find a park at the surf club will park at the Wilson Road Car Park, which has significant spare capacity.

What is the community telling us?

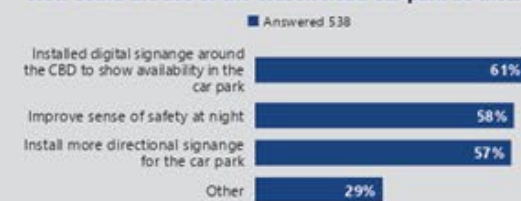
Why do you come to Terrigal?



What are the key parking issues?



How could the use of the Wilson Road Car park be increased?



Would you support providing more short-term CBD parking during summer months?



Terrigal Priorities

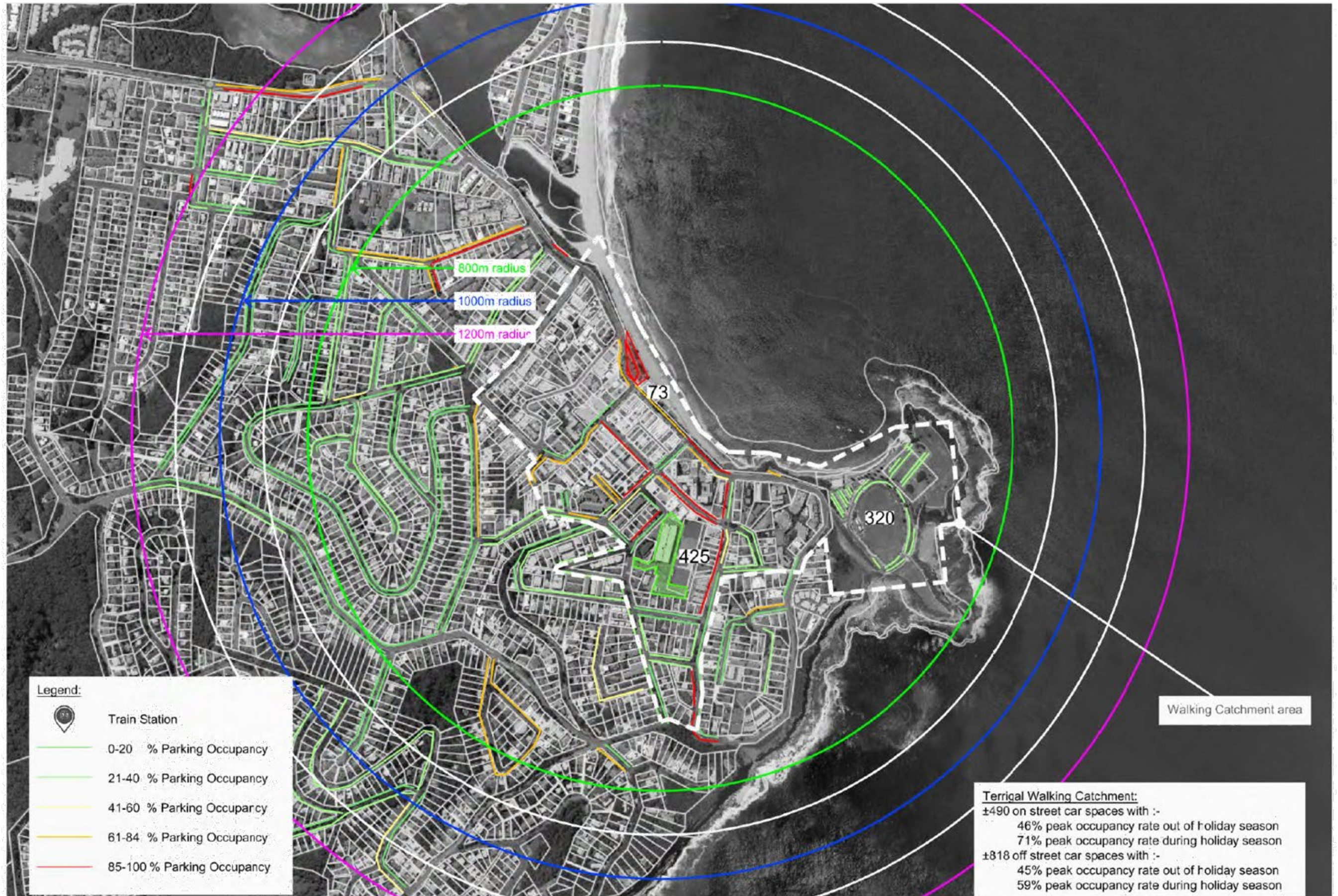
Short-term 2023

- > S.8.1 Make better use of the Wilson Street car park through digital way finding linked to smart technology (real time available spaces);
- > S.8.2 Investigate and implement reduced on-street parking limits within the commercial core during peak seasons.

Long-term 2038

- > L.8.1: Investigate the need to expand the existing Wilson Road Parking Station to cater for future development and tourism demands.





Woy Woy

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 Sydney.

A traffic Data and Control Spot Survey was undertaken on Tuesday 16.06.18. Based on a detailed review of the existing parking situation, the following key points are noted:

- > Parking demands are high (more than 3,300 vehicles)
- > The Woy Woy Train Station and Woy Woy Commercial Core are both key parking 'hot spots' and are both reaching practical capacity now
- > The Woy Woy Train Station is a key commuter train station
- > There is limited spare capacity for all day parking demands.



Emerging Issues

Population Growth

> The population within the 'Woy Woy-Blackwall' region is predicted to increase from 12,775 people in 2016 to 13,619 people in 2036. This is an increase of 844 people in 20 years, or 0.3% per year.

Historical Rail Commuter Growth

> Patronage on the Central Coast and Newcastle rail line has historically increased by 1.0% per year.

Short, Medium & Long Term Outlook

The existing 'hot spots' will experience increased parking pressure as the population increases.

Shortfalls will likely occur around the Woy Woy Train Station and Woy Woy Commercial Core in the short, medium, and long term, based on forecast population growth.

The Central Coast Regional Plan identifies Woy Woy as an emerging Strategic Centre. It is assumed that the future growth of the centre will lead to increased economic activity within the commercial core, resulting in increased demand for parking.

What is the community telling us?

Why do you come to Woy Woy?



What mode of transport would you use to reach the CBD from a carpark on the fringe?



