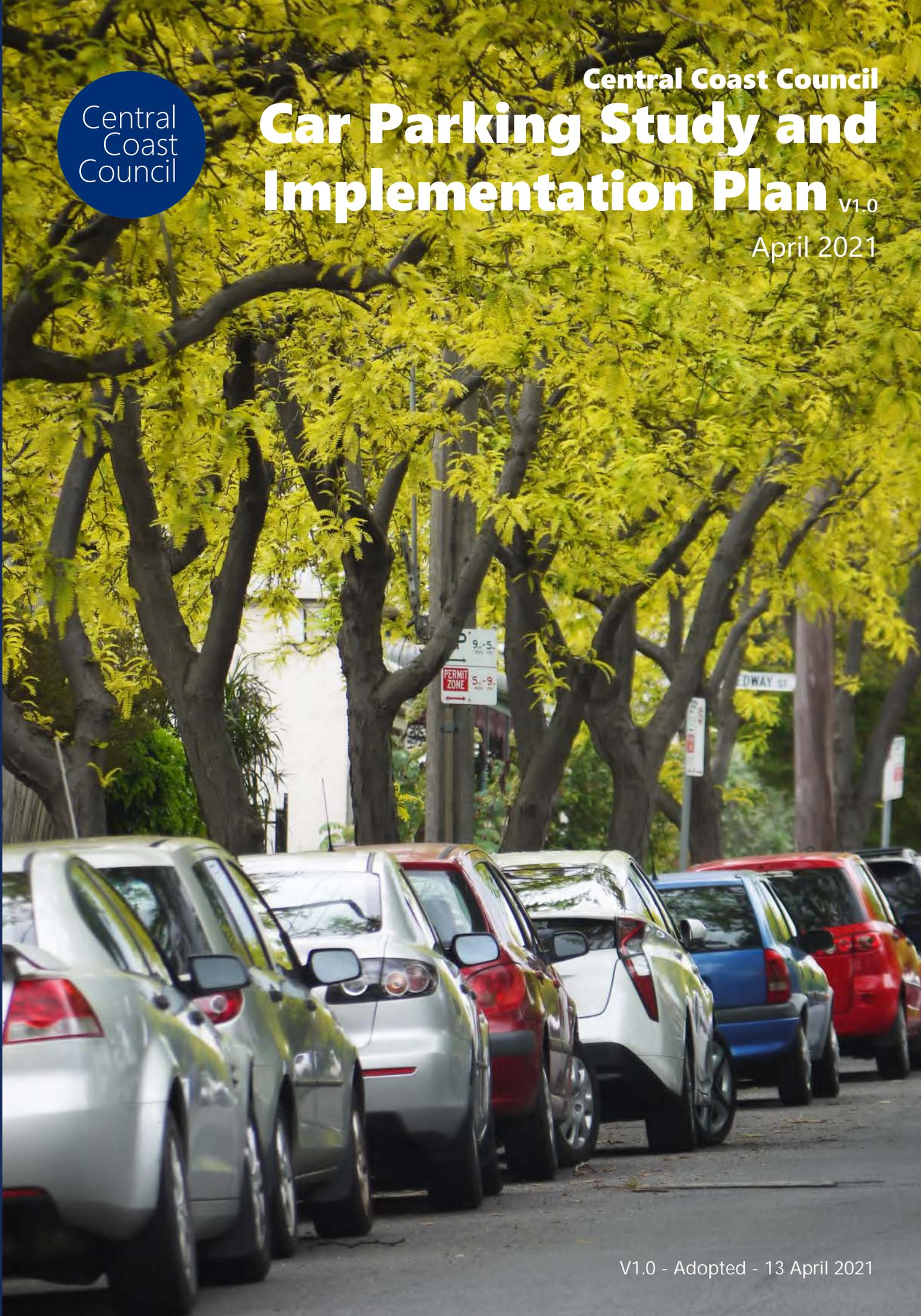




Central Coast Council Car Parking Study and Implementation Plan v1.0

April 2021



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	<p>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:</p> <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	<p>In collaboration with the Region, the NSW Government developed the Central Coast Regional Transport Plan. Parking related objectives include:</p> <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	<p>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.</p>

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

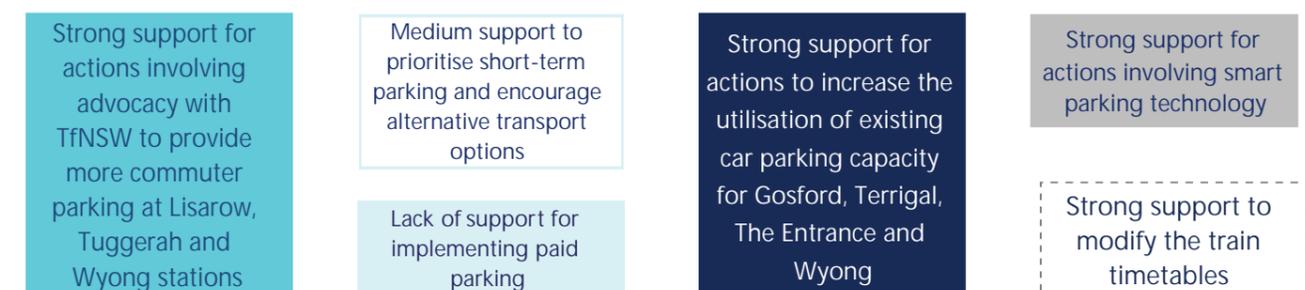
A third-party research company conducted phone and online surveys with 507 residents split across Council’s five wards. The purpose of this survey was to obtain representative community feedback in relation to potential commuter car park locations within the Gosford CBD area, as well as the general directions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

