



Central Coast Council Car Parking Strategy Summary Report

V 01 Draft
Bitzios Consulting
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Wyong Office: 2 Hely St / PO Box 20 Wyong NSW 2259 | **P** 02 4350 5555
Gosford Office: 49 Mann St / PO Box 21 Gosford NSW 2250 | **P** 02 4325 8222
E ask@centralcoast.nsw.gov.au | **W** centralcoast.nsw.gov.au | ABN 73 149 644 003



Central Coast Car Parking Strategy Summary Report

Author: Bitzios Consulting

Car Parking Strategy Summary

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Wyong Office:

2 Hely St / PO Box 20 Wyong NSW 2259

P 02 4350 5555

Gosford Office:

49 Mann St /PO Box 21 Gosford NSW 2550

P 02 4325 8222

E ask@centralcoast.nsw.gov.au

W centralcoast.nsw.gov.au

Overview

The Central Coast, Australia's ninth largest urban centre in terms of population, is located between Sydney and Newcastle on the east coast of Australia. Central Coast's population is growing at a rate of 1.1% each year and is predicted to reach 415,000 people by 2036. This forecast growth is expected to increase the demand for parking, particularly at key centres along the Central Coast and Newcastle Line.

The Central Coast Parking Strategy provides Central Coast Council with a framework to better manage and improve the overall parking situation for the community in the short (2023), medium (2028), and long (2038) term. Steadily improving parking over time will help to support the region's growth.

To prepare the strategy, Council got detailed parking information for 26 focus areas across the Central Coast. This information told Council where people are parking, how many spare car parks there are, and the areas where there are parking hotspot and shortfalls.

Analysis of this information, combined with expected population growth, indicates that Council's parking investment should focus on key centres along the Central Coast and Newcastle Line. These centres, which have existing parking issues, include Gosford, Woy Woy, Tuggerah, and Wyong. There are only minor parking issues in the remaining focus areas, which includes focus areas located along the coastline.

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, and pedestrian and cycling infrastructure.

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 supply. This could be supported by a new shuttle bus service or by promoting existing 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.

This summary report provides more information about each of the focus areas, and the short, medium and long term strategies that will help to manage current and future parking issues.

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1. About the strategy

Background

The Central Coast Parking Strategy was prepared in three parts. These three parts were:

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

To prepare the Central Coast Parking Strategy, Council:

- obtained parking occupancy survey data for 26 focus areas, which indicates where people park
- identified existing parking hotspot and parking shortfalls
- 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, medium, and long-term strategies for each focus area, if required.

This report provides a summary of the Central Coast Parking Strategy. It should be read with the Part 1, 2, and 3 Reports, if more detail is required.

Key focus areas

The Central Coast Parking Strategy mainly considers the following key focus areas:

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

The key focus areas were selected because:

- Focus area #1 (Gosford), #4 (Tuggerah), #5 (Wyong), and #9 (Woy Woy) include key commuter train stations with nearby Central Business Districts and local centres
- Focus area #3 (Ourimbah) and #6 (Warnervale) are expected to experience significant growth
- Focus area #2 (Lisarow) is located close to Gosford
- Focus area #7 (Terrigal) and #8 (The Entrance) are key tourist hotspots.

The key focus areas are shown in Figure 1.1.

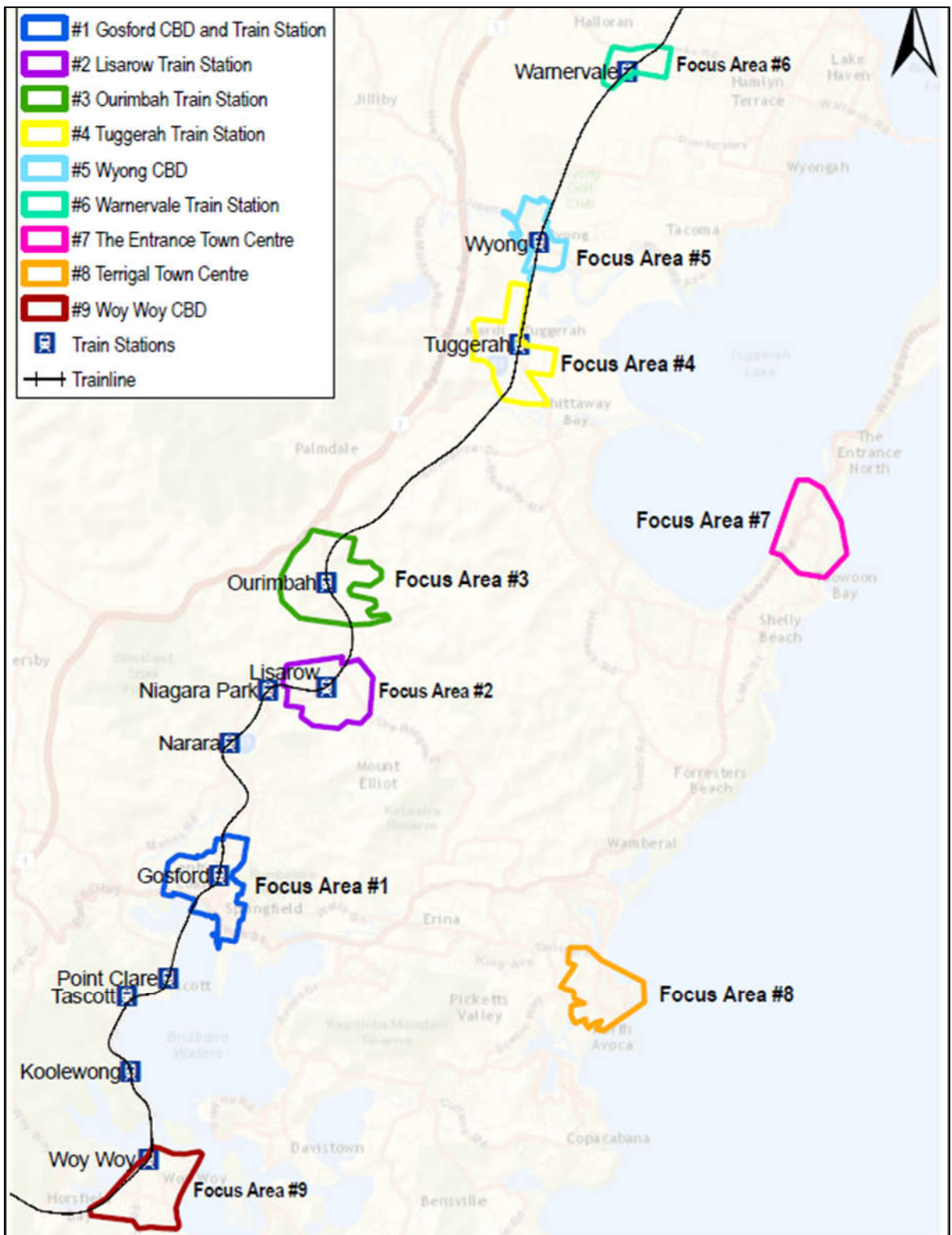


Figure 1.1: Key Focus Areas

Additional areas

The Part 3 Report considered parking demands in 17 additional focus areas along the coastline. These additional focus areas included Umina, Ettalong, Patonga, Pearl Beach, Macmasters, Copacabana, Avoca, North Avoca, Wamberal, Forrester's Beach, Bateau Bay, Shelly Beach, Norah Head, Budgewoi Peninsula, Budgewoi Township, Toukley, and Toowoona Bay.