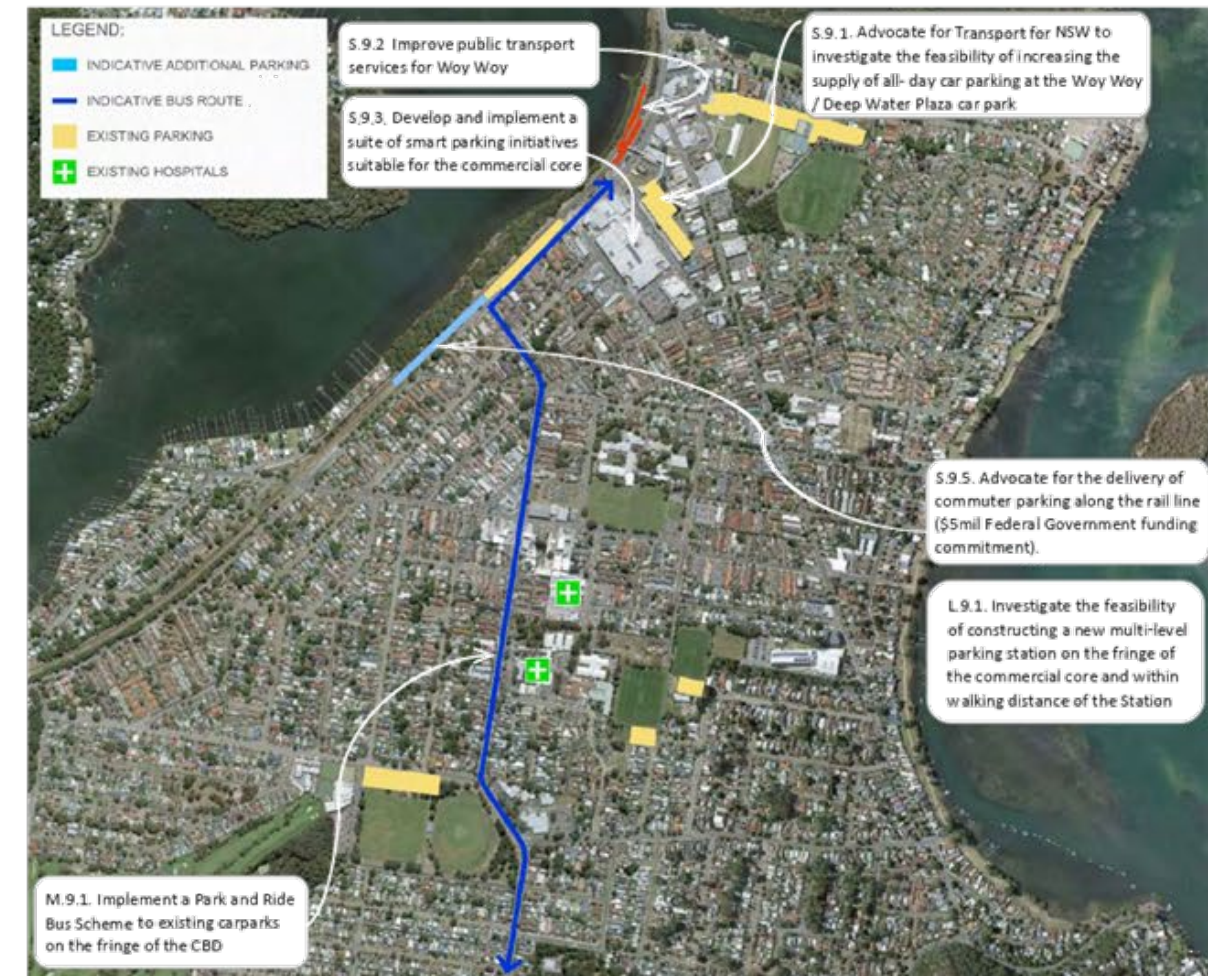
What are the key parking issues?



What would prevent you from using a car parking facility on the fringe of the CBD?



Woy Woy Priorities



Short-term 2023

- > S.9.1 Investigate the feasibility of increasing the all-day parking supply at the Woy Woy / DeepWater Plaza car park;
- > S.9.2 Advocate for Transport for NSW to improve the efficiency and frequency of public transport services for Woy Woy;
- > S.9.3 Develop and implement a suite of smart parking initiatives suitable for the commercial core;
- > S.9.4 Provide appropriate line marking and signage to reinforce the existing 2hr parking allocation at Woy Woy Oval;
- > S.9.5 Advocate for the delivery of commuter parking along the rail line (through the \$5mil Federal Government funding commitment);
- > S.9.6 Advocate for Transport for NSW to provide additional commuter parking at Woy Woy station.

Medium-term 2028

- > M.9.1 Implement a Park n Ride (Bus) scheme to service existing car parks on the fringe of the core and run a shuttle bus loop service into and around the core.

Long-term 2038

- > L.9.1 Investigate feasibility of constructing a parking station on the fringe of the commercial core.