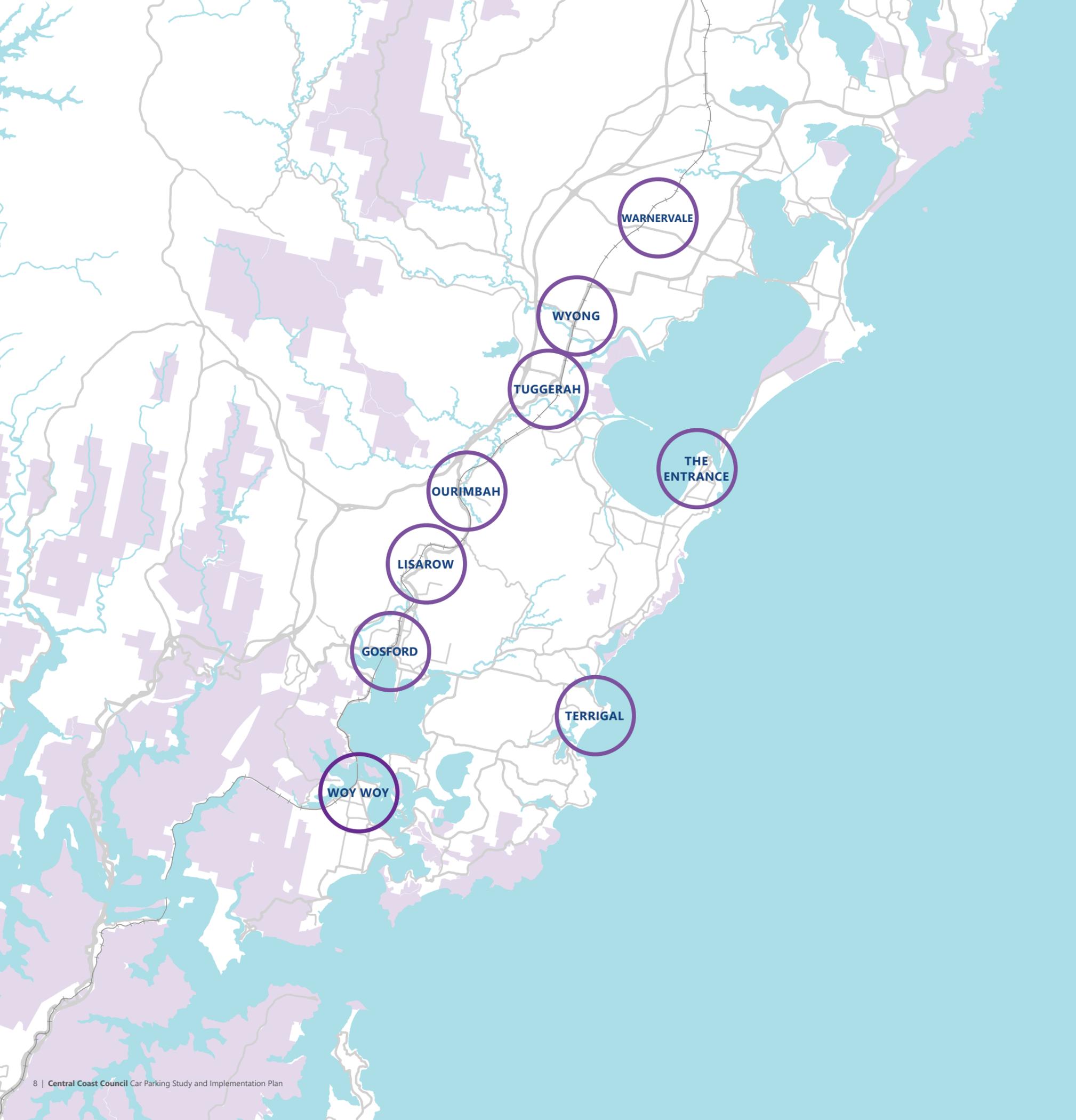
Apply Supply Management Policies

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



Council's parking investment should focus on key centres along the Central Coast and Newcastle Rail Corridor

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.

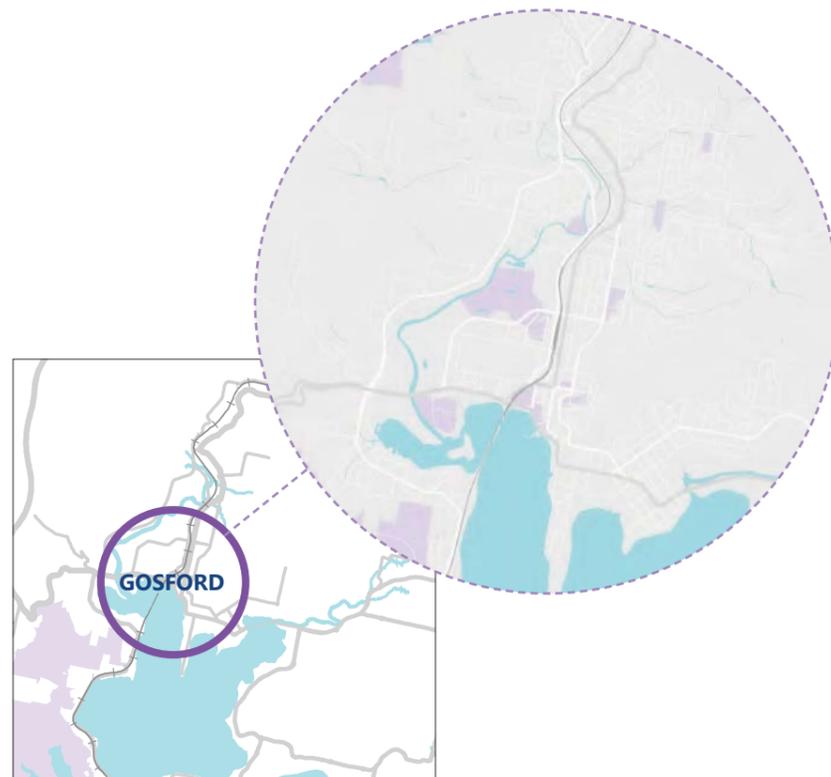
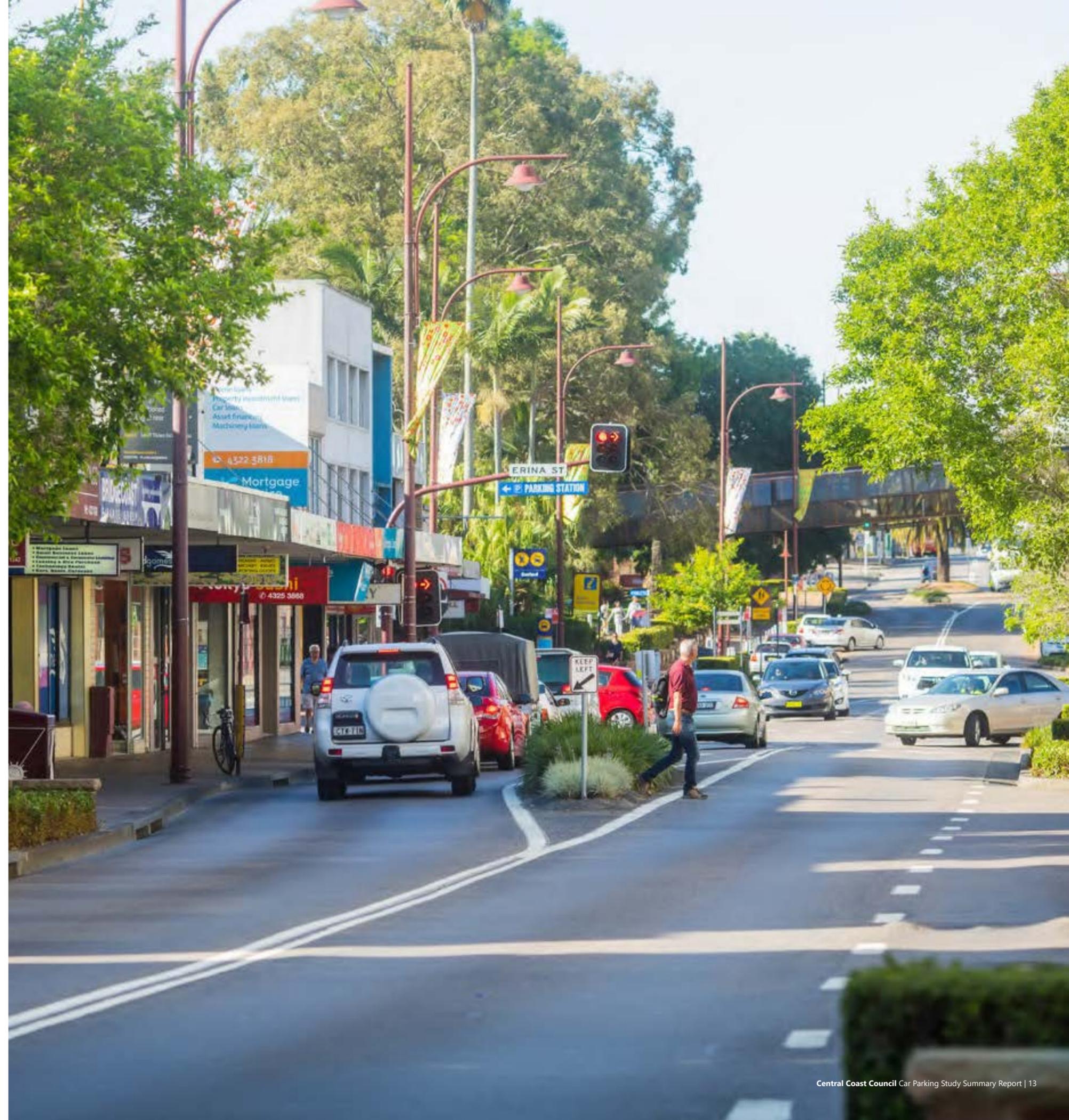
The **Lisarow** train station is also an ideal location for a commuter train station, which would take pressure off Gosford and Woy Woy train stations. This would require the train timetable to be modified and investment for a new parking station within 400 metres of the train station.

