



PLANNING for TRANSPORT

Wyong Shire Council

The Planning for TRANSPORT section of Wyong Shire Council's Settlement Strategy primarily considers the Road Network; Public Transport, including the Bus and Rail Network; On-Road Bicycle and Shared Pathways system; and alternative forms of transport. The chapter identifies ways in which Key Objective 2 of our Community Strategic Plan can be achieved:

'There will be ease of travel within the Shire, and to other regional centres and cities. Travel will be available at all hours and will be safe, clean and affordable.'



Establishing our Vision:

What do we want to achieve?

Transport choice provides more equitable access, and improves the liveability of our urban areas and the sustainability of our environment (Department of Urban Affairs and Planning, 2001). Providing a range of transport options therefore ensures our suburbs are healthy, attractive and convenient places in which to live and work. People should be able to walk, cycle and use public transport, and not rely solely on private vehicles.

A coordinated and coherent access network based on cars, improved public transport and a cycle and pedestrian system will be crucial in making the settlement pattern for Wyong work. Planning for new urban communities needs to consider the provision of accessible, affordable and equitable transport options for the existing and future population as well as visitors.

A significant goal will be to increase transport choice and reduce dependency on private vehicles for access to employment, education, retail and recreational opportunities. This can be achieved through creating environments that are friendly to pedestrians, cyclists and public transport users, including older people and people with disabilities.

These goals also need to be considered in light of the LGA's dispersed, low-density nature as well as the Tuggerah Lakes system, rugged topography and extensive green spaces between settlements, which can result in public transport being costly and inefficient to operate.

Key Documents for Planning for Transport:

Community Plan (2008)	On-Road Bicycle and Shared Pathways Strategy (2010)
Community Strategic Plan (2011)	Central Coast Regional Strategy (2008)
NSW Bike Plan	North Wyong Shire Structure Plan (2010)
NSW State Plan (2010)	Integrating Land Use and Transport (2001)

What legislation do we need to consider?

Roads Act 1993	SEPP (Major Developments) 2005
SEPP (Infrastructure) 2007	

Planning for OUR ROAD NETWORK

HOW DO WE SUSTAINABLY CATER FOR OUR RESIDENTS, BUSINESS AND VISITOR POPULATION, IN TERMS OF OUR ROAD NETWORK?



Background to OUR ROAD NETWORK:

Federal Road Network

The F3 Freeway is the only Federal road located within Wyong LGA, with approximately 25 kilometres of a total 128 kilometres traversing the Wyong LGA. Providing a link between Sydney and Newcastle, the F3 Freeway has a daily usage of more than 75,000 motorists and 7,000 freight vehicles (Transport NSW, 2010). F3 Freeway access interchanges within the Wyong LGA are located at Ourimbah, Tuggerah, Warnervale and Doyalson.

State Road Network

State Roads are funded by the State Government and are the primary network for the movement of people and goods within the urban centres of Sydney, Newcastle, Wollongong and the Central Coast, as well as throughout the State. State Road's within Wyong LGA include the Central Coast Highway, Pacific Highway; Wyong Road; the Sparks Road, Wallarah Road and Main Road (Toukley) system; and the Motorway Link Road.

Regional Road Network

Regional Roads are the responsibility of Council, and comprise the secondary road network which, together with State Roads, provide for travel between smaller towns and perform a sub-arterial function within major urban centres. The Regional Road network within Wyong LGA includes Enterprise Drive and Chittaway Road; Tumbi Road; Elizabeth Bay Drive, Mimosa Road, Budgewoi Road, Ourringo Street, and Wye Road.

Local Road Network

Local Roads are the responsibility of Council, and comprise roads not classified under the *Roads Act 1993*, and provide for connectivity and local access. Council's existing road network and road infrastructure is summarised below:

State	>55 km
Regional	19 km
Local	1,049 km
Sealed roads	952 km
Unsealed	97 km
Growth on average	8 km of additional roads per annum
Number and type of bridges	71 (47 concrete, 24 timber)
Length of kerb and gutter	898 km

Table 18: Summary of Road Infrastructure

Role of Roads and Maritime Services (RMS)

The RMS is the primary agency responsible for roads and associated infrastructure within New South Wales. The RMS manages almost 18,000km of Federal and State Roads; approximately 3,000km of regional roads and relevant corridor assets within the State; as well as all traffic signals in NSW (RTA, 2010).

Our Public and Private Transport Network

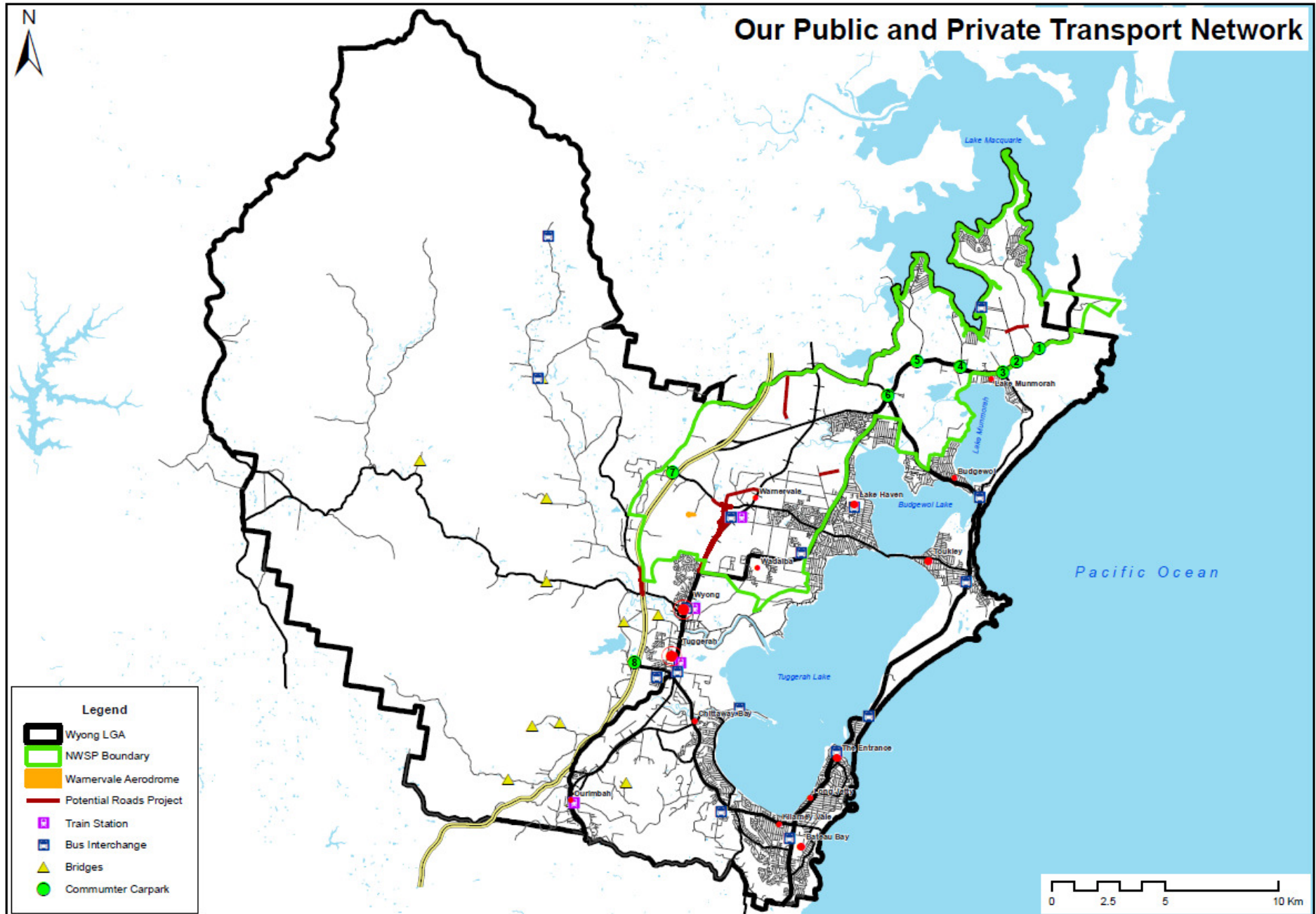


Figure 11: Our Public and Private Transport Network

Issues:

What are the current and foreseeable issues that impact upon the delivery of an appropriate ROAD NETWORK for Wyong LGA?

Projected Population Growth

The Department of Planning & Infrastructure (DP&I), through the Central Coast Regional Strategy (CCRS), requires Wyong LGA to accommodate an additional 70,000 residents in 39,500 new dwellings over the next 20 years, within existing centres and new urban release areas. Traffic congestion along key routes is already an issue for Wyong LGA, therefore any population increase will ultimately reduce the capacity of our road network and add to traffic congestion on a number of major roads, including Wyong Road and the Central Coast Highway. Furthermore, development in future urban release area precincts will require the provision of new road infrastructure, and a large proportion of urban release areas do not promote the use of public transport. Future new release areas are therefore anticipated to add to the existing congestion of our road network.