Coastal Areas

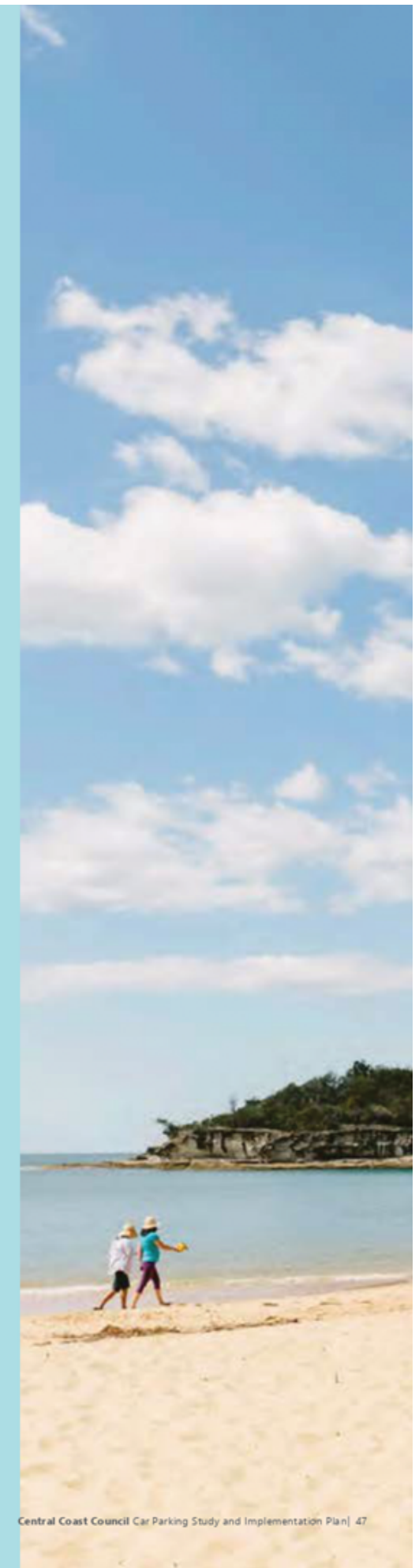
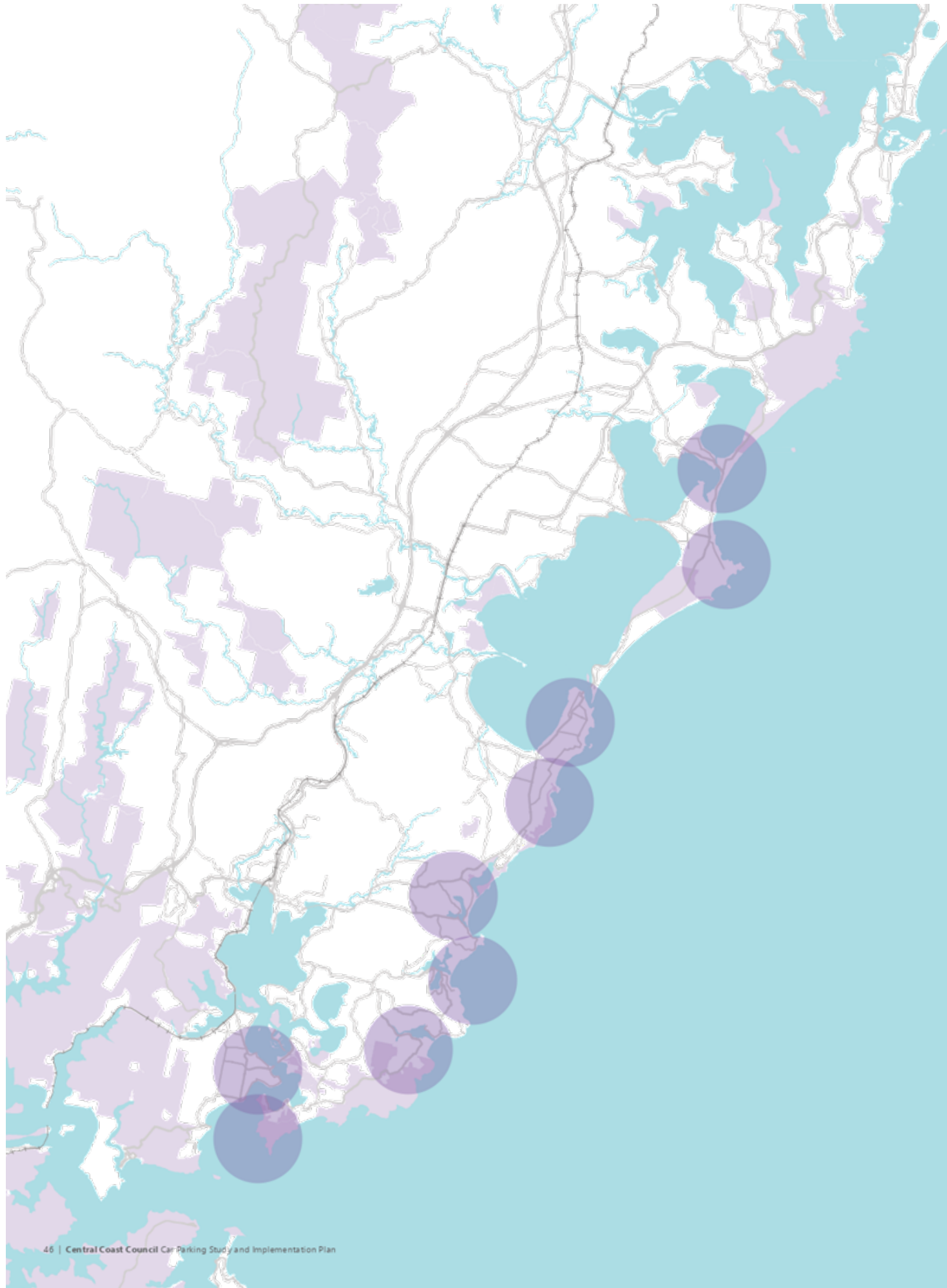
17 additional coastal focus areas were investigated to measure the existing parking demands and to determine the future demands during peak tourist times, these results guide forward planning for shortfalls in parking supply.