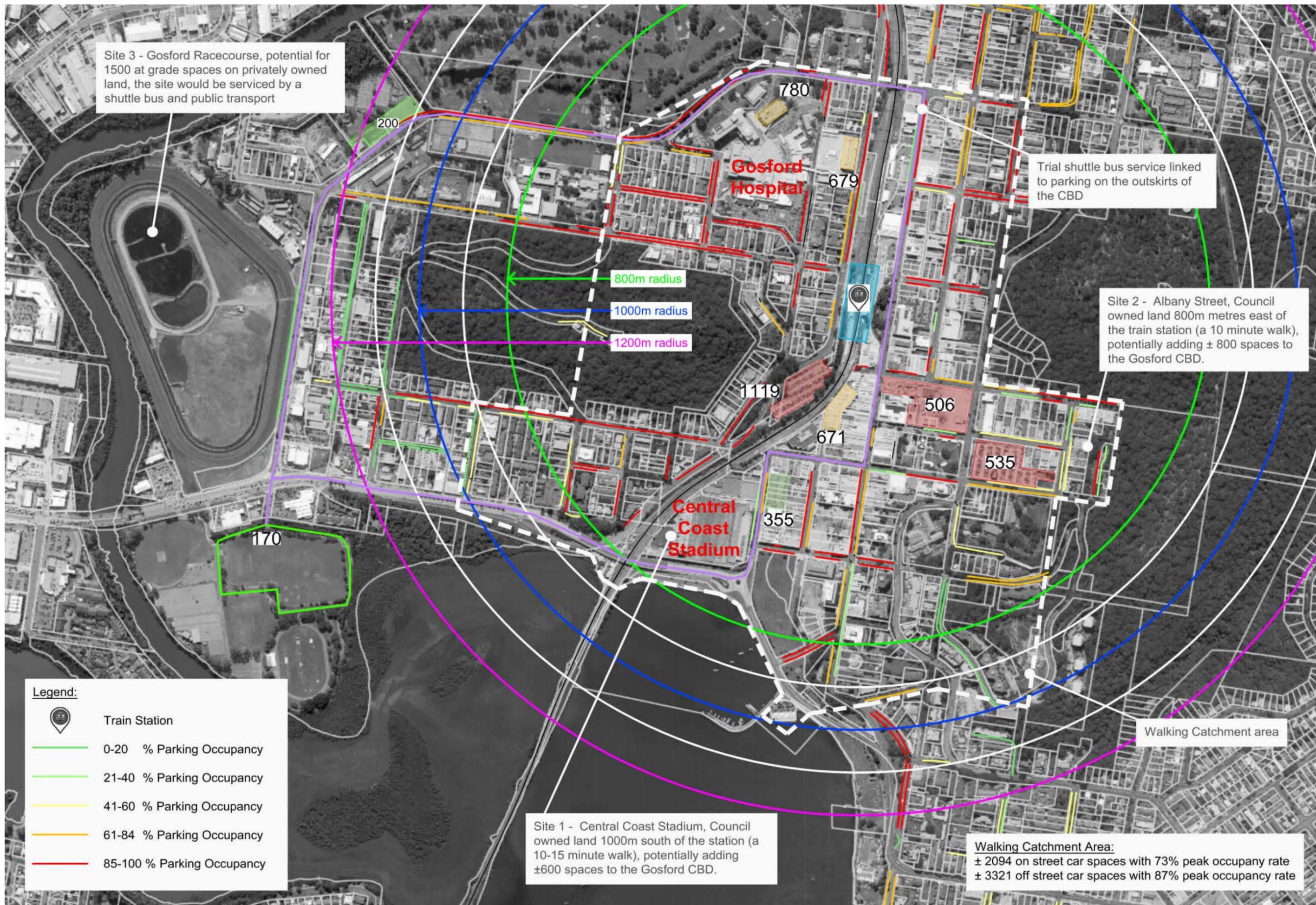
Gosford

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.





Site 3 - Gosford Racecourse, potential for 1500 at grade spaces on privately owned land, the site would be serviced by a shuttle bus and public transport

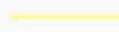
Trial shuttle bus service linked to parking on the outskirts of the CBD

Site 2 - Albany Street, Council owned land 800m metres east of the train station (a 10 minute walk), potentially adding ± 800 spaces to the Gosford CBD.

Site 1 - Central Coast Stadium, Council owned land 1000m south of the station (a 10-15 minute walk), potentially adding ±600 spaces to the Gosford CBD.

Walking Catchment Area:
 ± 2094 on street car spaces with 73% peak occupancy rate
 ± 3321 off street car spaces with 87% peak occupancy rate

Legend:

-  Train Station
-  0-20 % Parking Occupancy
-  21-40 % Parking Occupancy
-  41-60 % Parking Occupancy
-  61-84 % Parking Occupancy
-  85-100 % Parking Occupancy

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?