Overarching principles

The recommended parking strategies included in the Central Coast Parking Strategy were based on the following overarching principles:

- use existing parking supply better
- provide a parking access and location hierarchy, or order, based on the shortest stay demands being in the most accessible locations and longest stay demands being off-street or further away
- manage the demand for parking by encouraging other transport modes (such as walking, cycling, and public transport) or other parking locations (such as on the fringe of the commercial cores)
- build more parking supply where there are major shortfalls, and include safe pedestrian access from parking to the commercial core or train station
- encourage multi-purpose parking investments.

Community engagement

To help prepare the Central Coast Parking Strategy, Council consulted the community using the following methods:

- Stakeholder interviews: Council conducted telephone interviews with 32 business stakeholders to seek feedback on existing parking issues and potential parking strategies. These business stakeholders were from Gosford, Tuggerah, Wyong, The Entrance, Terrigal, and Woy Woy
- Online survey: Council conducted an online survey, which was open to the general public. The survey included a series of questions about existing parking issues and potential parking strategies.

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

- the existing bus network on the Central Coast is relatively poor
- there are perceived safety issues at existing parking stations
- there is a lack of wayfinding signage to help find existing parking stations.

Based on the engagement results, the following observations can be made about potential parking strategies:

- there is general agreement that improved pedestrian and cycling infrastructure would encourage alternative transport use, which could reduce parking demands
- there is general support for implementing a Park n Ride (Bus) scheme in Gosford and Woy Woy, subject to cost, total travel time, and frequency of shuttle bus services
- there is a general lack of support for implementing paid parking.

2. Council-wide trends and responses

Overview

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

- invest in parking technology
- implement demand management policies
- implement supply management policies.

Invest in parking technology

Technology should be used to notify drivers about available parking opportunities. This will reduce the need for drivers to search for parking spaces and improve the use of existing infrastructure. This technology will also help Council to target and ticket cars that have stayed longer than they should. The public will be able to see information regarding available parking and parking rates by using apps and websites.

Council has already installed 450 smart parking sensors within Gosford and Terrigal. The data from these sensors will be linked to an app to provide drivers with information ahead of time.

An area-wide smart parking system should be implemented in both Gosford and Woy Woy. This should include additional sensors for all parking within the commercial core as well as digital signs on approach to the core, to efficiently direct Drivers to available parking spaces.

Implement demand management policies

The following broad demand management policies were identified for the Central Coast:

- encourage people to use alternative transport modes (such as walking, cycling and public transport) rather than being the single occupant in a private vehicle
- make sure that an appropriate parking pricing scheme is in place
- provide bonuses for innovative development design that encourages public transport and active transport modes.

Implement supply management policies

The following broad supply management policies were identified for the Central Coast:

- limit the future supply of parking within centres that have high access to public transport
- progressively convert long-stay parking to short-stay parking, with areas closest to high-demand activities, public transport hubs and essential services converted to short-stay parking sooner
- progressively 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.

What are the Emerging Parking 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, or the number of passengers, 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 will generate 1,200 new jobs within the commercial core, but will only provide 200 additional off-street parking spaces
- the Gosford District Hospital is undergoing a major redevelopment. While this redevelopment includes a new 800 space multi-story parking station for patients and visitors, 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.

What is likely to occur in the short (2023), medium (2028), and long (2038) term

- 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? [Number of participants = 1406]

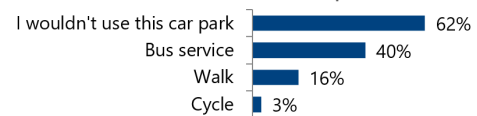
Why do you come to Gosford?

Answer: Employment.



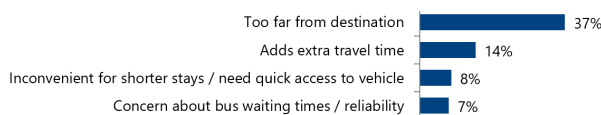
What mode of transport would you use to reach the CBD from a car park on the fringe?

Answer: I would not use this car park.



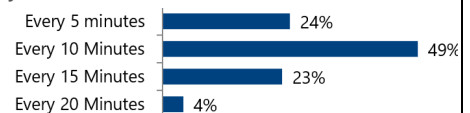
What would prevent you from using a Park and Ride facility on the fringe of the CBD?

Answer: Distance from destination.



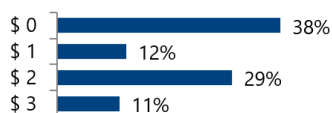
What bus frequency would make a Park and Ride facility a viable option for you?

Answer: Every 10 minutes.



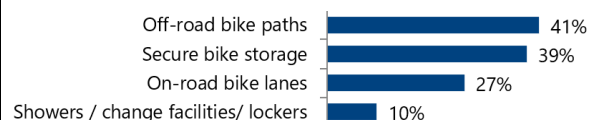
How much would you pay to use a Park and Ride bus service?