There are 7 parking hot spots around surf clubs and beach areas which includes:

- > Umina Beach
- > Ettalong
- > Avoca
- > Wamberal
- > Shelly Beach
- > Norah Head
- > Toowoan Bay
- > Terrigal
- > The Entrance

Recommended Actions

- > Investigate the feasibility of installing signage at coastal parking hotspots to redirect visitors to nearby on street parking opportunities when the car park is full
- > Investigate the feasibility of providing a shuttle bus service linked to alternate public parking during peak holiday season and major events
- > Install parking sensors or CCTV cameras with smart analytics at coastal parking hotspots. Use the data collected from the sensors to develop a suite of public parking intervention levels with appropriate actions specific to each coastal hotspot.



Implementation Plan

Central Coast's Parking Study is supported with a dedicated Implementation Plan. The implementation plan outlines specific projects and actions to be undertaken by Council over short-term (2020-25), medium-term (2026-30) and long-term (2031-40) timeframes.

This document will evolve with the implementation of the Study and its processes and priorities reviewed annually.

The Implementation Plan provides more specific and practical guidance for achieving the priorities set out in the Study. It will continue to be informed by the strategic direction set out in this document and provide the stepping stones for the Central Coast to successfully achieve its vision for parking.

Short-Term Action Plan

The Central Coast Car Parking Study and Implementation Plan provides indicative costs and time frames for the short term (2020-2025) strategic actions. The time frames and costs are to guide advocacy for the purposes of planning and funding the actions. The data obtained for this study was obtained pre-COVID, it is therefore recommended that data, delivery dates and costs are thoroughly reviewed prior to the commencement of any related work. All actions outlined in the Central Coast Car Parking Study and Implementation Plan are subject to available funding.