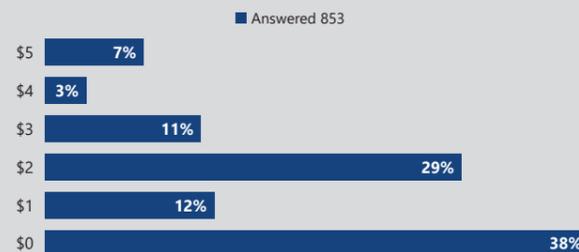
What mode of transport would you use to reach the CBD from a car park on the fringe?



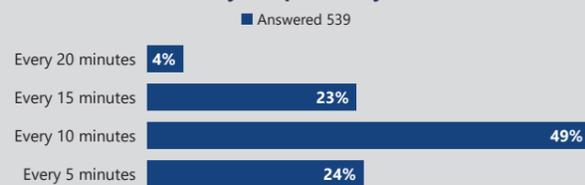
What would prevent you from using a Park and Ride facility on the fringe of the CBD?



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



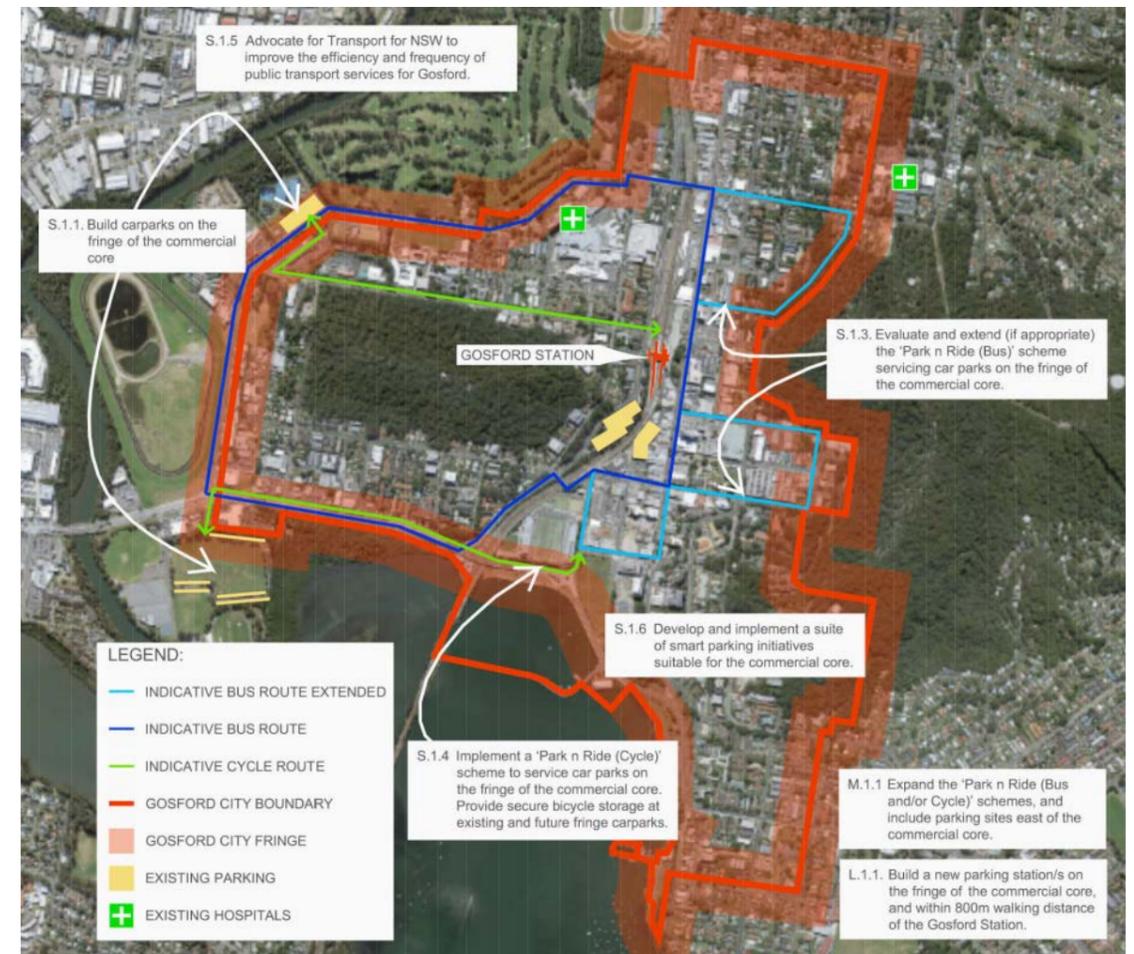
What bus frequency would make a Park and Ride facility an option for you?



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?

Why do you come to Lisarow?



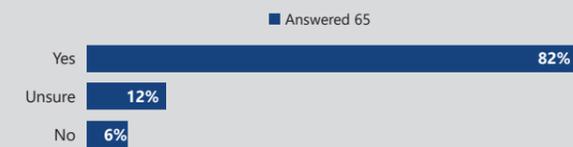
What are the key parking issues?



Is more parking required at the station?



Is Lisarow suitable to be a Commuter Station?



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.



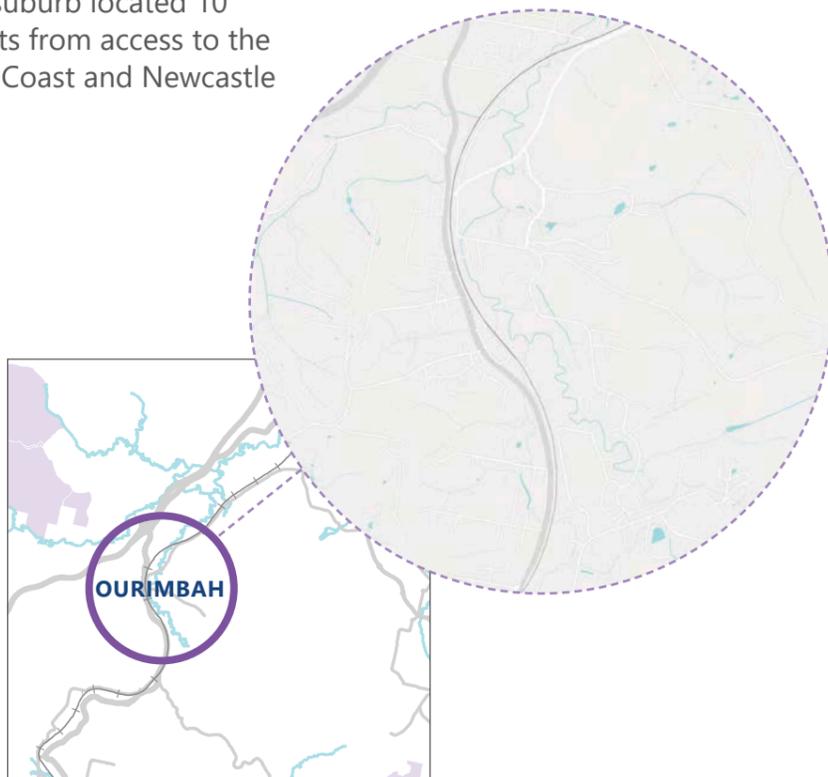


Ourimbah

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.