Deterioration of our network due to increased traffic

Increased population has generated increased traffic movements on the LGA's roads, causing deterioration of some road infrastructure within the LGA. In addition, increasing employment activity generates increased truck movements which cause a disproportionate share of road deterioration. Increasing population in the future will lead to further increases in traffic movements and therefore further deterioration of the road infrastructure, resulting in greater maintenance and replacement costs for all levels of Government, however Council will be hardest hit with future maintenance costs due to the area of Regional and Local Roads for which it is responsible. Discouraging the dispersed nature of the LGA's settlement patterns by locating higher density development within our existing centres and/or next to transport nodes or main roads will assist in reducing this damage, as well as the cost of future construction and future maintenance.

2/3 of domestic freight in Australia is hauled by road (Department of Foreign Affairs and Trade,

Accessibility

Wyong LGA currently has only four interchanges providing access to urban centres. Access to the Wyong-Tuggerah Major Centre is undertaken via the Tuggerah or Sparks Road interchanges. Accessibility to the F3 Freeway is limited for those residents living within the north of the LGA, as the partial Doyalson Interchange limits access to and from the F3 Freeway from areas in the north of the LGA. Additional access interchanges to the F3 Freeway will be needed to cater for the increased population. In addition, population and employment growth associated with the new

63.6% of the working population travels to their employment by private car (ABS, 2006)

Warnervale Town Centre and Wyong Employment Zone will require further upgrades to the Sparks Road Interchange to accommodate the additional vehicle trips. In addition, better connections to the Sydney road network (M2 and M7) are required to reduce congestion at the southern end of the F3 Freeway.

Safety and Efficiency

The two direct routes between Sydney and Newcastle, the F3 Freeway and Pacific Highway, are susceptible to major disruptions from traffic incidents and natural events such as bushfire. In addition to identifying additional routes between the two major cities, mitigation measures to improve safety and efficiency of these roads is required.

Informal Commuter Carparking

Rising petrol prices and increased congestion on the arterial road network is considered to have contributed to increased car pooling and the appearance of informal commuter parking arrangements at key interchanges along the F3 Freeway and the State Road network. Such localities include the Sparks Road and Tuggerah Interchanges; and intersections at the Pacific Highway/Wyee Road, Doyalson and the Pacific Highway/Kanangra Drive, Crangan Bay. These facilities are for the most part used for informal carpooling arrangements. Formalised commuter carparking is required at the Sparks Road and Tuggerah Interchanges to cater for this demand.

Planning for our Population:

How do we plan for improvements to the ROAD NETWORK in light of the issues identified?

Planning Strategies

39,500 new dwellings are to be provided over the next 20 years, contained within existing Town Centres, including Tuggerah-Wyong Major Centre; The Entrance, Long Jetty and Toukley; and within future urban release areas. Planning Strategies for redevelopment of our Town Centres can serve to identify and prioritise areas of need in respect to transport related issues. Furthermore, the LEP review will identify needs and mechanisms to improve existing road systems and provide new road systems. In particular, by identifying future growth areas within the Wyong LGA, new and upgraded roads can be constructed to the appropriate standard to meet future demand and reduce deterioration and overall maintenance costs.

Lobby Federal and State Government for improved road infrastructure

Council is limited in its ability to influence decisions on the Federal and State Road networks. In this regard, Council has adopted an advocating approach through a strong working relationship with the RMS. With 39,500 new dwellings and 70,000 new residents expected over the next 20 years, difficulty in accessing the F3 Freeway will be exacerbated, particularly with regard to increasing populations within our Town Centres.

For example, Wyong and Tuggerah townships are identified as a Major Centre by the CCRS. As such, Wyong Central Business District has increased in importance as the civic and administration hub for the LGA. Increased residential densities and commercial developments within this Major Centre will require the provision of a full interchange to the F3 Freeway at Alison Road, Wyong; further upgrades to the Tuggerah Interchange and feeder roads; as well as upgrades to the Pacific Highway. In relation to The Entrance/Long Jetty centres, upgrading of the Central Coast Highway through Long Jetty is required to encourage occupancy of the existing vacant shops and apartments and generate further development on The Entrance Peninsula. Council will continue to advocate with the RMS for the delivery of essential State Road improvements in line with projected growth.

Accessibility to future residential and employment lands proposed within the NWSSP area will also require significant road improvements and new road accesses to be constructed. Appropriate linkages to areas within the north of Wyong LGA will need to be facilitated by the provision of a full F3 Freeway interchange at Doyalson and Bushells Ridge Road, Bushells Ridge to accommodate future growth. Growth within the Warnervale area will require further upgrades to the Warnervale Interchange and feeder roads.

The cost of providing these roads and interchanges is significant, and careful planning needs to be carried out in anticipation of the need for this infrastructure. Council needs to ensure that the costs are dispersed across Federal, State and Local Government, as well as ensuring that a proportion of the costs are borne by new residents as part of Section 94 Development Contribution Plans. Council will continue to lobby the State Government for improved road transport connections both within and to and from Wyong LGA. This will also include continued support for F3 widening to three lanes in both directions as well as the Outer Sydney Orbital transport corridor linking the F3 to the M7.

Improved Safety and Efficiency

The following improvements to safety and efficiency of the road network include:

- Real time information signage provided on key State and Regional roads, including the F3 Freeway, used to convey potential hazards and significant delays to motorists. To improve the safety and efficiency of the entire road network, Council recommends additional signage at locations on the arterial road network, including Wyong Road.
- Council, in partnership with the RMS, participates in the Local Government Road Safety Program (LGRSP), including joint funding of a Council Road Safety Officer to undertake road safety education and address local road safety issues. The Action Plan for the Road Safety Officer under the LGRSP includes education programs that cover:

a Speeding	b School Based programs
c Drink Driving	d Bicycle Education
e Pedestrian safety	f Learner Driver Education
g Restraints	h Seniors safety.
- CARES program - Wyong Shire Council, Gosford City Council, NSW Police initiative.

- Road Safety Auditing - numerous Council staff are accredited road safety auditors.
- Safe Systems Approach (SSA) - Council is working towards a SSA.

Formalised Commuter Carparking

Formalised commuter parking for motorists using the F3 Freeway and other major roads promotes safe and sustainable road transport through carpooling. Whilst upgrading the Pacific Highway through Ourimbah, the RMS provided a formalised commuter car park at the Ourimbah Interchange, and Council is advocating for the provision of commuter car parks at various locations throughout Wyong LGA. Preliminary investigation has identified the following potential sites for formal commuter carparking areas to be used for car pooling and 'Park-n-Ride' with the local bus services:

- Kanangra Drive and Pacific Highway, Gwandalan
- Chain Valley Bay Road and Pacific Highway, Chain Valley Bay
- Elizabeth Bay Drive and Pacific Highway, Lake Munmorah
- Tall Timbers Road and Pacific Highway, Lake Munmorah
- Rutleys Road and Pacific Highway, Mannering Park
- Wye Road and Pacific Highway, Doyalson
- Sparks Road and F3 Freeway, Warnervale
- Wyong Road and F3 Freeway, Tuggerah.

Council will approach the State Government and advocate for provision of formalised commuter car parking areas for major roads.

Local Area Traffic Management Plans (LATM)

A Local Area Traffic Management Plan (LATM) is concerned with the planning and management of the usage or road space within a local area, and considers modification to street and street networks to consider the current needs of local residents. A LATM should be developed and/or upgraded for existing developed areas and future urban release areas to ensure the safety and efficiency of the local road system.

What are other Government Authorities currently doing?

Draft Central Coast Regional Transport Strategy

Transport NSW recently released the draft Central Coast Regional Transport Strategy which sets out the Government's priorities for improving the arterial road network and making the public transport network more reliable and attractive. Key proposals in relation to the road network include:

To 2012

- Investigate opportunities for formal parking arrangements at specific interchanges along the F3 to support car pooling.

2012 to 2020

- Continue planning upgrades including F3 widening; F3/Wyong Road interchange; Doyalson Link; Wyong Road/Pacific Highway Intersection.

- Conduct initial feasibility and corridor identification for the Outer Sydney Orbital transport corridor linking the F3 to the M7.
- Explore private financing options for the F3 to M2 link.

2020 to 2036

- Continue to focus on improving the safety and reliability of the road network
- Continue detailed planning for a future Outer Sydney Orbital transport corridor linking the Central Coast to the North West and South West Growth Centres.

RMS Regional Traffic Model

In 2010, the then RTA engaged traffic consultants to construct a regional traffic model for the Central Coast region. The model will continue to be utilised to predict the impacts of future traffic growth and identify strategic road network improvements. More detailed traffic, transport and road safety assessments will be undertaken to inform local planning.