	FOCUS AREA	FOCUS ACTION	TIME FRAME	INDICATIVE COST
Car Park Management	Gosford	Utilise spare capacity at the Gosford City Car Park	2023	Ongoing
	Terrigal	Investigate and implement reduced on street parking limits within the commercial core during peak seasons.	2022-23	Complete
	Woy Woy	Provide appropriate line marking and signage to reinforce the existing 2hr parking allocation at Woy Woy Oval	2021	+\$5000
	Coastal Area Hotspots	Investigate the feasibility of providing a shuttle bus service linked to alternate public parking areas during peak holiday season and major events.	2022-23	+\$50 000
Signage & Guidance	Wyong	Make better use of Rose Street Car Park through digital wayfinding linked to smart technology (real time available spaces)	2022-23	+\$75 000
	The Entrance	Make better use of The Entrance Car Park through digital wayfinding linked to smart technology (real time available parking spaces)	2022-23	+\$75 000
	Terrigal	Make better use of the Wilson Street car park through digital wayfinding linked to smart technology (real time available spaces)	2022-23	+\$75 000
Parking Technology	Gosford	Develop and implement a suite of smart parking initiatives suitable for the commercial core	2023	+\$20 000 (each)
	Woy Woy	Develop and implement a suite of smart parking initiatives suitable for the commercial core	2023	+\$20 000 (each)
Encourage other transport modes	Gosford	Evaluate and extend (if appropriate) the 'Park n Ride (Bus)' scheme servicing car parks on the fringe of the commercial core.	2021	+\$500 000
	Gosford	Implement a 'Park n Ride (Cycle)' scheme to service car parks on the fringe of the commercial core. Provide secure bicycle storage at existing and future fringe carparks.	2023-24	+\$1.5 mil 000
	Gosford	Advocate for an on-demand bus service for Gosford CBD	2023-24	+\$8 mil
CCC Parking Assets	Gosford	Build more car parks on the fringe of the commercial core	2022-23	+\$30 mil
	Wamervale	Formalise parking on Railway Road to cater for existing demands	2022	+\$500 000
Transport for NSW	Gosford	Advocate for Transport for NSW to improve the efficiency and frequency of public train and bus services for Gosford.	2022	-
	Lisarow	Advocate for Transport for NSW to extend the existing street-level commuter car parking areas on both sides of the rail line and provide secure bicycle storage	2021	-
	Lisarow	Advocate for Transport for NSW to formalise on-street parking on Railway Crescent adjacent to the Train Station and install pathway connections to improve safety	2021	-
	Tuggerah	Advocate for Transport for NSW to fast track the delivery of additional commuter parking at Tuggerah Station.	2023	-
	Wyong	Advocate for Transport for NSW to fast track of the planned upgrade of the Rose Street car park	2021	-
	Wyong	Advocate with Transport for NSW to seek alternative sites or options near the CBD in addition to the Rose Street car park expansion.	2022-2023	-
	Wamervale	Advocate for Transport for NSW to increase commuter car parking at the station and provide secure bicycle storage.	2021	-
	Woy Woy	Advocate for Transport for NSW to improve the efficiency and frequency of public train and bus services for Woy Woy	2021	-
	Woy Woy	Advocate for Transport for NSW to investigate the feasibility of increasing the supply of all-day car parking at the Woy Woy / Deep Water Plaza car park	2021	-
	Woy Woy	Advocate for the delivery of commuter parking along the rail line (\$5mil Federal Government funding commitment).	2021	-
	Woy Woy	Advocate for Transport for NSW to provide additional commuter parking at Woy Woy station	2021	-

Medium-Term Action Plan

The Central Coast Car Parking Study and Implementation Plan provides indicative costs and time frames for the medium term (2026-2030) strategic actions. The time frames and costs are to guide advocacy for the purposes of planning and funding the actions. The data obtained for this study was obtained pre-COVID, it is therefore recommended that data, delivery dates and costs are thoroughly reviewed prior to the commencement of any related work. All actions outlined in the Central Coast Car Parking Study and Implementation Plan are subject to available funding.

	FOCUS AREA	FOCUS ACTION	TIME FRAME	INDICATIVE COST
Parking Technology	Coastal Areas	Investigate the feasibility of installing parking sensors at coastal parking hotspots. Monitor public parking occupancy rates through periodic parking surveys and/or parking sensors at coastal parking hotspots. Use the data collected from the sensors and surveys to develop a suite of public parking intervention levels with appropriate actions specific to the area.	2028-30	\$ 20 000.00+ (per site)
	Woy Woy	Implement a Park n Ride (Bus) scheme to service at grade carparks on the fringe of the commercial core and run a shuttle bus loop service into and around the core.	2023-24	\$8 000 000.00+
Encourage other transport modes	Gosford	Expand the Park n Ride (Bus & Cycle) schemes to existing parking locations on the eastern side of the rail line. Ensure proposed cycle routes are in alignment with The Central Coast Pedestrian Access and Mobility Plan (PAMP) and a Bike Plan.	2028-30	\$3 000 000.00+

Long-Term Action Plan

The Central Coast Car Parking Study and Implementation Plan provides indicative costs and time frames for the long term (2031-2040) strategic actions. The time frames and costs are to guide advocacy for the purposes of planning and funding the actions. The data obtained for this study was obtained pre-COVID, it is therefore recommended that data, delivery dates and costs are thoroughly reviewed prior to the commencement of any related work. All actions outlined in the Central Coast Car Parking Study and Implementation Plan are subject to available funding.