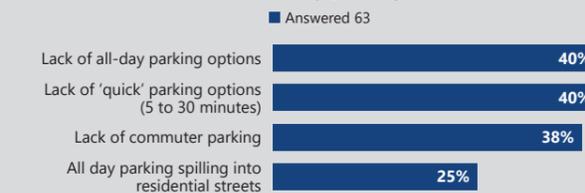
Parking capacity is likely to be available in all areas in the short, medium, and long term.

What is the community telling us?

Why do you come to Ourimbah?



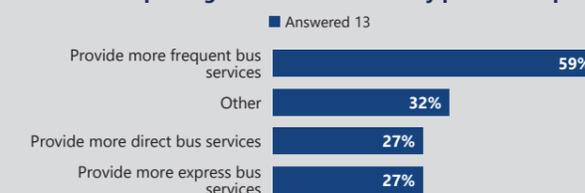
What are the key parking issues?



How could the current situation be improved?



How could parking demand be reduced by public transport?



Ourimbah Priorities

Long-term 2038

- > L.3.1: 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.



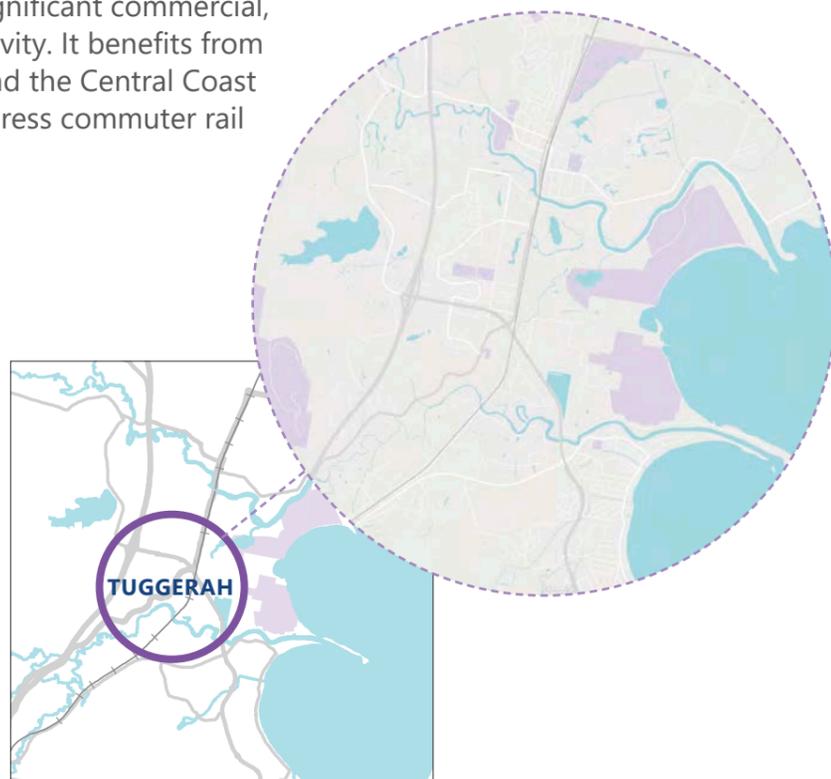


Tuggerah

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?



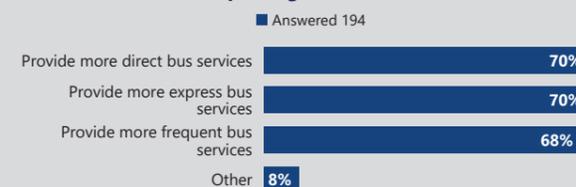
What are the key parking issues?



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



How could parking demand be reduced?



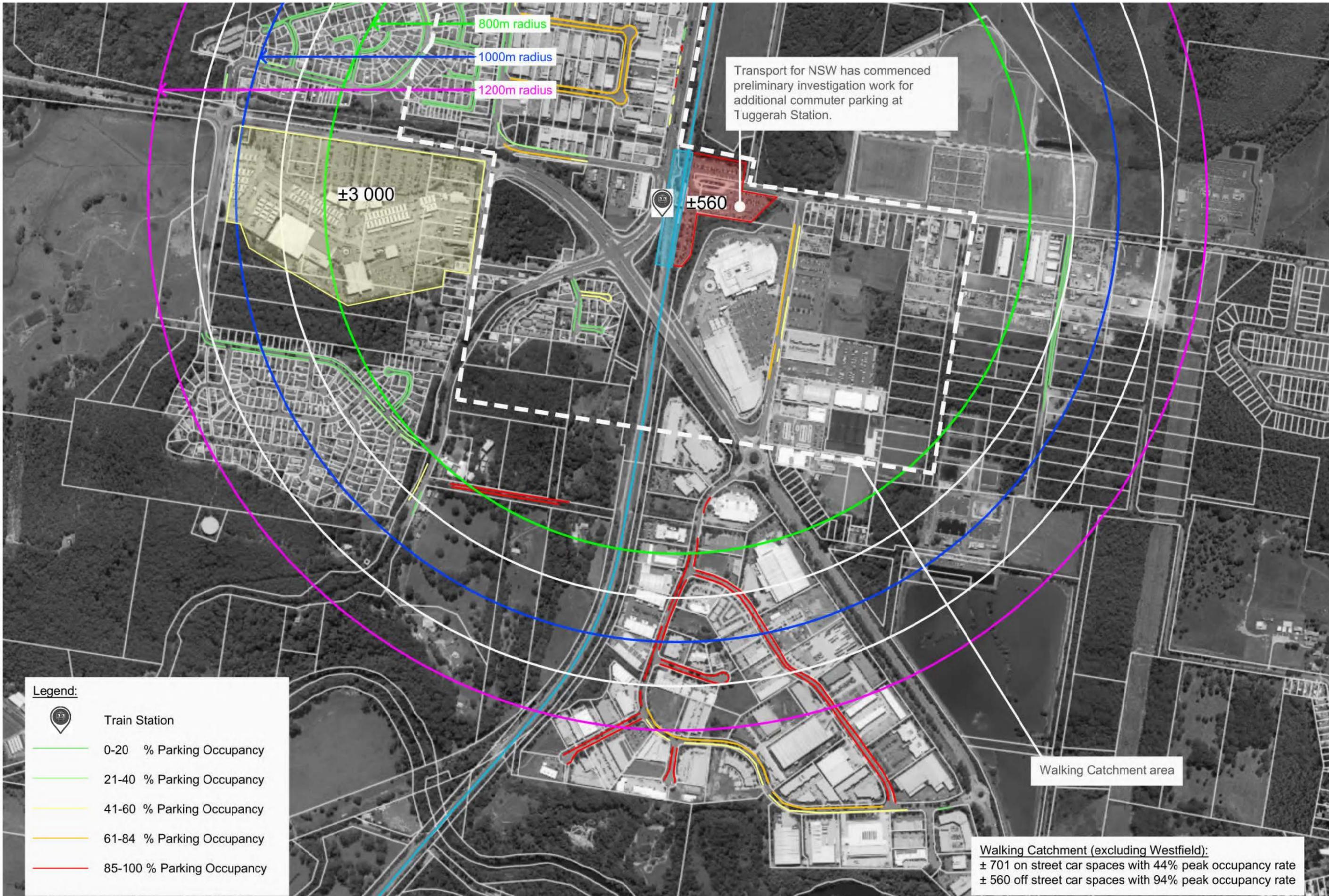
Tuggerah Priorities

Short-term 2028

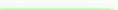
- > S.4.1: Advocate with Transport for NSW to fast track the delivery of additional commuter parking at Tuggerah Station

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.