Planned Upgrades to the existing Network

Significant queuing occurs at the Tuggerah F3 Freeway interchange, causing delays and safety concerns. The RMS is currently upgrading the interchange, providing a new F3 entry ramp for northbound traffic, a new roundabout at the southbound entry/exit ramp intersection with Wyong Road; new traffic lights at the northbound entry/exit ramp intersection with Wyong Road, and a formal commuter carpark.

National Road Safety Strategy (NRSS)

The NRSS, prepared by the Australian Transport Council (2011), outlines broad directions for road safety, initiatives for Safe Roads, Safe Speeds, Safe Vehicles and Safe People, and a range of options for further consideration as the strategy progresses. The NRSS is framed by the guiding vision that no person should be killed or seriously injured on Australia's roads. As a step towards this vision, the strategy presents a 10-year plan to reduce the annual numbers of deaths and serious injuries on Australian roads by 30%.

Black Spot Funding/Roads to Recovery Funding

The Federal Government has provided funding to improve road safety and functionality as part of the Nation Building Program under both the Black Spot and Roads to Recovery funding programs.

The Standard Instrument, Wyong LEP 2013 and Wyong DCP 2013:

What provisions can be incorporated into our Planning Instruments that will help facilitate our vision for an improved ROAD NETWORK?

Wyong LEP 2013

The following measures can be incorporated into Wyong LEP 2013 to improve our planning for the road network:

- Incorporate mandated provisions in relation to the permissibility of roads within any land use zone prescribed by Wyong LEP 2013.
- Incorporate model local clause Part 6 Urban Release Area to ensure that satisfactory arrangements are made for the provision of state infrastructure such as roads, before the subdivision of land in an urban release area.
- Ensure car parking is a permitted land use activity within nominated areas within the provisions of the Wyong LEP 2013, in order to make it easier to establish commuter carparking areas. This will need to occur in close consultation with the RMS and may require a later amendment to Wyong LEP 2013.
- Clause 5.1 Relevant Acquisition Authority within Wyong LEP 2013 provides for the acquisition of land for public purposes, such as roads and carparking. The Land Reservation Acquisition Map will identify the parcels required for acquisition.

Wyong DCP 2013: Development Controls for Wyong Shire

The following measures can be incorporated into Wyong DCP 2013 to improve our planning for the road network:

- Clause 6.3 – Development Control Plan of model local clause Part 6 Urban Release Area requires a DCP be developed for any area identified as a new urban release area. In this regard, the model local clause, and subsequently Wyong LEP 2013 will ensure that a relevant DCP provides a staging plan for the provision of necessary infrastructure; and an overall transport movement hierarchy which illustrates 'major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
- It will also be essential for developments to promote modes of transport other than the private motor vehicle. This will be promoted through the development of a new Parking and Access chapter in Wyong DCP 2013 to replace the existing Carparking chapter. For example, this will include provision for reduced parking requirements around transport nodes and Traffic Impact Studies allowing a reduction in parking requirements where appropriate public transport is available.

Key Considerations:

Key Considerations for an improved ROAD NETWORK:

- *Improve accessibility, safety and congestion of the road network by improving and maintaining the road network and promoting sustainable forms of transport.*
- *Require submission of a traffic impact assessment addressing the adequacy of the existing and proposed road network to accommodate projected traffic volumes.*
- *Local Area Traffic Management Plans should be developed for new Greenfield and Infill development areas, and upgraded for existing developed areas to ensure the safety and efficiency of the local road system.*

Strategic Actions and Local Initiatives:
OUR ROAD NETWORK

#	ACTIONS	RESPONSIBLE AUTHORITY	IMPLEMENTATION				Other	COMMUNITY STRATEGIC PLAN	CENTRAL COAST REGIONAL STRATEGY
			LEP		DCP				
			2013	Am.	2013	Am.			
TR01	Approach the State Government and advocate for the upgrading and maintenance of State roads, existing intersections and the provision of new intersections along State Roads, to alleviate present and future congestion.	SG					X	<p>Improving commuter hubs along the freeway. These should be planned and designed to encourage carpooling and should provide safe, easy parking for vehicles, bicycles and buses. Some hubs should have kiosks selling coffee and newspapers.</p> <p>SP - Ongoing upgrading of roads in the region including The Entrance Road and Pacific Highway.</p> <p>SP - Improving the F3 links to Sydney to three lanes in each direction in partnership with the Federal Government.</p> <p>6.13 Implement key NSW government initiatives and guidelines, including Action for air, NSW industrial noise policy, Noise and vibration guidelines and Environmental criteria for road traffic noise.</p> <p>10.4: The RMS is to continue to plan for and implement upgrades to the Pacific Highway, the Central Coast Highway, Terrigal Drive, Avoca Drive and Sparks Road and to incorporate bus priority and cycleway initiatives where justified and feasible.</p> <p>10.6: Assess and evaluate proposals to widen parts of the F3 Freeway. Progress investigations into the F3 Freeway and M2 Motorway connection. As a result of the Federal Government's review of the F3 Freeway and M7 Motorway corridor selection and the AusLink corridor strategies – Sydney urban corridor strategy (2007) and Sydney-Brisbane corridor strategy (2007) – undertake preliminary planning for a new connection from the M7 to north of the Hawkesbury River. The Department of Transport will also participate in these reviews.</p> <p>10.9: Councils and the DP&I are to ensure there is sufficiently zoned employment land near major transport nodes to meet targets set by the Regional Strategy, through the preparation of LEPs and the NWSSP.</p> <p>10.13: Councils in conjunction with State Government will develop strategies that identify future improvements to the capacity of road, rail and bus services to cater for population growth, and to identify infrastructure investment priorities in conjunction with future reviews of the Regional Strategy.</p> <p>10.14: The NSW Government, in partnership with councils and the community, to develop and implement TravelSmart and other travel demand management initiatives including those focused on major trip generating land uses.</p>	
TR02	Approach the State Government and advocate for the provision of full F3 Freeway interchanges for Alison Road, Wyong; and Motorway Link Road, Bushells Ridge.	SG/FG					X		
TR03	Approach the State and Federal Governments and advocate for the improvement of F3 Freeway links to Sydney, including widening to three lanes and provision of alternative links to the M2 and M7 motorways.	SG/FG					X		
TR04	Approach the State Government and advocate for the provision of improved information signage and intelligent systems on the arterial road network.	SG					X		
TR05	Approach the State Government and advocate for the provision of a road linking Kanangra Drive, Gwandalan to Chain Valley Bay, to improve connectivity.	SG					X		
TR06	Approach the State Government and advocate for funding assistance for completion of the Link Road, from Watanobbi to Warnervale.	SG/FG					X		
TR07	Approach the State Government and advocate for the construction of commuter car parks at key interchanges, with an emphasis on the safety of these facilities.	SG					X		

Planning for OUR PUBLIC TRANSPORT SYSTEM

HOW DO WE SUSTAINABLY CATER FOR OUR RESIDENTS, BUSINESS AND VISITOR POPULATION, IN TERMS OF OUR PUBLIC TRANSPORT SYSTEM?



Background to OUR PUBLIC TRANSPORT SYSTEM:

The community is increasingly aware of the social, environmental and economic costs of reliance on private motor vehicle use. Urban areas dominated by road infrastructure to accommodate high car usage rates generally suffer poor amenity and congestion. Public transport can make more efficient use of space and energy and be more cost effective than private vehicles, as well as providing mobility for a wider range of people (Department of Urban Affairs and Planning, 2001). When employment, housing, retail, leisure activities and services are concentrated in accessible centres, there is more use of public transport than in areas where these facilities and activities are dispersed. Within and close to these centres, people are more likely to walk or cycle for short trips and to use public transport for longer journeys. Concentrating activities lets people make a single trip for a range of purposes, with walking or public transport more attractive options.

The Railway Network

Wyong LGA is serviced by the Newcastle-Sydney Railway Line, a key link for travel within the Central Coast as well as to Newcastle and Sydney, with more than 7,500 people travelling by train daily to work in Sydney (Transport NSW, 2010), with a smaller number of residents commuting daily to the Hunter Region. There are four railway stations located within the Wyong LGA, with major stations at Wyong and Tuggerah, and smaller stations located at Ourimbah and Warnervale. Wye station (in Lake Macquarie LGA) is also used by residents from the northern part of Wyong LGA. This will significantly increase as a result of the NWSSP. In addition, a new railway station is proposed at a site north of Sparks Road, in conjunction with the development of the Warnervale Town Centre.

Unsolicited Proposed Upgrade of Existing Warnervale Railway Station

An unsolicited proposal has been submitted to the NSW Government and Council for the upgrading of the existing Warnervale Railway Station. The key components of this proposed upgrade include extended railway platforms and a pedestrian overpass. Further upgrades are presented subject to the proponent receiving retail rights across the platform, which include construction of a commuter carpark and shared pathway links. If successful this would facilitate closer settlement options in the vicinity of the Warnervale Village. Council has endorsed the proposal however this does not diminish the importance of the State Government funding construction the North Warnervale Railway Station in conjunction with the development of the Warnervale Town Centre.