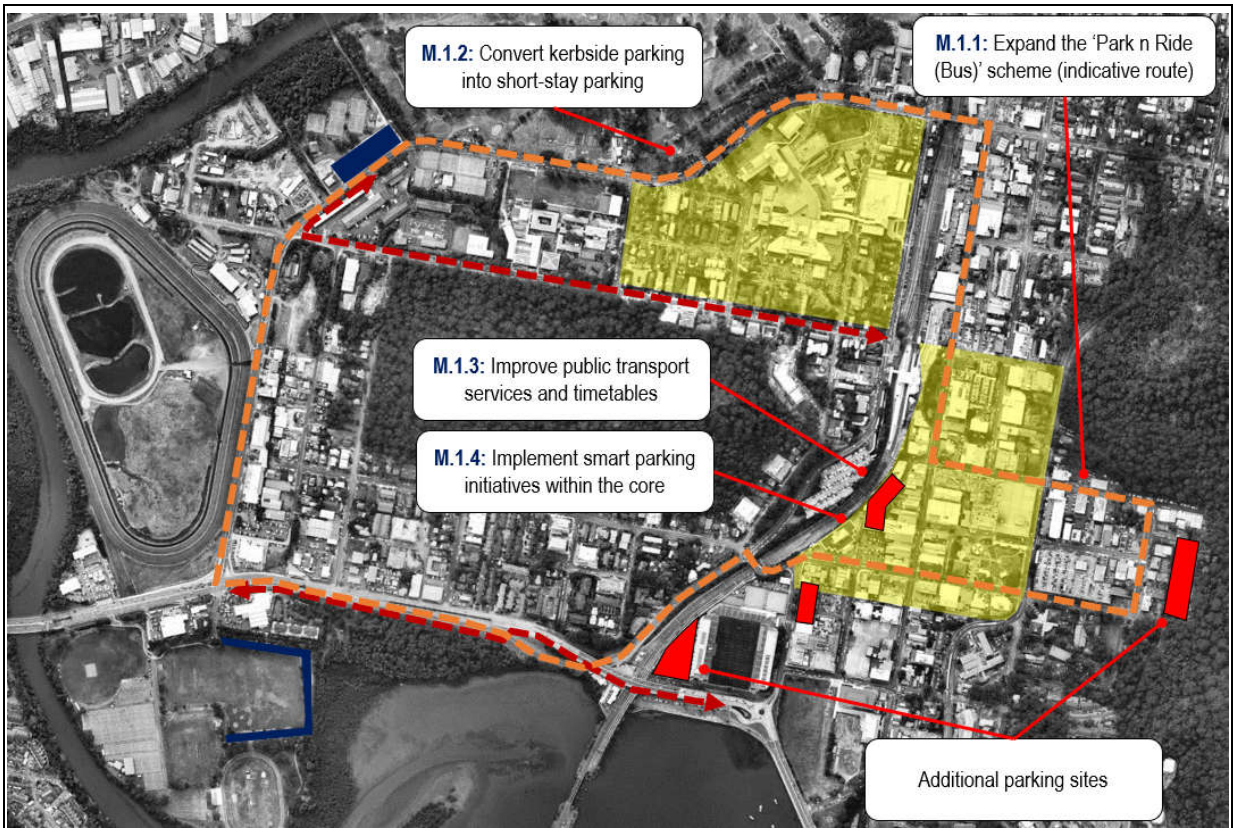
Answer: \$0.



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

Answer: Off-road bike paths and bike storage.





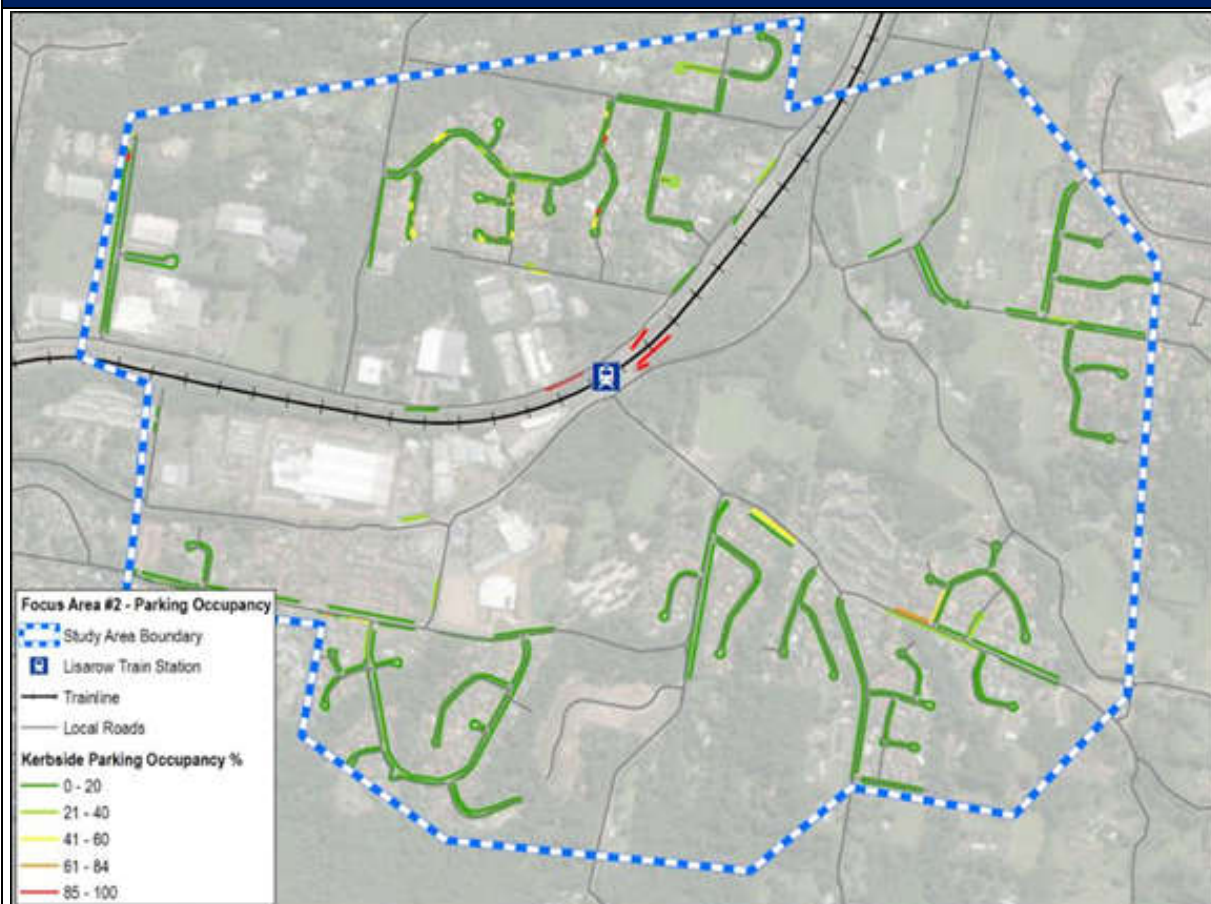
Long-term (2038) strategies:

- **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 Train Station.



Focus area #2: Lisarow

What is the existing parking situation?



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.

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 the Pacific Highway on the southern side of the train station
- there is overflow parking on Railway Crescent on the northern side of the train station.

What are the emerging parking 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.

What is likely to occur in the short (2023), medium (2028), and long (2038) term

- 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? [Number of participants = 70]

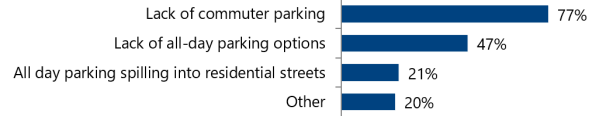
Why do you come to Lisarow?

Answer: To commute somewhere else.



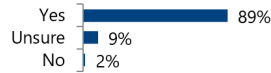
What are the key parking issues?

Answer: Lack of commuter.



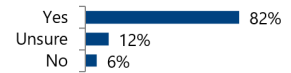
Is more parking required at the station?

Answer: Yes.



Is Lisarow suitable to be a Commuter Station?