Legend:

-  Train Station
-  0-20 % Parking Occupancy
-  21-40 % Parking Occupancy
-  41-60 % Parking Occupancy
-  61-84 % Parking Occupancy
-  85-100 % Parking Occupancy

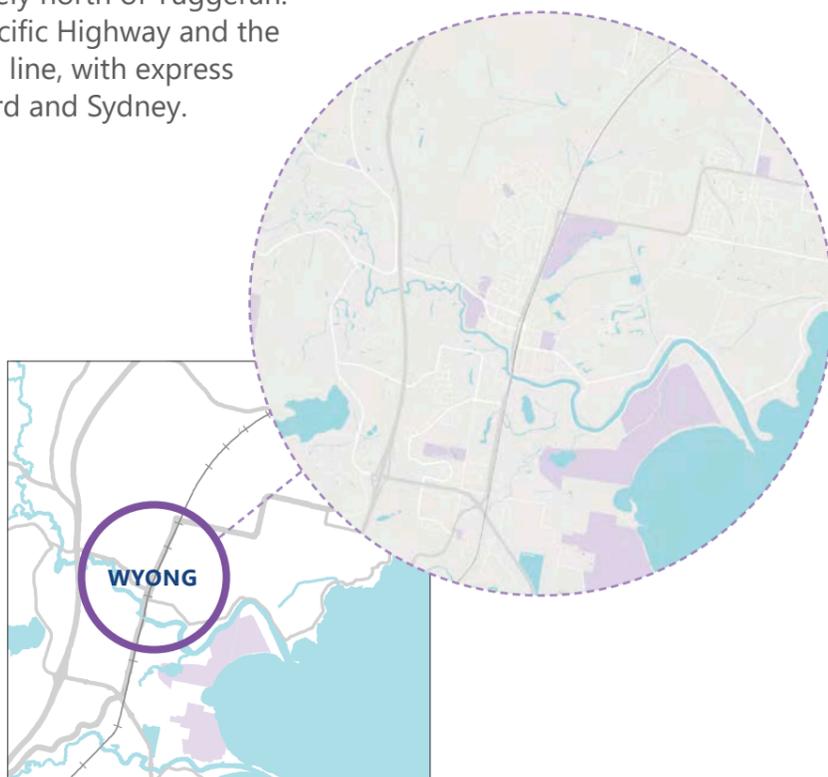


Wyong

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?



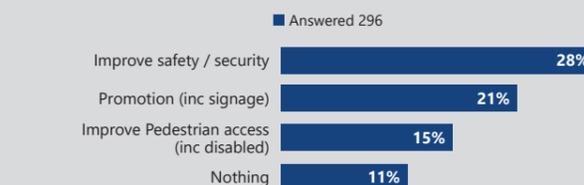
What are the key parking issues?



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

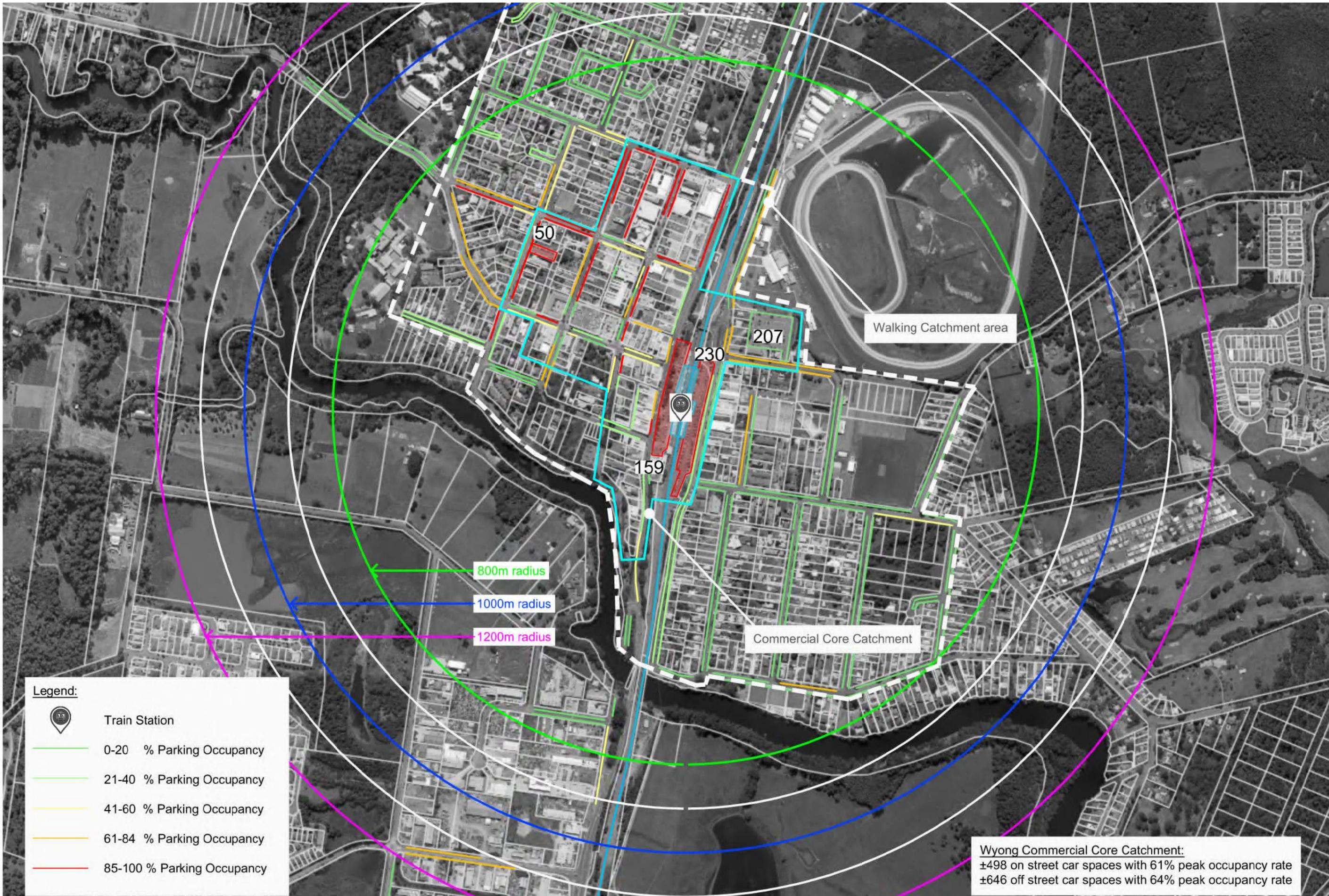
Short-term 2023

- > 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;