The Bus Network

Commercial contracts are the primary mechanism used to provide bus services on the Central Coast. Bus servicing within Wyong LGA is provided by private bus operators: Red Bus Services, Busways, and through a subcontract to Coastal Liner Coaches. The bus network provides a key connection for areas not serviced by rail, with connections to rail services at Gosford, Tuggerah, Wyong and Wye.

Issues:

What are the current and foreseeable issues that impact upon the delivery of PUBLIC TRANSPORT within Wyong LGA?

Route and Servicing Efficiency

In the Community Strategic Plan (Wyong Shire Council, 2011), residents reported that travel around the LGA is difficult without a motor vehicle. Reliance upon public transport is problematic, as this can be costly and there is often a lack of coordination between bus and rail transport in terms of routes, scheduling and connections, increasing travel times significantly. This is a particular issue for young people and the elderly, particularly in light of the need to use various bus and train services in order to reach a desired location.

Safety

Lack of public transport ancillary infrastructure, such as bus shelters, contributes to poor public transport patronage. There are safety concerns associated with isolated, unlit bus stops; commuter car parks; as well as safety concerns regarding the Warnervale level railway crossing. Safety issues will continue to increase as the population increases.

Commuter Carparking and Other Associated Infrastructure

Commuter car parks for rail commuters are available at Warnervale, Tuggerah, Wyong and Ourimbah railway stations, however studies indicate that Warnervale and Tuggerah commuter car parks are undersized, particularly in light of anticipated public transport patronage due to population growth.

Rising Fuel Costs

When private motor vehicle running costs increase, public transport becomes a more viable option. Rising fuel costs are likely to create a greater demand and need for public transport services. This needs to be considered in planning for our future population.

Ageing of the Population

Wyong LGA has a high proportion of the population aged 65 and over, a population that generally has decreased car ownership and increased dependency on the public transport network. Similarly, the lower socio-economic profile of the LGA also results in increased public transport, which needs to be considered in planning for our future population.

Planning for our Population:

How do we plan for improvements to PUBLIC TRANSPORT in light of the issues identified?

Lobby Federal and State Government

As Council is not a direct provider of public transport services, our ability to influence decisions to improve the public transport network is limited, and therefore an advocacy role must be adopted. Council will continue to lobby the State Government for improved public transport, for example:

- To ensure that the Warnervale Town Centre railway station and bus interchange are designed and constructed for transport requirements to 2031.
- To ensure that adequate commuter car parking is provided at the new Warnervale Town Centre railway station, as soon as the station is operational.
- To ensure safety issues are resolved, such as the Warnervale level railway crossing.
- To ensure planning and implantation of the high speed train service proposal linking Williamtown and Sydney, with a stop within Wyong LGA.

Rapid Transit Corridors

Better connections are required between existing urban settlements in the Wyong LGA, to reduce travel time and also to service future development areas. The State Government, in conjunction with Council, needs to identify future rapid transit corridors and protect these from future development.

Ancillary Infrastructure

Ancillary infrastructure such as new rail and/or bus Park and Ride Facilities, dedicated transit/bus lanes and new bicycle lanes needs to be provided particularly on major road improvement projects and new road developments as part of urban release areas. In order to facilitate express bus routes, 'Park-n-Ride' facilities are required at strategic locations within the Wyong LGA. Bus shelters are also an important component of providing improved amenity to public transport users, and provision for bus shelters needs to be incorporated into future amendments to Wyong DCP 2013. See discussion under the heading 'The Standard Instrument, Wyong LEP 2013 and Wyong DCP 2013'.

Commuter Carparking

There is a demand for commuter car parks to be provided so that they can be utilised as parking areas for 'Park-n-Ride' facilities in conjunction with express bus lanes. Council will continue to lobby the State Government for improved commuter car parking facilities at all railway stations within the Wyong LGA.

What are other Government Authorities currently doing?

Draft Central Coast Regional Transport Strategy (CCRTS)

Transport NSW (now Department of Transport) recently released the draft CCRTS which sets out the Government's priorities for improving the arterial road network and making the public transport network more reliable and attractive. Key proposals in relation to the public transport network include:

To 2012

- Commence North Warnervale Railway Station and Transport Interchange by 2012/13.
- Investigate options for commuter car parking at North Warnervale Railway Station.

2012 to 2020

- Complete North Warnervale Railway Station and Transport Interchange by 2015/16.
- Plan for commuter car parking at North Warnervale Railway Station.
- Prepare a North Wyong Bus Servicing Strategy.
- Deliver bicycle and bus infrastructure for all major road enhancements.
- Investigate options to undertake further interchange upgrades.
- Complete Tuggerah Railway Station upgrade.
- Fund acquisition of CCTV cameras and duress alarms on regular route bus services.
- Monitor the need and potential for implementing new Strategic Bus Corridors as frequencies and patronage grow on the initial key corridors.

2020 to 2036

- Investigate options for fast rail connections in the long term.
- Progressively implement the North Wyong Bus Servicing Strategy.
- Pursue further improvements to the Sydney-Newcastle rail corridor.

Route and Servicing

In November 2010, Transport NSW (now Department of Transport) increased the frequency of bus servicing on the Central Coast by approximately 30%. Other improvements include better connections to rail service for residents in the north of the LGA and a significant increase to Sunday services. In addition, the draft CCRTS identifies strategic bus corridors within Wyong LGA and the wider Central Coast region.

The Standard Instrument, Wyong LEP 2013 and Wyong DCP 2013:

What provisions can be incorporated into our Planning Instruments that will help facilitate our vision for increased PUBLIC TRANSPORT patronage?

Wyong LEP 2013

The following measures can be incorporated into Wyong LEP 2013 to improve our planning for public transport:

- As previously stated, model local clause Part 6 Urban Release Areas was developed by the Department of Planning (now DP&I) to ensure that consideration to the provision of required infrastructure and planning for urban release areas is undertaken prior to the issue of development consent. Incorporating Part 6 Urban Release Area, Clause 6.1 Arrangements for State Infrastructure within Wyong LEP 2013 will ensure that satisfactory arrangements are made for the provision of designated state public infrastructure before the subdivision of land in an urban release area.

Wyong DCP 2013: Development Controls for Wyong Shire

The following measures can be incorporated into Wyong DCP 2013 to improve our planning for public transport:

- Further to Part 6, Clause 6.3 – Development Control Plan requires a DCP chapter to be prepared for any area identified as being a new urban release area. This DCP is required to provide a staging plan for the provision of necessary infrastructure; and provide a Transport Management Plan to show how the proposal will encourage modes of travel, other than private car, including an overall transport movement hierarchy which illustrates 'major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.'
- In light of Wyong Shire Council's Sustainability Principles, Council is supporting the provision of increased public transport systems to promote patronage amongst its residents. In this regard, future amendments to Wyong DCP 2013 will include a chapter on Parking and Access which will establish guidelines for Public Transport and require major developments and planning proposals to provide a Transport Management Plan to indicate how developments will encourage modes of travel other than the private vehicle.
- Requirements for the provision of facilities for public transport as part of major new residential or employment generating developments needs to be incorporated into future amendments to Wyong DCP 2013. The most appropriate chapter of Wyong DCP 2013 for this requirement is the Parking and Access chapter.

Key Considerations:

Key Considerations for improved PUBLIC TRANSPORT:

- *Major developments and planning proposals to provide a Transport Management Plan, including how the development will encourage modes of travel other than private vehicle.*
- *Improve public transport to key destinations within Wyong LGA, whilst improving ancillary infrastructure and increasing access and safety of the public transport system.*
- *New Greenfield and Infill developments to consider public transport linkages and provide appropriate infrastructure (bus shelters, pedestrian and cycleway links, lighting, seating, secure parking and timetable information) to facilitate service provision to achieve safer and more frequent services and encourage greater use of public transport.*
- *Ensure that isolated developments are not rezoned until such time that adequate public transportation and cycleway/pedestrian linkages can be guaranteed.*
- *Support the provision of park and ride facilities with express bus services.*