Answer: Yes.



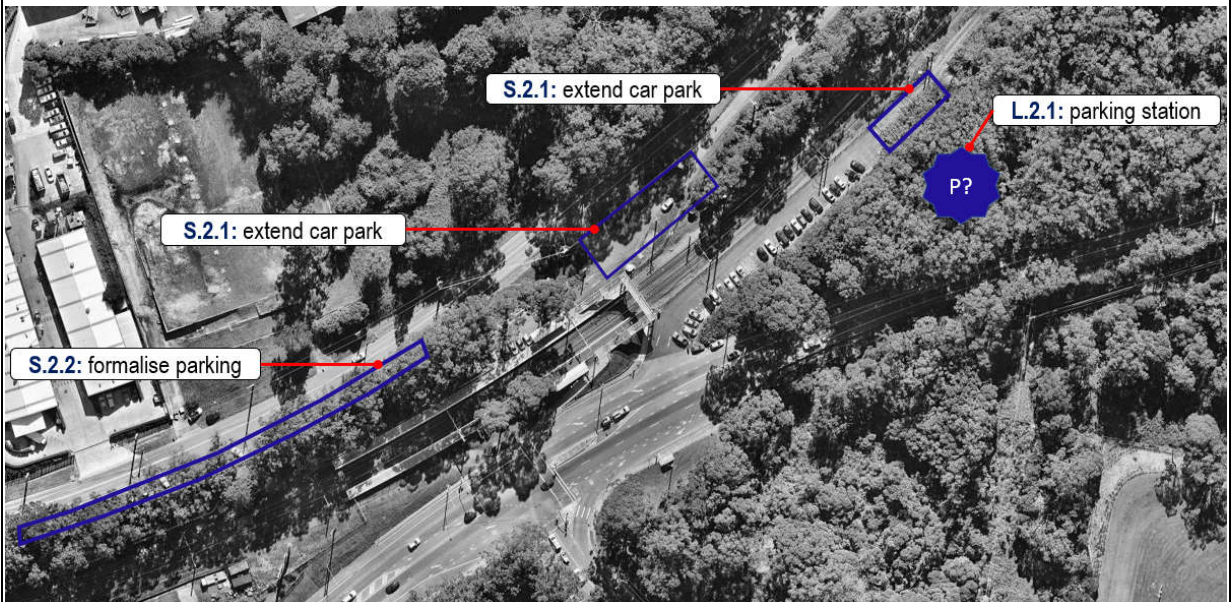
How do we resolve the existing and emerging parking issues?

Short-term (2023) strategies:

- **S.2.1:** extend the existing street-level commuter car parking areas on both sides of the rail line, as much as possible, to cater for existing demand
- **S.2.2:** provide formal on-street parking on Railway Crescent on the northern side of the train station and build connecting footpaths to improve pedestrian safety.

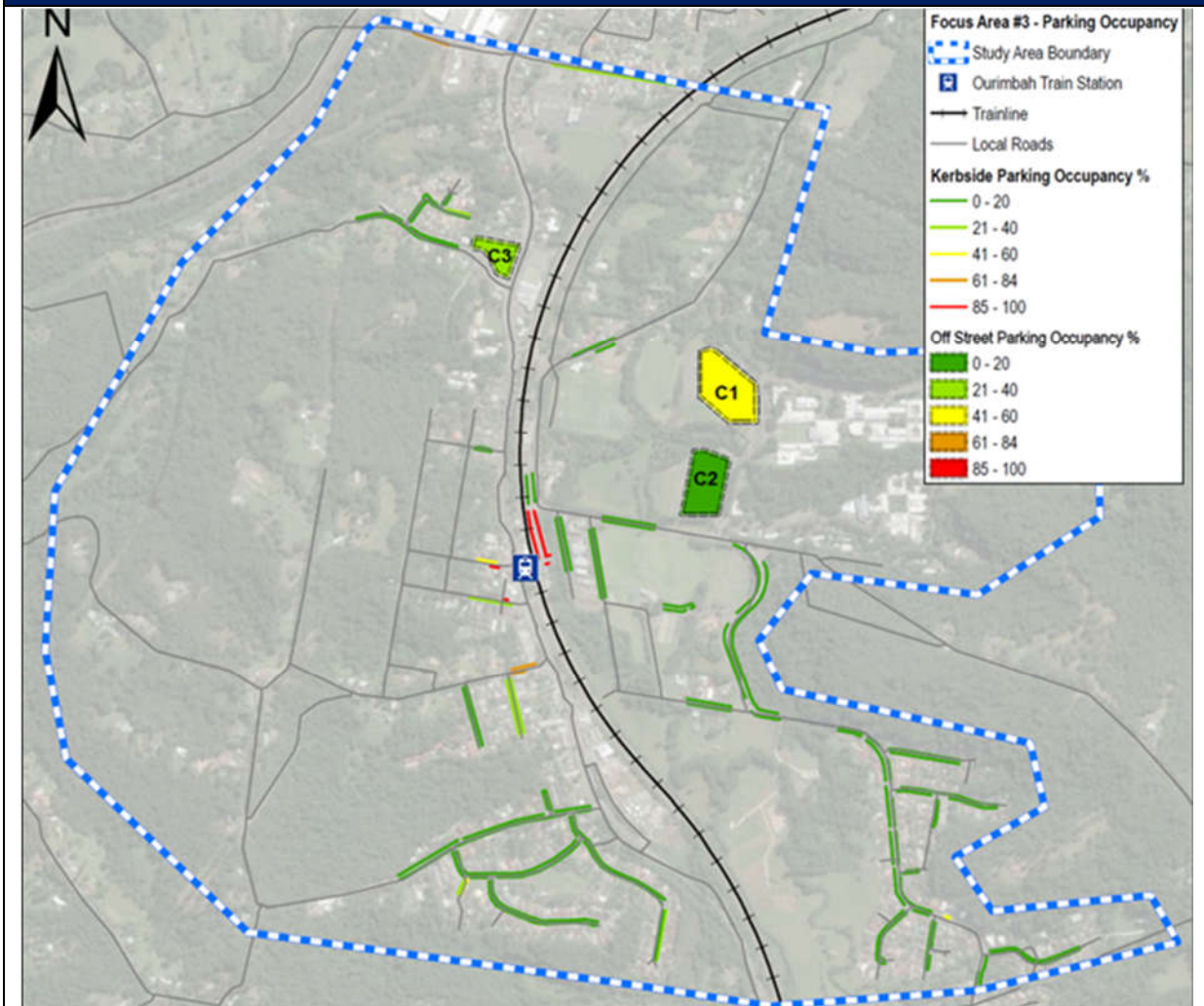
Long-term (2038) strategies:

- **L.2.1:** upgrade Lisarow Train Station to a commuter train station to shift commuter parking demand away from Gosford and Woy Woy. This would require the timetable to be modified in consultation with Transport for New South Wales, and a new parking station to be built.