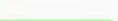
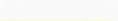
Long-term 2038

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





Legend:

-  Train Station
-  0-20 % Parking Occupancy
-  21-40 % Parking Occupancy
-  41-60 % Parking Occupancy
-  61-84 % Parking Occupancy
-  85-100 % Parking Occupancy

Wyong Commercial Core Catchment:
 ±498 on street car spaces with 61% peak occupancy rate
 ±646 off street car spaces with 64% peak occupancy rate

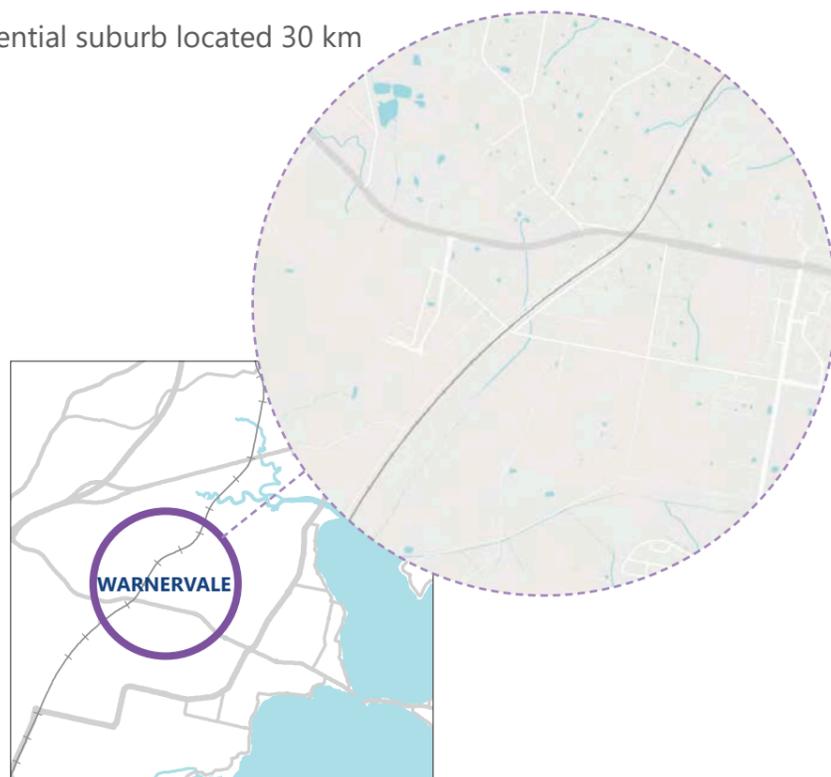


Warnervale

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?

■ Answered 103



What are the key parking issues?

■ Answered 103



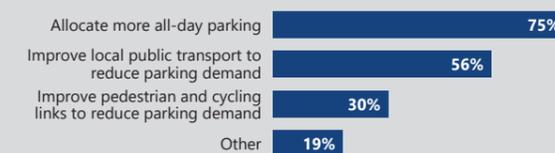
Is more parking required at the train station?

■ Answered 101



How could the parking situation be improved?

■ Answered 96



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.

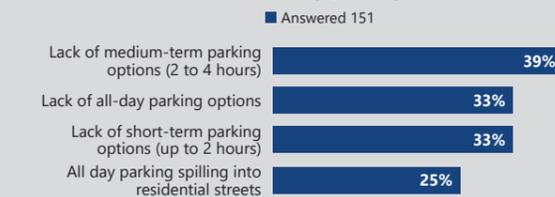
The Entrance Town Centre Master plan set a parking strategy, including building a new parking station on the western fringe of the commercial core.

What is the community telling us?

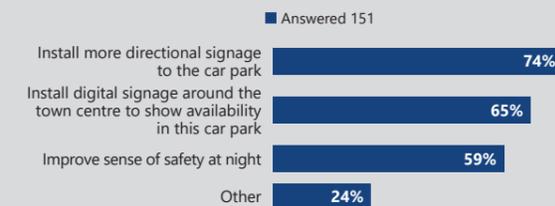
Why do you come to The Entrance?



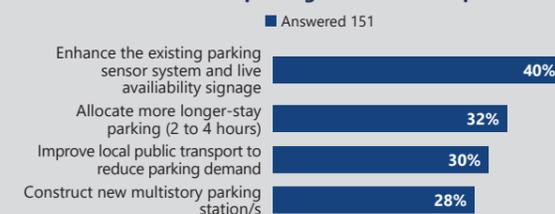
What are the key parking issues?



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



How could the parking situation be improved?