Strategic Actions and Local Initiatives:
PUBLIC TRANSPORT SYSTEM

#	ACTIONS	RESPONSIBLE AUTHORITY	IMPLEMENTATION					COMMUNITY STRATEGIC PLAN	CENTRAL COAST REGIONAL STRATEGY
			LEP 2013	Am.	DCP 2013	Am.	Other		
TR08	Approach the State Government and advocate for identification of locations for rapid transport corridors.	SG					X	<ul style="list-style-type: none"> ▪ Ensuring public and private bus services are timely, clean, safe and affordable. They should service schools, workplaces and commercial centres and major community events along with entertainment venues during off-peak times such as large clubs, hotels, tourist centres and festivals. ▪ Upgrading train and public transport services between Williamtown and Sydney Central ensuring the service is safe, timely and reliable. This should include a very fast train during peak hours that will decrease travel time to Central by 30%. Local shuttle trains should run every 20 minutes. ▪ Improving and linking the bicycle/shared pathway network and related facilities to encourage more cycling opportunities. This includes improved road crossings, signage and installing lockers and showers at key centres. Businesses should also provide financial incentives for the purchase of bicycles. ▪ Improving commuter parking at railway stations. This should focus on being safe, accessible and appealing. Landscaping and bicycle facilities should also be provided. ▪ SP - Creating a better public transport system including new outer suburban train carriages, upgrades of the Tuggerah station, rail maintenance upgrades and better local bus services. <p>10.1: The Department of Transport, the RMS and local councils are to implement the strategic bus corridors with improved bus priority on all corridors.</p> <p>10.2: The NSW Government is committed to planning and delivering a new town centre, including the station and interchange. Bus services that reflect the centre's important role as a town centre will be introduced.</p> <p>10.3: For centres that are subject to redevelopment strategies, councils are to identify, in consultation with the Department of Transport, passenger interchanges that are centrally located, visible from public areas, integrated into overall centres and well connected to both pedestrian and bicycle paths.</p> <p>10.7: The NSW Government is to continue to improve the reliability and increase the capacity of rail services by continuing to implement the Rail Clearways project, in accordance with the State Plan.</p> <p>10.8: The NSW Government is to facilitate greater use of rail for freight movement and reduce the impact of road freight movement by promoting greater efficiency of road freight movements and developing a series of strategies to reduce emissions from diesel vehicles, reduce noise impacts from freight movements, activities around the domestic inter-modal terminals, as well as the movement of construction materials and bulk fuel.</p> <p>10.10: Concentrate employment in areas that allow for efficient public transport servicing, such as centres and specialised key nodes.</p> <p>10.11: Council and the NSW Government to investigate opportunities for additional or improved forms of regional public transport, subject to future funding.</p>	
TR09	Approach the State Government and advocate for the replacement of the level railway crossing at Warnervale, with a grade separated facility.	SG					X		
TR10	Approach the State Government and advocate for the provision of adequate commuter parking at train stations, including North Warnervale.	SG					X		
TR11	Approach the State Government and advocate for the upgrading of Tuggerah and Ourimbah Train Stations.	SG					X		
TR12	Approach the State Government and advocate for increased frequency of an all-stations service between Woy Woy and Wyee train stations, together with Gosford and Lake Macquarie Councils.	SG					X		
TR13	Approach the State Government and advocate for the provision of a high-speed train service between Williamtown and Sydney, with a stop in Wyong LGA.	SG					X		
TR14	Approach the State Government and advocate for increased services to Ourimbah Station for improved access to the University of Newcastle/TAFE Institute.	SG					X		
TR15	Approach the State Government and advocate for the construction of North Warnervale Train Station.	SG					X		
TR16	Approach the State Government and advocate for improvements to bus routes and frequency, including the provision of bus lanes, and bus priorities at key intersections..	SG					X		
TR17	Approach the State Government and advocate for improvement to existing and provision of new commuter parking facilities at all existing and future railway stations.	SG					X		

Planning for OUR BICYCLE and PEDESTRIAN NETWORK

HOW DO WE SUSTAINABLY CATER FOR OUR RESIDENTS, BUSINESS AND VISITOR POPULATION, IN TERMS OF OUR BICYCLE AND PEDESTRIAN NETWORK?



Background to OUR BICYCLE AND PEDESTRIAN NETWORK:

People should be able to walk, cycle and use public transport, and not rely solely on private cars (Department of Urban Affairs and Planning, 2001). Footpaths, bicycle lanes and shared pathways play a key role in providing transport options and improving the quality of life for our residents. In addition to promoting recreational activity, the provision of footpath, bicycle and shared pathway infrastructure encourages healthy lifestyles, improves the liveability of our urban areas, provides alternative forms of transport, facilitates improved access to key destinations within our LGA and promotes sustainability (Department of Urban Affairs and Planning, 2001).

Footpaths are off-road paths principally designed for foot traffic, mostly located in road reserves and are used for a wide range of trip purposes. There are approximately 154 km of constructed footpaths in Wyong LGA (Wyong Shire Council, 2010). Shared Pathways are identified for shared use by pedestrians, cyclists and motorised mobility vehicles. In 2010, Wyong LGA had approximately 107 km of shared pathways for use by both pedestrians and cyclists (Wyong Shire Council, 2010).

On-Road Bicycle Lanes are primarily used by competitive cyclists for athletic training.
(WSC On-Road Bicycle and Shared Pathway Strategy, 2010)

On-road bicycle lanes are generally located on the side of the roadway, identified by painted white lines and bicycle symbols and sometimes with signage to highlight its use. There are approximately 50 km of on-road bicycle lanes throughout the Wyong LGA, predominately located along major roads, such as the Central Coast Highway. They are used primarily by commuters and athletic training (Wyong Shire Council, 2010).

The existing footpath, bicycle and shared pathway network is fragmented and lacks connectivity, particularly between key destinations. As a result, the network has limited use, especially in its ability to be effectively used to connect communities or as an alternative transport option. However, key connections have been identified as part of the On-Road Bicycle and Shared Pathway Strategy (Wyong Shire Council, 2010).

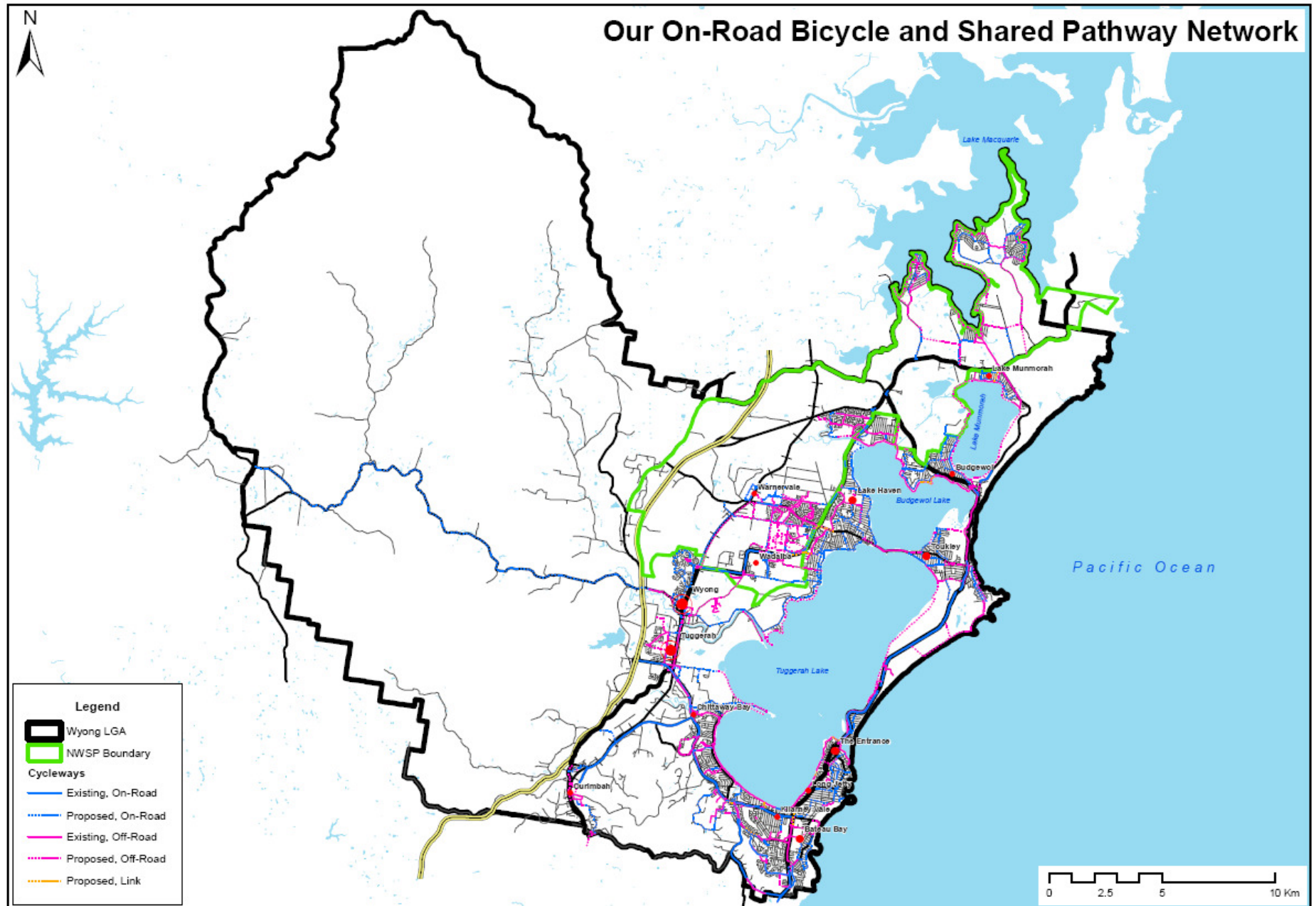
Issues:

What are the current and foreseeable issues that impact upon the delivery of our BICYCLE AND PEDESTRIAN NETWORK?