Focus area #3: Ourimbah

What is the existing parking situation?



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.

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.

What are the emerging parking 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.

What is likely to occur in the short (2023), medium (2028), and long (2038) term

- 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? [Number of participants = 61]

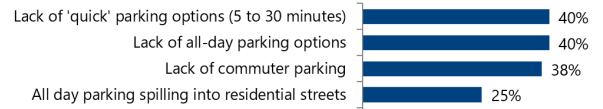
Why do you come to Ourimbah?

Answer: To commute somewhere else



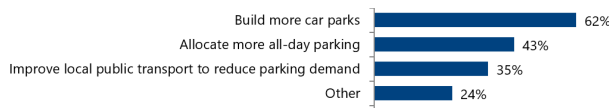
What are the key parking issues?

Answer: Lack of short term and all day parking.



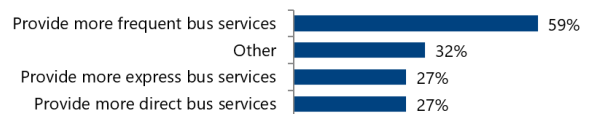
How could the current situation be improved?

Answer: Build more car parks.



How could parking demands be reduced?

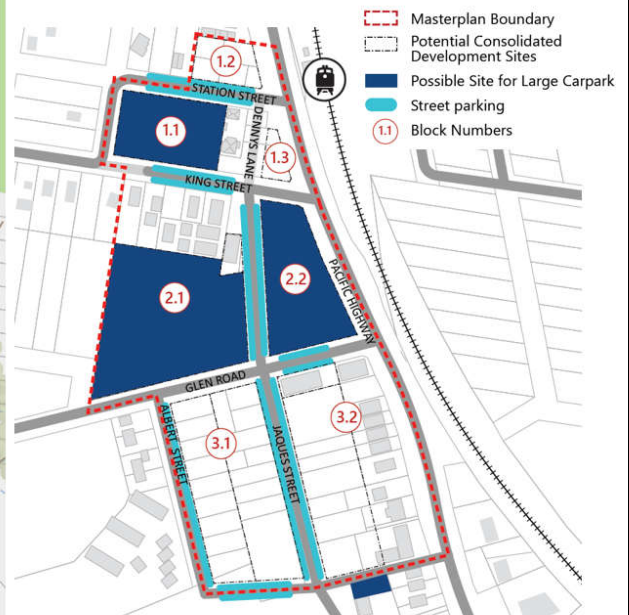
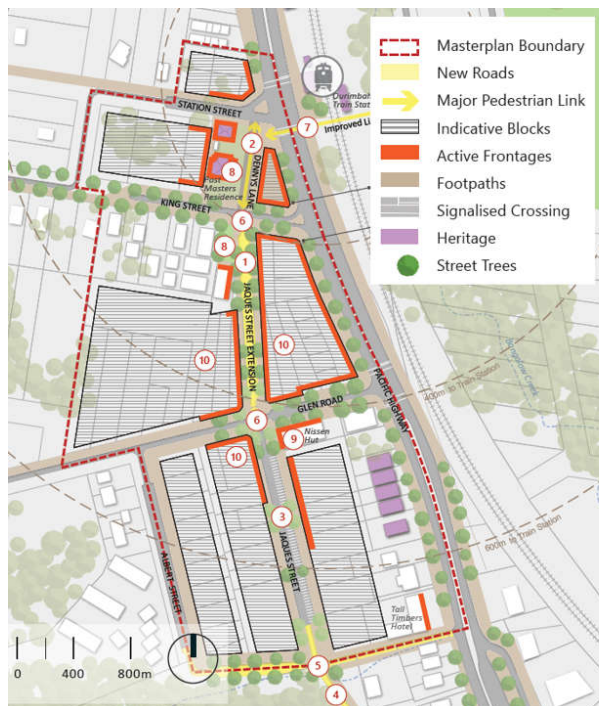
Answer: More frequent bus services.



How do we resolve the existing and emerging parking issues?

Long-term (2038) strategies:

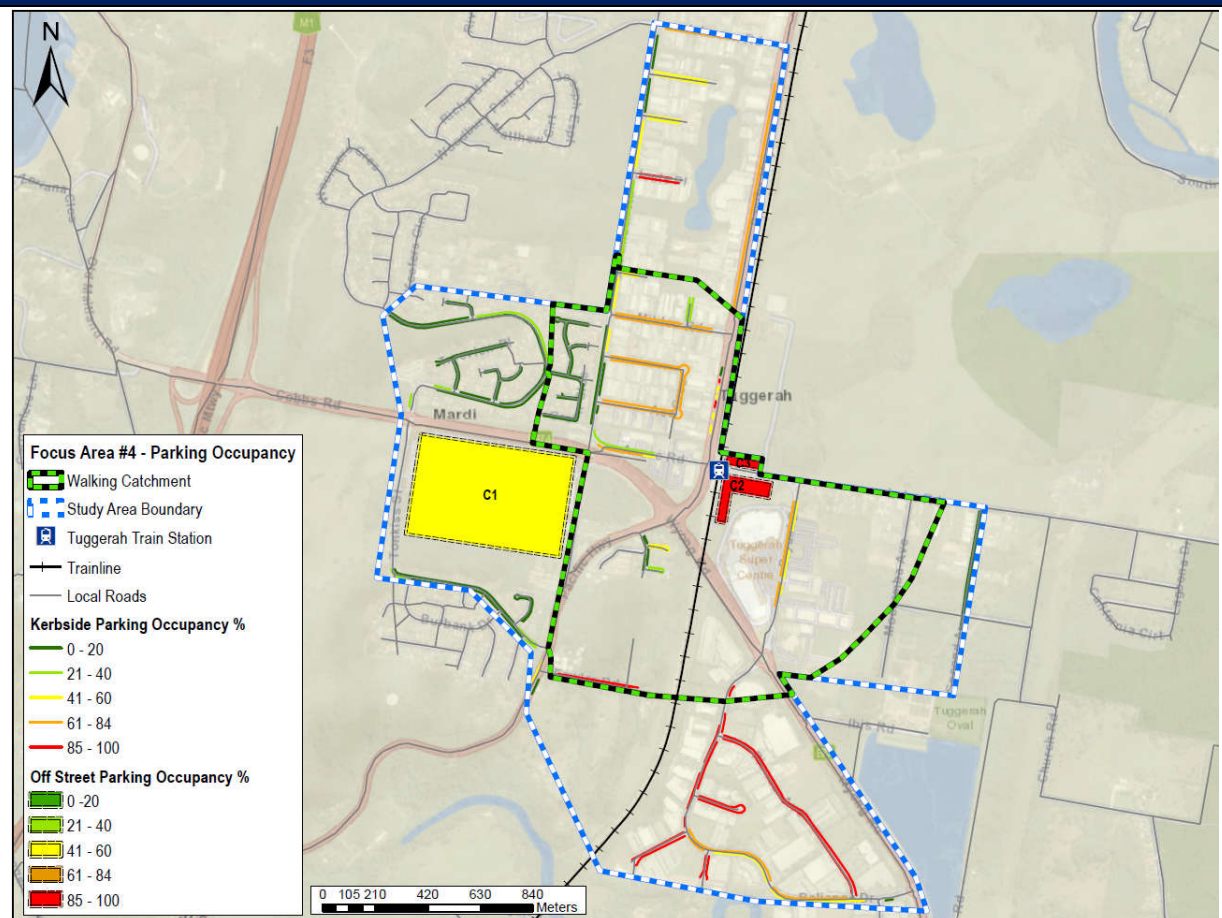
- **L.3.1:** make sure the Ourimbah Town Centre Master Plan parking strategies are delivered, including large consolidated parking areas close to the Ourimbah Train Station to support population growth, new development and increased commuter parking demands.