The Entrance Priorities

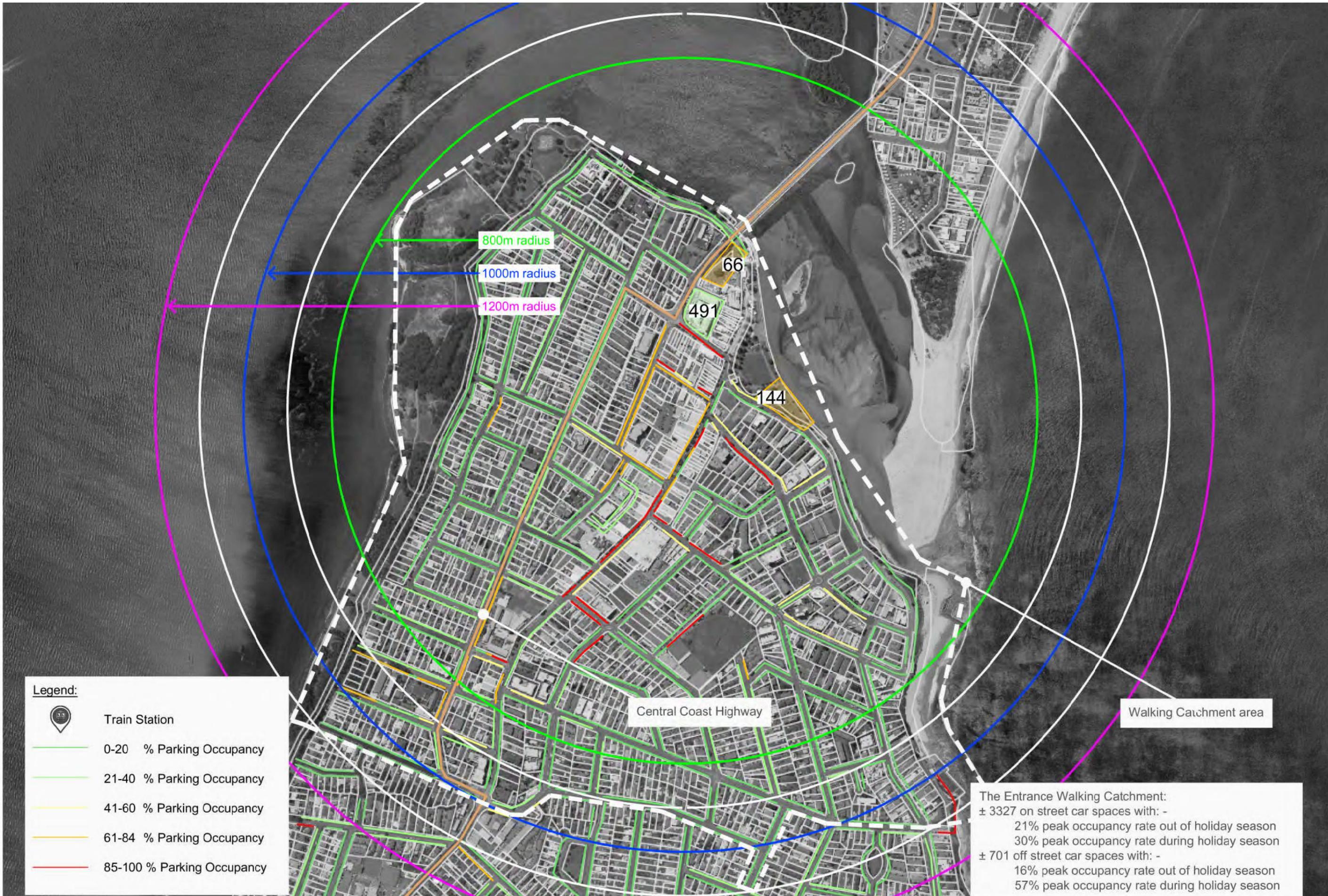
Short-term 2023

- > 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.

What is the community telling us?

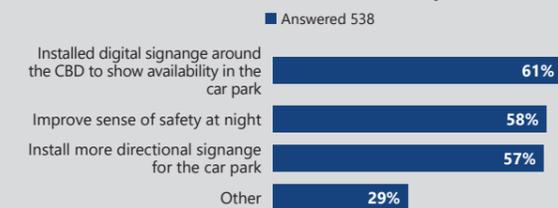
Why do you come to Terrigal?



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?



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.

Terrigal Priorities

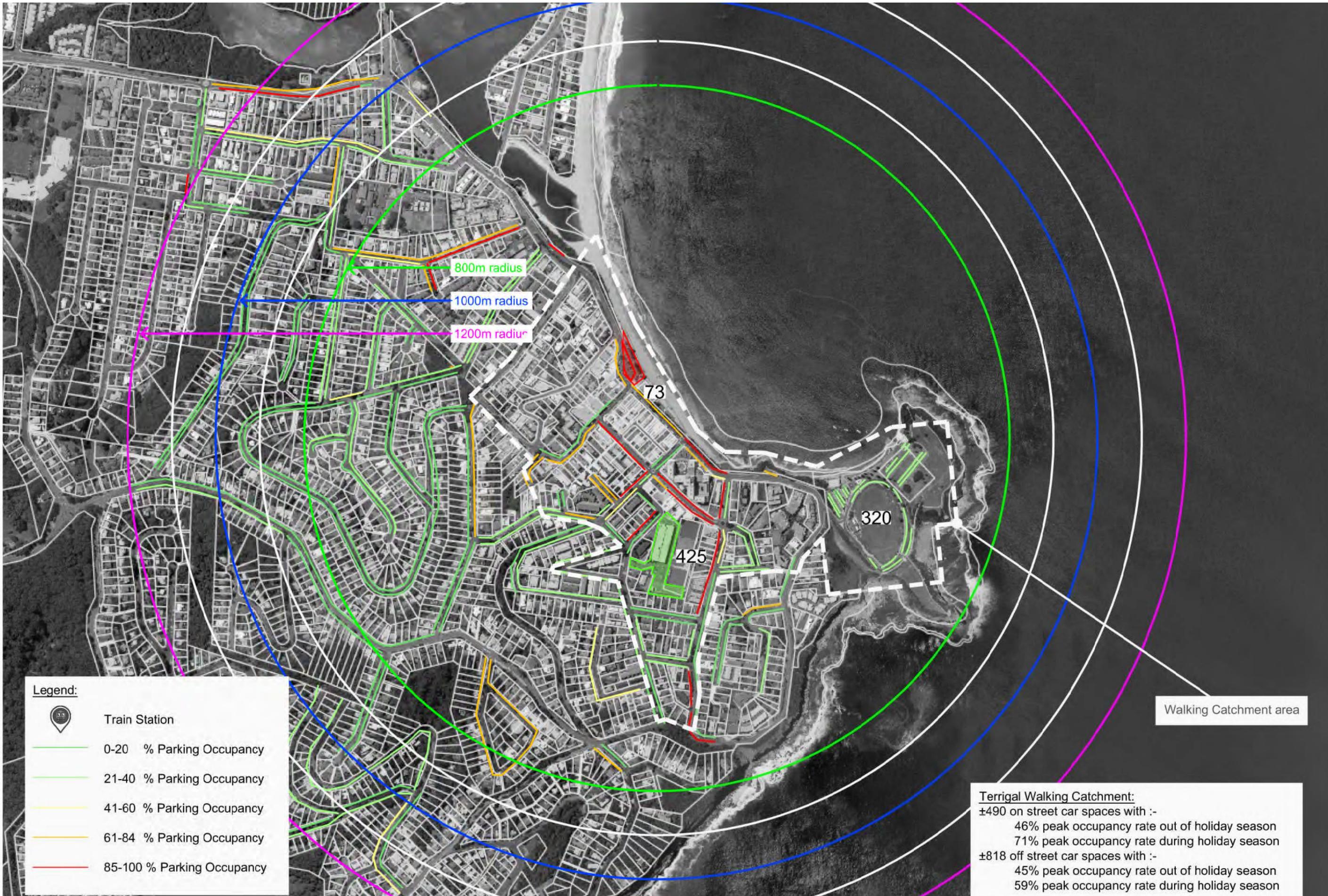
Short-term 2023

- > 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?

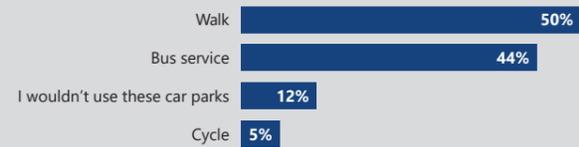
Why do you come to Woy Woy?

■ Answered 544



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

■ Answered 537



What are the key parking issues?

■ Answered 544



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

■ Answered 163



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
- > Toowoong 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	Wyang	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
	Warnervale	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	-
	Wyang	Advocate for Transport for NSW to fast track of the planned upgrade of the Rose Street car park	2021	-
	Wyang	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	
	Warnervale	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	-
	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	-
	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	-
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 +
	Wyang	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	-
	Woy Woy	Advocate for Transport for NSW to provide additional commuter parking at Woy Woy station.	2035-36	-

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 ParknPay 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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