	FOCUS AREA	FOCUS ACTION	TIME FRAME	INDICATIVE COST
Strategic Planning	Ourimbah	Ensure that the parking strategies outlined in the Ourimbah Town Centre Master Plan area realised, including the provision of additional parking close to Ourimbah Train Station.	n/a	0
	Warnervale	Ensure that the parking strategies outlined in the Warnervale Town Centre Master Plan and Precinct 7A Master Plan are realised, including the provision of additional commuter car parking in existing and proposed train stations and adequate on-site parking for all new developments.	n/a	0
	The Entrance	Ensure parking strategies outlined in The Entrance Town Centre Master Plan are realised including the provision of a new parking station on the western fringe of the commercial core.	n/a	0
CCC Parking Assets	Gosford	Build a new parking station (or stations) on the fringe of the commercial core, and within 800m walking distance of the Gosford Train Station (approximately 1000 spaces).	2031-32	\$36 000 000.00+
	Wyong	Investigate potential sites for a new parking station on western side of the Pacific Highway based on employment growth over 10 years.	2037-38	\$6 500 000.00+
	Terrigal	Investigate the need to expand Wilson Road Parking Station to cater for future development and tourism demands.	2040	\$7 200 000.00+
	Woy Woy	Investigate feasibility of constructing a parking station on the fringe of the commercial core.	2039-40	\$10 000 000.00+
Transport for NSW	Lisarow	Advocate for Transport for NSW to upgrade Lisarow station to a commuter station, to modify the train timetable and provide additional commuter parking and secure bicycle storage.	2033-34	0
	Woy Woy	Advocate for Transport for NSW to provide additional commuter parking at Woy Woy station.	2035-36	0

Parking Principles and Actions

The general directions and strategic actions are based on the overarching principles of investing in parking technology, implementing demand management policies and applying supply management policies. All actions outlined in the Central Coast Car Parking Study and Implementation Plan are subject to available funding.

Invest in Parking Technology and Smart Parking Initiatives	Expand the use of smart parking technology to better inform and maximise the use of existing on and off-street car parking.
	Investigate the feasibility of expanding smart parking sensor technology or installing CCTV cameras with smart analytics into town centres and coastal area hotspots.
	Enhance directional signage through digital signage (include number of available parking spaces) and where possible link to the NSW Park n Pay app.
Implement Demand Management Policies	Advocate for Transport for NSW to improve the efficiency and frequency of public transport services across the LGA.
	Advocate for Transport for NSW to provide more commuter carparking within proximity of the rail network.
	Advocate for Transport for NSW to provide secure bicycle storage at all commuter stations.
	Provide additional bicycle parking at patrolled beaches and Town Centres where there is an inadequate supply.
	Provide development incentives that encourages innovative development design that promotes public and active transport.
	Encourage alternative transport modes to single occupant private vehicles (ride sharing and public transport, walking and cycling, ensure all proposed cycle routes are in alignment with The Central Coast Pedestrian Access and Mobility Plan (PAMP) and Bike Plan.
Apply Supply management policies	Implement an appropriate parking pricing scheme for off-street parking stations.
	Advocate for on-demand bus services within major town centres.
	Apply maximum (not minimum) parking rates for development in public transport precincts where access to parking is problematic.
	Limit the future supply of parking within Town Centres with access to efficient public transport networks.
	Progressively convert long-stay parking to short stay parking, prioritising areas close to high-demand activities, public transport hubs and essential services.
Gradually move long-stay parking towards the fringe of activity centres.	
Monitor parking impacts on residential fringe areas around activity centres and public transport hubs and introduce residential parking schemes, if required.	



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