L.3.1: Deliver parking strategies from Ourimbah Town Centre Master Plan

Focus area #4: Tuggerah

What is the existing parking situation?



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

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 either reaching or at practical capacity (or greater than 85% occupancy) now.

What are the emerging parking 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, or the number of passengers, on the Central Coast and Newcastle rail line has historically increased by 1.0% each year.

What is likely to occur in the short (2023), medium (2028), and long (2038) term

- 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? [Number of participants = 199]

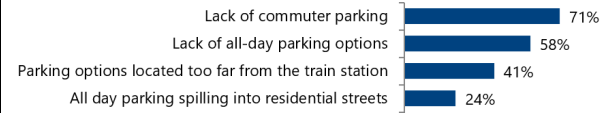
Why do you come to Tuggerah?

Answer: to commute somewhere else



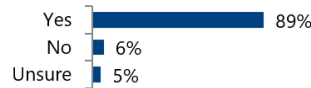
What are the key parking issues?

Answer: lack of commuter parking



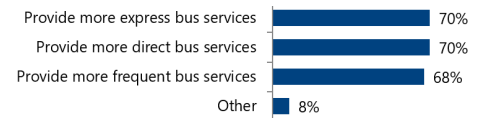
Would you support a new parking station being built near Tuggerah Train Station?

Answer: Yes.



How could parking demands be reduced?

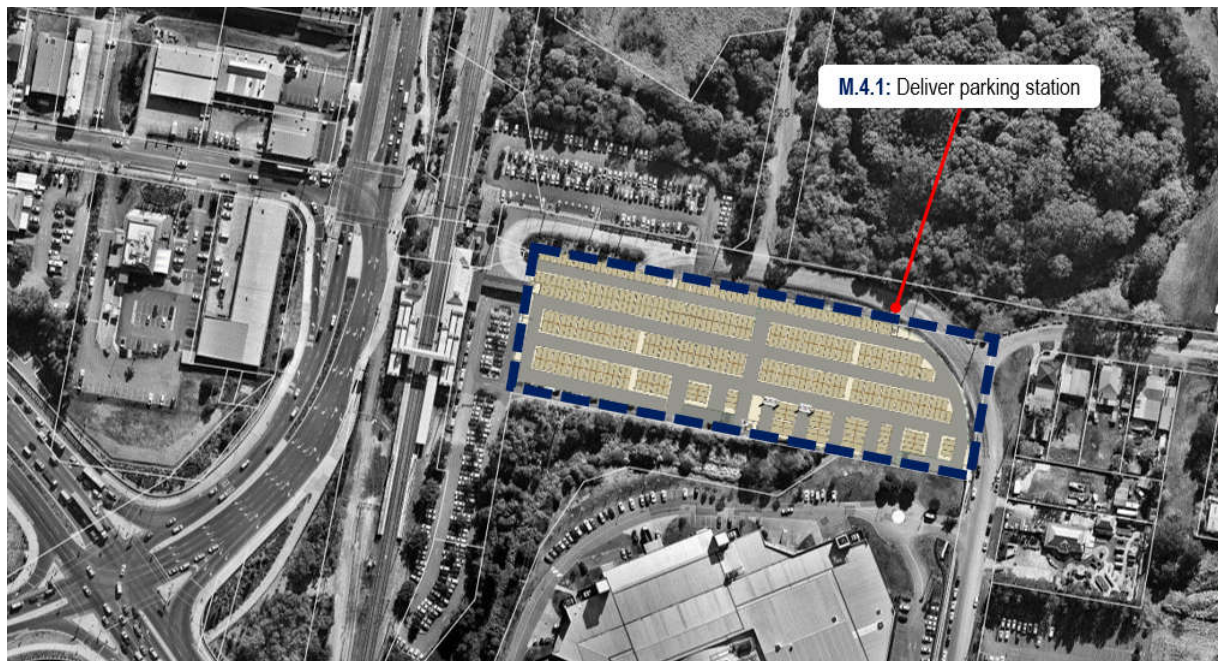
Answer:



How do we resolve the existing and emerging parking issues?

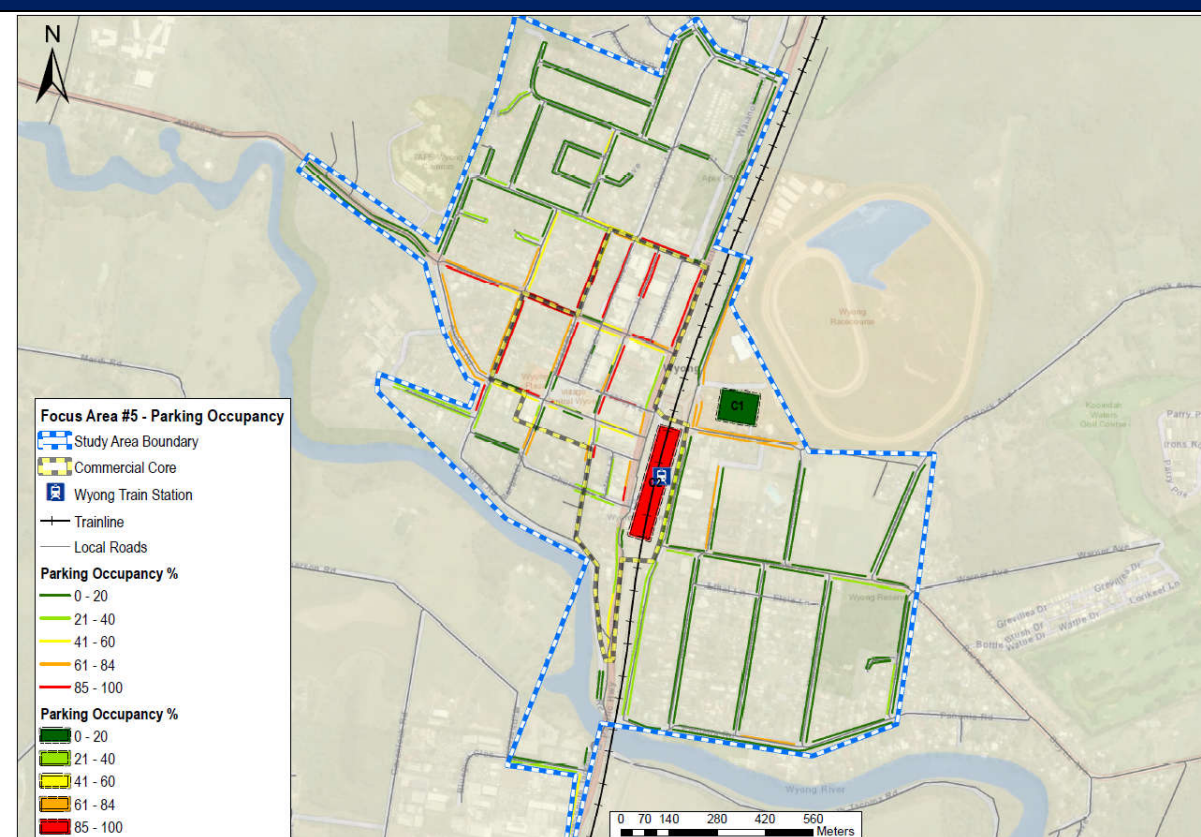
Medium-term (2028) strategies:

- **M.4.1:** fast-track planning and design for the proposed new 1,200 space parking station on Council owned land adjacent to the Tuggerah Train Station. This 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.



Focus area #5: Wyong

What is the existing parking situation?



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.

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 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.

What are the emerging parking 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.

What is likely to occur in the short (2023), medium (2028), and long (2038) term

- 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? [Number of participants = 306]

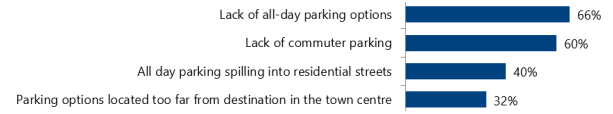
Why do you come to Wyong?

Answer: To commute somewhere else



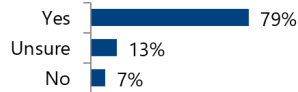
What are the key parking issues?

Answer: Lack of all-day parking



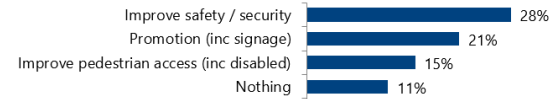
Would you use a new Parking Station at Tuggerah instead of Wyong to commute?

Answer: Yes.



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

Answer: Improve safety / security



How do we resolve the existing and emerging parking issues?

Short-term (2023) strategies:

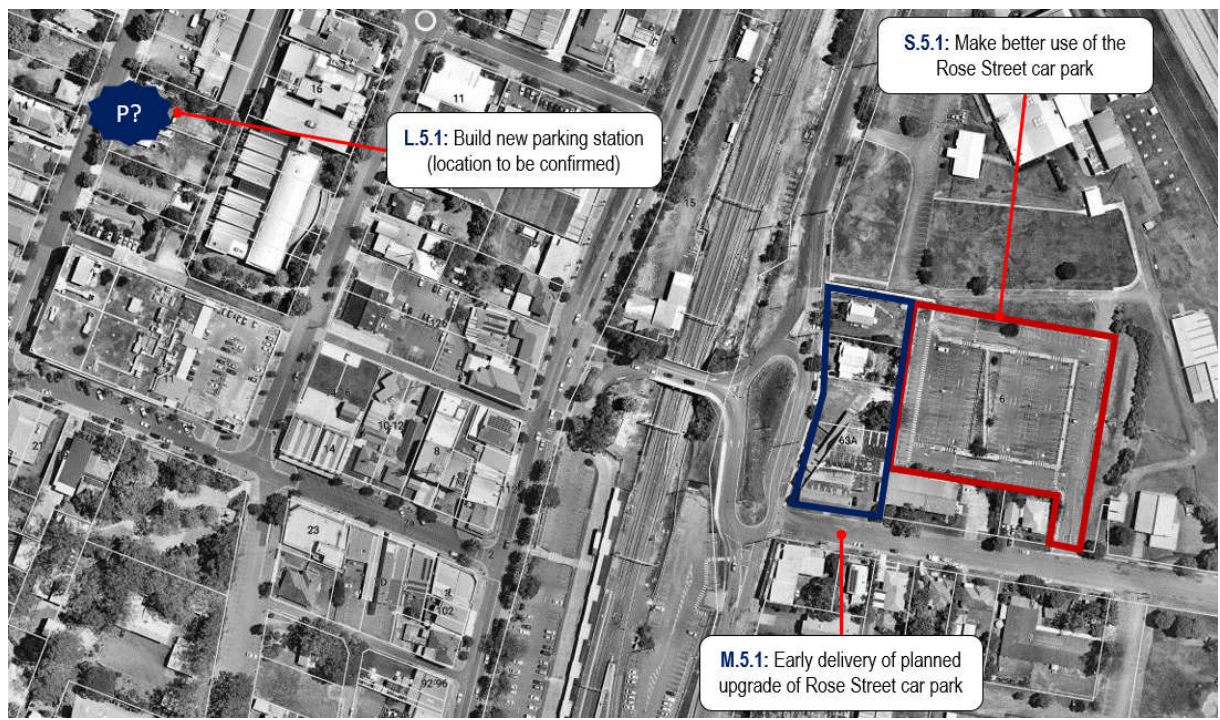
- **S.5.1:** make better use of the Rose Street car park, which has 180 vacant spaces during peak periods, by improving directional signs and marketing.

Medium-term (2028) strategies:

- **M.5.1:** liaise with Transport for New South Wales about the potential early delivery of the planned Rose Street car park expansion (and property acquisitions), which is associated with the future Pacific Highway upgrade through Wyong Town Centre. This would improve sight lines to the car park and address safety concerns, which could be preventing use of the car park.