Geographic Limitations

- The geographic size of the LGA and the topographic, safety and ecological challenges in designing and constructing pathways in certain locations throughout the LGA;
- The existing pedestrian, bicycle and shared pathway network is fragmented and currently lacks connectivity to key destinations. The network is readily accessible only to a small proportion of the LGA residents.

Figure 12: Our On-Road Bicycle and Shared Pathway Network



Construction Costs

- Due to the geography of the LGA, significant construction costs are involved in delivering an integrated pedestrian, bicycle and shared pathway network
- Developer reluctance to supply pedestrian, bicycle and shared pathway infrastructure
- The ability to provide end of trip facilities to make cycling more accessible
- The ability and cost of installing bicycle infrastructure on the existing road network.

Maintenance Costs

- The cost in maintaining the expanding asset/network – the ability to provide safe and clean surfaces which encourage pedestrian and bicycle use.

Conflicts with Other Road Users

- The prioritisation and provision of road infrastructure over other transport modes
- The opposition of many motorists to providing road space for bicycles and lack of safety for cyclists utilising the road network, including squeeze points at bridges, intersections and roundabouts
- The conflicting needs of pedestrians, cyclists and motorised mobility vehicles
- The impact of other service infrastructure (e.g. water, gas) on the space available for pedestrian, bicycle and shared pathway infrastructure.

Public Perception

- The quality and history of fragmented pedestrian and bicycle infrastructure development and the challenge in making walking and cycling more attractive.

Ageing Population

- Our ageing population and the increased use of motorised scooters as personal transport and the subsequent increased demand for shared pathways.

Planning for our Population:

How do we plan for improvements to the BICYCLE AND PEDESTRIAN NETWORK in light of the issues identified?

General Planning for Bicycle and Shared Pathways

In order to provide a sustainable transport network, pedestrian, bicycle and shared pathway infrastructure needs to be connected, coherent, safe, direct, attractive and comfortable. A coordinated network based on pedestrian, bicycle, motorised mobility vehicles will be crucial in making our settlement pattern work. To effectively plan and deliver an integrated network, a variety of actions will be necessary, including:

- Better integration of land use planning, transport planning and development: Incorporating provisions into planning strategies will ensure infrastructure is provided 'up-front' and reduce the difficulty and cost of retro-fitting infrastructure.

- Providing a clear way-finding system for the network, end of trip facilities and other infrastructure which promotes, complements and supports pedestrian and bicycle use is essential in delivering a network that caters to residents, businesses and visitors.
- Ensuring planning and development incorporates all relevant transport modes. Improving access by walking, cycling, motorised mobility scooters and public transport must receive equal or greater consideration than private vehicle access.
- Ensuring infrastructure provides direct connections to key destinations and facilities.
- Ensuring key design issues such as pathway widths; clearances; surface treatment; line marking; intersection treatments; road crossings; signage/way-finding; lighting; landscaping; and supporting infrastructure, are comprehensively addressed.
- Increasing the level of resources for infrastructure development and ongoing asset maintenance. This will be essential in addressing the backlog of pathways and gaps within the network and in providing a safe and usable network.
- Develop partnerships with community, business and government agencies in the delivery, promotion, education and support of bicycle and shared pathway infrastructure. This may include end-of-trip facilities such as secure bicycle racks and showering facilities at work places in addition to pathway infrastructure.

Council has a number of key infrastructure programmes and strategies in place to support new and encourage improvements to the quality of the pedestrian, bicycle and shared pathway network within the LGA. Specific Council initiatives include the Annual Footpath and Shared Pathways Programme which aims to provide integrated networks throughout the LGA; and identify priority projects.

In addition, major developments including new urban release areas are vital in improving the pedestrian, bicycle and shared pathway network within Wyong LGA. Planning Agreements and Section 94 Development Contributions Plans enable footpaths, shared pathways and on-road cycleways to be provided by the development industry and improve linkages to key community facilities and/or access to Council's wider network. In terms of providing on-road bicycle infrastructure, Council where possible, attempts to provide new on-road bicycle lanes, shared pathways and supporting infrastructure during major road improvements. These improvements expand and support the existing network.

The ongoing maintenance of the pedestrian, bicycle and shared pathway network is essential to ensure safety to users. Minor defects present a safety issue to pedestrians and bicycles users, as they are more likely to trip or lose control as a result of cracked and lifting pavements, gaps between road joints, intruding vegetation and build-up of debris than motor vehicles. Implementation of designated maintenance programs is essential to maximising community use of this infrastructure.

On-Road Bicycle and Shared Pathways Strategy

In 2010, Council adopted the On-Road Bicycle and Shared Pathways Strategy to establish a policy framework to improve our on-road cycling and shared pathway network. The

Strategy identifies key recommendations considered necessary to achieve Council's vision in improving the quality of life of residents. The Strategy aims to:

- Guide the sustainable development of a connected on-road bicycle and off-road shared pathway network throughout Wyong LGA;
- Identify facilities and infrastructure necessary to support and encourage the use of on-road bicycle lanes and off-road pathways; and
- Support and encourage the use of bicycle lanes and shared pathways in Wyong LGA.

Council should incorporate the principles of the On-Road Bicycle and Shared Pathways Strategy into Wyong LEP 2013 and Wyong DCP 2013, as well review and update S.94 Contributions Plans and Voluntary Planning Agreements to allow developers to contribute to the development of the On-Road Bicycle and Shared Pathways Strategy.

Liaise with the State Government

Council should continue to approach the State Government and advocate for:

- Improvement of pinch points and intersections on all classified state roads to encourage cycling and alleviate present problems.
- Construction, upgrading and maintenance of bicycle lanes on all State roads to encourage cycling and alleviate vehicle congestion.
- Additional funding to extend the pedestrian, bicycle and shared pathway network.

What are other Government Authorities currently doing?

NSW Bike Plan

In 2010, the State Government released the NSW Bike Plan which describes the key actions and initiatives that will be undertaken over the next 10 years to deliver an improved bicycle network and cycling environment. NSW Bike Plan identifies a number of strategic actions which support Council's On-Road Bicycle and Shared Pathway Strategy and actions specific to the Central Coast. The strategy identifies the development of shared pathways around Tuggerah Lakes and Warnervale Town Centre as key projects.

Financial Support

Financial support, in the form of dollar for dollar matching funds was provided in 20010/11 via the RMS to help implement the Tuggerah Lakes shared pathway project. In terms of providing on-road bicycle infrastructure, the RMS where possible, provides new on-road bicycle lanes and supporting infrastructure as part of major road improvements. These improvements expand and support the existing network.

The Standard Instrument, Wyong LEP 2013 and Wyong DCP 2013:

What provisions can be incorporated into our Planning Instruments that will help facilitate our vision for the BICYCLE AND PEDESTRIAN NETWORK?

Wyong LEP 2013

The following measures can be incorporated into Wyong LEP 2013 to improve our planning for our bicycle and pedestrian network:

- Incorporation of model local clause "Development on the foreshore must ensure access" in Wyong LEP 2013 requires all future developments on the foreshore to provide access to the foreshore for a continuous public access.
- Incorporate model local clause Part 6 Urban Release Area to ensure that satisfactory arrangements are made for the provision of infrastructure such as pathways, before the subdivision of land in an urban release area.
- Consideration can be given to providing additional floor space provisions in future amendments to Wyong LEP 2013, for developments that incorporate end-of-journey facilities for bicycles, such as showers, lockers and bicycle storage.

Wyong DCP 2013: Development Controls for Wyong Shire

The following measures can be incorporated into Wyong DCP 2013 to improve our planning for our bicycle and pedestrian network:

- Model local clause 6.3 – Development Control Plan requires the preparation of a DCP for any new urban release area. A DCP can provide a staging plan for the provision of necessary infrastructure; and an overall transport movement hierarchy which illustrates major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
- A DCP chapter on Parking and Access has been prepared, requiring major developments and planning proposals to provide a Transport Management Plan to indicate how modes of travel other than the private vehicle will be encouraged. The Parking and Access chapter proposes that developments providing facilities for modes of transport other than the private vehicle should have reduced car parking requirements, particularly in town centres.
- Requirements for the provision of facilities for cyclists and pedestrians as part of major new residential or employment generating developments will also need to be incorporated into future amendments to Wyong DCP 2013.

Key Considerations:

Key Considerations for an improved BICYCLE AND PEDESTRIAN NETWORK:

- *Provide a quality bicycle and shared pathway network to improve the quality of life of Wyong LGA residents.*
- *Local Mobility Plans to be prepared as part of all commercial, retail and major residential development applications.*

Strategic Actions and Local Initiatives:
BICYCLE AND PEDESTRIAN NETWORK

#	ACTIONS	RESPONSIBLE AUTHORITY	IMPLEMENTATION					COMMUNITY STRATEGIC PLAN	CENTRAL COAST REGIONAL STRATEGY
			LEP		DCP		Other		
			2013	Am.	2013	Am.			
TR18	Incorporate the principles of the Wyong Shire On-Road Bicycle and Shared Pathways Strategy into Wyong LEP 2013 and Wyong DCP 2013.	WSC	X		X			Improving and linking the bicycle/shared pathway network and related facilities to encourage more cycling opportunities. This includes improved road crossings, signage and installing lockers and showers at key centres. Businesses should also provide financial incentives for the purchase of bicycles.	6.19: Councils and the NSW Government are to ensure that development in the NWSSP Area and in existing urban areas is designed to encourage use of sustainable forms of transport, including walking and cycling. 10.12: Councils and the NSW Government to work together to align walking and cycling networks with public transport routes to improve accessibility to public transport. This will include completion of the NSW Coastal Cycleway network.
TR19	Continue to implement the Wyong Shire On-Road Bicycle and Shared Pathway Strategy.	WSC					X		
TR20	Approach the State Government and advocate for additional funding to extend the pedestrian, bicycle and shared pathway network. This will include the construction, upgrading and maintenance of bicycle lanes on all classified state roads, to encourage cycling and alleviate present and future vehicle congestion.	SG					X		
TR21	Review and update S.94 Contributions Plans to allow developers to contribute to the implementation of the Wyong Shire On-Road Bicycle and Shared Pathways Strategy.	WSC					X		
TR22	Ensure Voluntary Planning Agreements are negotiated with developers incorporating contribution to the implementation of the Wyong Shire On-Road Bicycle and Share Pathway Strategy.	WSC					X		

Planning for WARNERVALE AERODROME

HOW DO WE SUSTAINABLY CATER FOR OUR RESIDENTS, BUSINESS AND VISITOR POPULATION, IN TERMS OF WARNERVALE AERODROME?



Background to WARNERVALE AERODROME:

The Warnervale Aerodrome is situated within the Wyong Employment Zone (WEZ). It can be characterised as a local scale airport facility based on its dimensions (970 metres long) and the relatively small types of aircraft (light or twin engine aircraft) that use a shorter runway. In December 1993, Council resolved to upgrade airport facilities by lengthening and widening the runway to 1800 metres and 150 metres respectively. The effect would be to raise the scale of the airport to a regional airport facility. In 1996, State Parliament passed the *Warnervale Airport (Restrictions) Bill*, placing restrictions on future aircraft movements, the length and siting of the runway, and any expansion of airport operations. In 2003, Council resolved not to continue with plans to expand the runway as it would not be viable to construct such a facility due to this legislation.

Council currently leases the land to Central Coast Aero Club Ltd until August 30 2021. The Warnervale Aerodrome will continue to operate as a local airport until such time that Council makes a decision on the ultimate future use of the site.

Issues:

What are the current and foreseeable issues that impact upon the WARNERVALE AERODROME or surrounding land use activities?

Planning for the Warnervale Aerodrome must consider the impacts of the operations upon surrounding development as well as Council's long-term plans for the site.

Obstacles and Noise Impacts

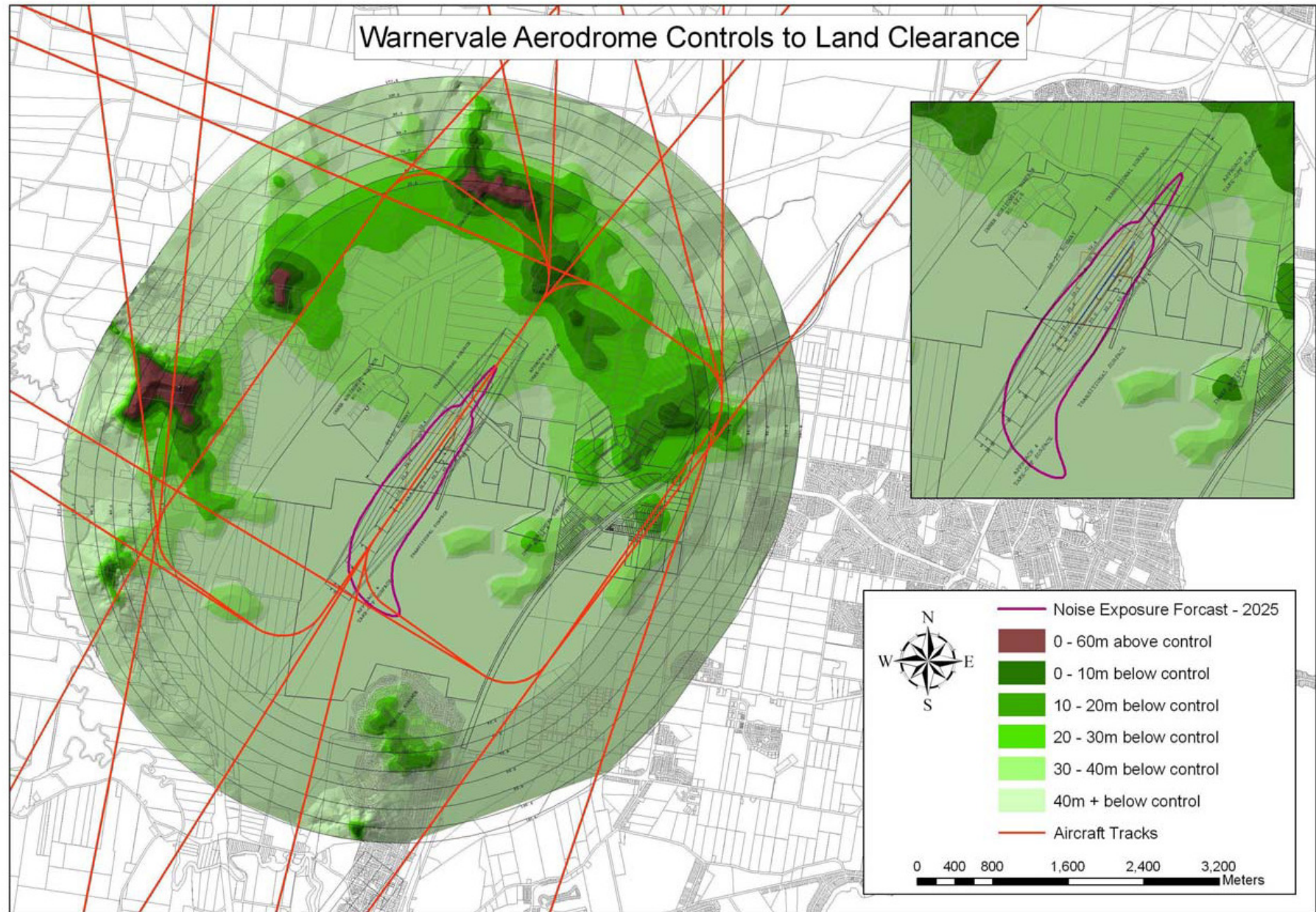
Buildings and other structures have the ability to interfere with flight paths, and noise impacts of airport operations can also adversely impact upon development. To facilitate appropriate land use planning in the vicinity of the airport, planning controls are required. These controls are based on Australian Noise Exposure Forecast (ANEF) contours and an Obstacle Limitation Surfaces (OLS) survey. ANEF contours are lines superimposed on maps that indicate various levels of exposure to noise at various points on the ground. An OLS comprises a series of contours relative to the scale of an aerodrome that identify the lower limits of airspace above which buildings, structures or objects can become obstacles to aircraft movements or operations. As can be seen by Figure 4.12, these planning controls have a large impact on the WEZ and its surrounds.

New developments proposed in the vicinity of the Aerodrome, including the WEZ, Warnervale Town Centre and Precinct 7A Urban Release Area are restricted in terms of height of buildings due to the proximity of the Aerodrome.

Long-Term Strategic Planning:

Given its location, consideration of the Warnervale Aerodrome has implications for land use planning within Wyong LGA, particularly the development of the WEZ; Warnervale Town Centre; and the release of the Precinct 7a Urban Release Area.

Figure 13: Obstacle Limitation Surface/Noise Effect Areas – Warnervale Aerodrome (Airbiz, 2006)



Planning for our Population:**How do we plan for the WARNERVALE AERODROME in light of the issues identified?****OLS Plans and ANEF System**

OLS Plans define height limits for obstacles surrounding Australian airports, including buildings and structures. The ANEF system was developed in the 1980's as a land use planning tool aimed at controlling encroachment on airports by noise sensitive buildings. The ANEF system contains advice on the acceptability of building sites based upon appropriate criteria.

Provisions for development surrounding the Warnervale Aerodrome in relation to acoustic requirements for new buildings are provided by Council's primary environmental planning instrument and associated mapping. For Wyong LGA, the provisions of Wyong LEP 1991 (Clause 46) restricts certain development within the 51 metre Australian Height Datum, and furthermore, requires development applications for sites defined by the OLS Plans to be referred to the Civil Aviation Safety Authority. Clause 47 also requires development for the purposes of residential land uses to satisfy the provisions of AS2021 and adequately insulate any buildings from aircraft noise. This clause will need to be reviewed as part of the Wyong LEP 2013.

What are other Government Authorities currently doing?**Warnervale Aerodrome**

The Warnervale Aerodrome is owned by Council, and the future use of this site is a decision for Council, noting that the land is currently leased by Council to the Central Coast Aero Club Ltd until August 30 2021. The Warnervale Aerodrome is currently zoned IN1 General Industrial under Amendment No 21 of the *SEPP (Major Developments) 2005*.

Regional Airport Proposal

Council is considering the concept of a 'Type 3' airport (a single runway airport) to become the Central Coast Regional Airport located in Wyong Shire. A site has been outlined in the Wyong LEP 2013 based on a location identified as a suitable airport location in the *Joint Study on Aviation Capacity in the Sydney Region* Federal Government study about suitable airport locations. Sites were assessed based on proximity within 90 minutes travel time to Sydney; aviation development capacity; airspace conflicts with existing airports and flight paths; environment impacts; and proximity to growth centres. One of the sites identified is within Wyong LGA at Wallarah. Council is liaising with the Department of Planning & Infrastructure to give consideration to this site as a potential regional airport for the Central Coast.

The Standard Instrument, Wyong LEP 2013 and Wyong DCP 2013:**What provisions can be incorporated into our Planning Instruments for the planning of the WARNERVALE AERODROME?****Wyong Local Environmental Plan 2013**

The following measures can be incorporated into Wyong LEP 2013 to improve our planning for the Warnervale Aerodrome:

- Incorporate model local clause (Development in Areas Subject to Aircraft Noise) to address sensitive receivers and noise intrusion within the vicinity of airports.
- Incorporate model local clause (Airspace Operations) to enable the on-going operation of Warnervale Airport by ensuring that such operation is not compromised by development penetrating the Obstacle Limitation Surface.

Wyong DCP 2013: Development Controls for Wyong Shire

The following measures can be incorporated into Wyong DCP 2013 to improve our planning for the Warnervale Aerodrome:

- No provisions have been identified within the Wyong DCP 2013.

Key Considerations:**Key Consideration for an improved WARNERVALE AERODROME:**

- *Protect the safety of aerodrome operations and manage risks that could potentially impact upon surrounding development, whilst planning for the anticipated future industrial land use within the aerodrome lands.*

Strategic Actions and Local Initiatives:

WARNERVALE AERODROME

#	ACTIONS	RESPONSIBLE AUTHORITY	IMPLEMENTATION					COMMUNITY STRATEGIC PLAN	CENTRAL COAST REGIONAL STRATEGY
			LEP		DCP		Other		
			2013	Am.	2013	Am.			
TR23	Wyong LEP 2013 is to incorporate the model local clauses 'Development in Areas Subject to Aircraft Noise' and 'Airspace Operations'.	WSC	X					There are no CSP actions that apply to this component.	There are no CCRS actions that apply to this component.
TR24	Approach the Federal and State Government and advocate for further consideration of the potential of the Wallarah site as a suitable location for a Regional Airport.	WSC					X		

Planning for ALTERNATIVE TRANSPORT

HOW DO WE SUSTAINABLY CATER FOR OUR RESIDENTS, BUSINESS AND VISITOR POPULATION, IN TERMS OF OUR ALTERNATIVE TRANSPORT NETWORK?

Background to OUR ALTERNATIVE TRANSPORT NETWORK:

Taxi Network

The Central Coast's local taxi network has 86 taxis operating, 21 of which are wheelchair accessible. This number of taxis is generally adequate with the exception of weekend hotels and club closing times which generates a spike in demand for taxi services.

Ferry Network

There is currently no ferry service operated in the Wyong LGA. Commercial operators have expressed interest in providing a ferry service from the Central Coast to the Sydney Central Business District; however feasibility issues have stalled this service to date. Regardless, if deemed feasible in the future, this service is likely to originate from a southern Central Coast location, rather than from the Wyong LGA.

Community Transport

The State Government's Regional Transport Coordination Program provides flexible transport solutions for Central Coast residents who are transport disadvantaged. Working with existing Central Coast transport providers, since 2004 more than 40 individual projects for the transport disadvantaged have been funded in the region, including for:

- Transport to mental health services;
- Transport to educational opportunities and youth outreach services; and
- Transporting elderly residents by bus or taxi to health services.

In the wider Central Coast region, three Government funded community transport service operators provide community transport services. In the twelve months to the end of March 2010 these services provided more than 97,000 passenger trips.

Issues:

What are the current and foreseeable issues that impact upon the provision of ALTERNATIVE TRANSPORT?

Taxi Network

Previously, taxi fleet growth in NSW has generally not kept pace with demand for services, with a contributing factor being the high cost of obtaining a new taxi license. On 14 December 2009, State legislation came into effect to help achieve the following objectives:

- Ensure that the supply of taxis responds more closely to growth in passenger demand for taxi services
- Balance the need for a more affordable means of entry into the taxi market with the need to avoid unreasonable impacts on existing licence holders
- Reduce barriers to entry and encourage competition
- Place downward pressure on fares over time
- Simplify existing taxi licence structures.

These reforms, whilst aimed at the Sydney taxi market, may have a trickle down effect to the Wyong LGA, improving taxi services to our residents and visitors.

Ferry Network

There are no current ferry services operating within Wyong LGA. Reports prepared by Council staff have also identified that a regular ferry service between The Entrance and Wyong would not be viable. It is therefore unlikely that a ferry service will commence operation within the Wyong LGA in the near future. A review of the viability of this ferry service should be conducted by 2020.

Community transport

Community Transport is a critical element of the regions transport network and demand for these services continues to outstrip supply.

Planning for our Population:

How do we plan for ALTERNATIVE TRANSPORT in light of the issues identified?

Lobby the State Government

Council will continue to lobby the State Government to provide increased community transport services, as well as increased taxi licenses for the Central Coast to address shortages during peak periods. Council will also lobby the State Government for the return of Night Owl bus services, with cooperation of clubs and shopping centres. Council will also investigate the feasibility and operational requirements for sea planes and heliports to support tourism and/or business opportunities.

What are other Government Authorities currently doing?

Draft Central Coast Regional Transport Strategy (CCRTS)

The recently released draft CCRTS includes an action to consider regulatory changes to allow some ferry services to operate without a contract with the State Government. This may resolve any issues involved with starting a ferry service in the Wyong LGA.

Community Transport Providers

The Department of Transport administers Home and Community Care funding to Community Transport operators, with the NSW Department of Ageing, Disability and Home Care responsible for planning and policy development for the services provided through this Program.

The Department of Transport also funds the Community Transport Program which provides funding for community transport services which fall outside the scope of other funding programs and in many instances, provides isolated communities with their only access to transport services.

Regional Transport Coordination

The Government's Central Coast Regional Transport Coordinator works closely with Wyong Shire Council and Gosford City Council, public transport providers, community transport service providers, community groups and government agencies to identify and respond to the needs of the transport disadvantaged through better utilisation of existing transport arrangements.

The Standard Instrument, Wyong LEP 2013 and Wyong DCP 2013:

What provisions can be incorporated into our Planning Instruments for planning for ALTERNATIVE TRANSPORT?

Wyong Local Environmental Plan 2013

The following measures can be incorporated into Wyong LEP 2013 to improve our planning for the alternative transport:

- No provisions are recommended for inclusion in Wyong LEP 2013.

Wyong DCP 2013: Development Controls for Wyong Shire

The following measures can be incorporated into Wyong DCP 2013 to improve our planning for the alternative transport:

- To improve access to taxi and community bus facilities, major residential and/or employment generating developments should be required to provide space for access and parking for taxis and community buses. Such a requirement should be prepared for consideration for inclusion as part of future chapters of Wyong DCP 2013.

Key Considerations:

Key Consideration for an improved ALTERNATIVE TRANSPORT NETWORK:

- *Ensure that the alternative transport provision within Wyong LGA is improved, and that an appropriate level of service is maintained for the benefit of various members of the community.*

Strategic Actions and Local Initiatives:

ALTERNATIVE TRANSPORT

#	ACTIONS	RESPONSIBLE AUTHORITY	IMPLEMENTATION					COMMUNITY STRATEGIC PLAN	CENTRAL COAST REGIONAL STRATEGY
			LEP		DCP		Other		
			2013	Am.	2013	Am.			
TR25	Approach the State Government and advocate for improved taxi services within Wyong LGA.	SG					X	There are no CSP actions that apply to this component.	There are no CCRS actions that apply to this component.
TR26	Approach the State Government and advocate for the return of Night Owl bus services, with increased associations with clubs; and shopping centres.	SG					X		
TR27	Approach the State Government and advocate for additional funding for the Community Transport Program.	SG					X		
TR28	Develop a requirement for major development to provide taxi and community bus facilities, suitable for inclusion into a future amendment to Wyong DCP 2013.	WSC				X			