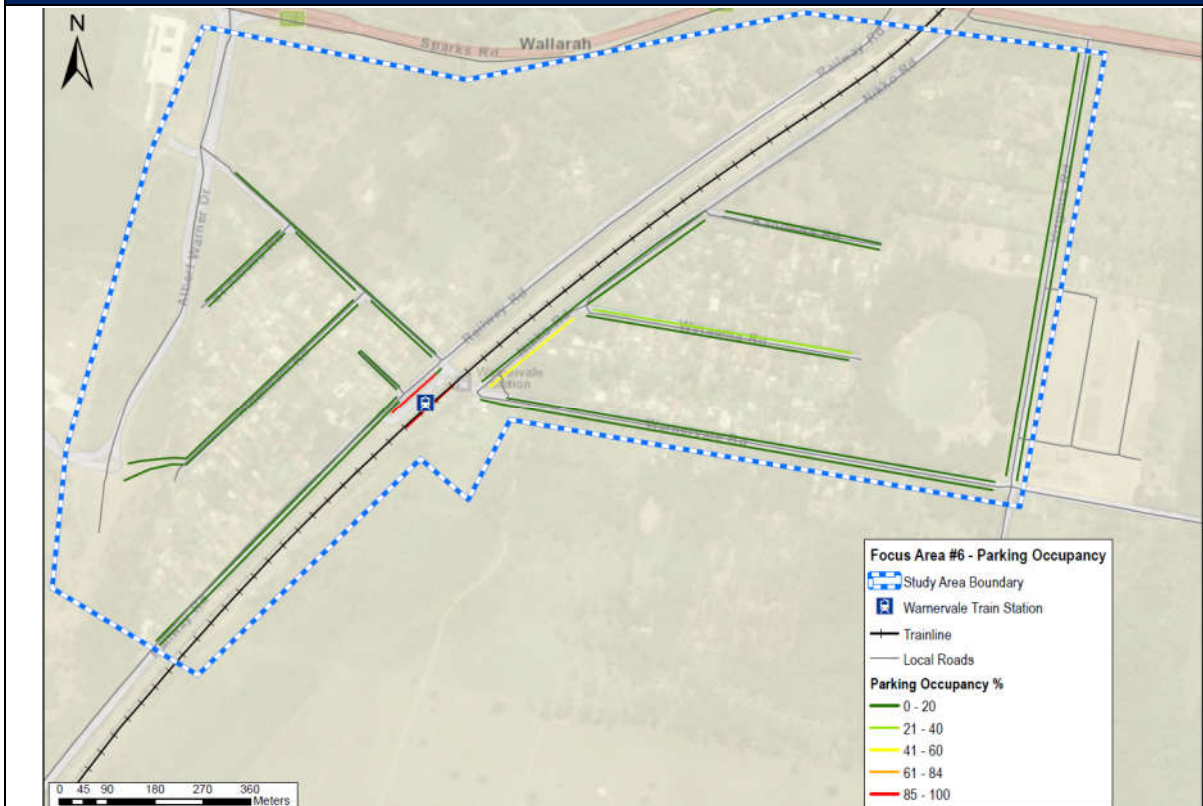
Long-term (2038) strategies:

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



Focus area #6: Warnervale

What is the existing parking situation?



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

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.

What are the emerging parking 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.

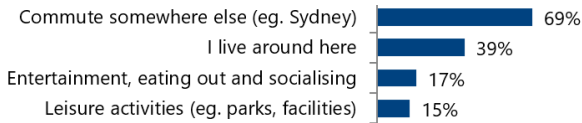
What is likely to occur in the short (2023), medium (2028), and long (2038) term

- 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? [Number of participants = 103]

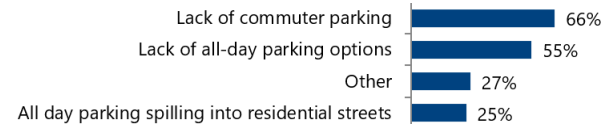
Why do you come to Warnervale?

Answer: To commute somewhere else.



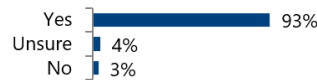
What are the key parking issues?

Answer: Lack of commuter parking.



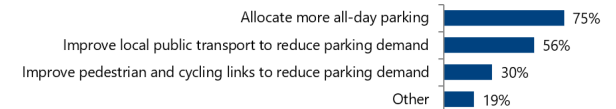
Is more parking required at the train station?

Answer: Yes.



How could the parking situation be improved?

Answer: More parking.



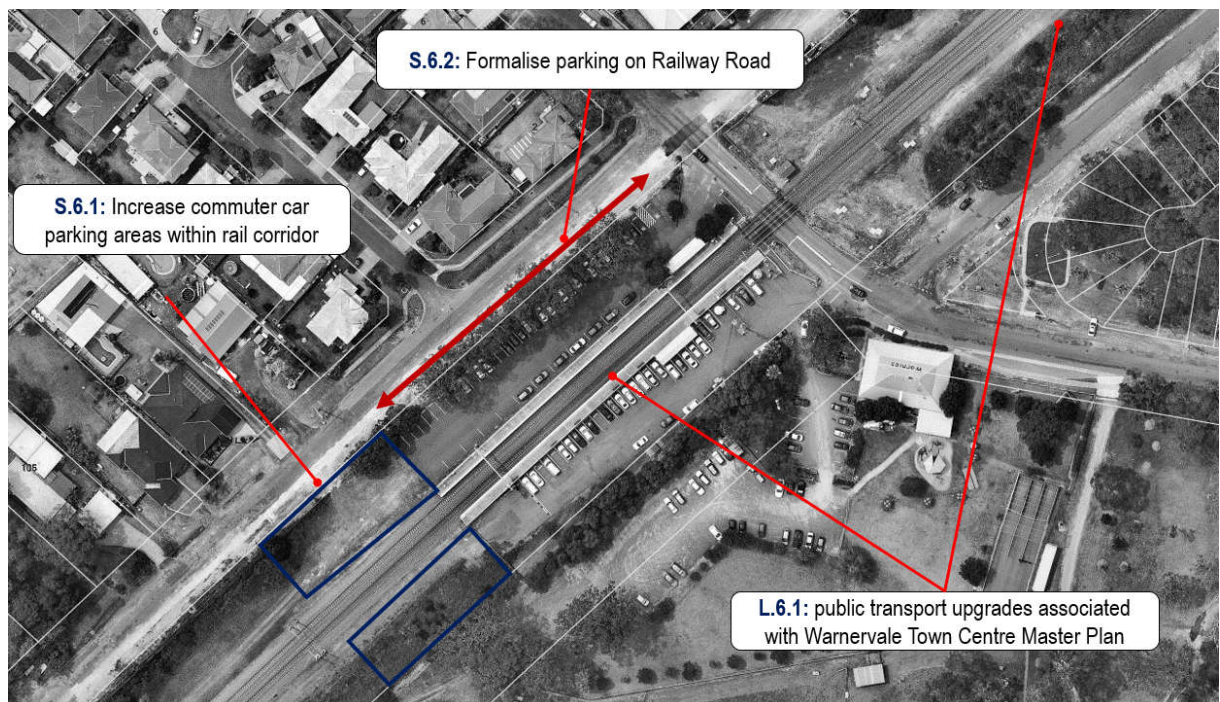
How do we resolve the existing and emerging parking issues?

Short-term (2023) strategies:

- **S.6.1:** increase existing commuter car parking areas on both sides of the rail line
- **S.6.2:** formalise parking on Railway Road to cater for existing demands.

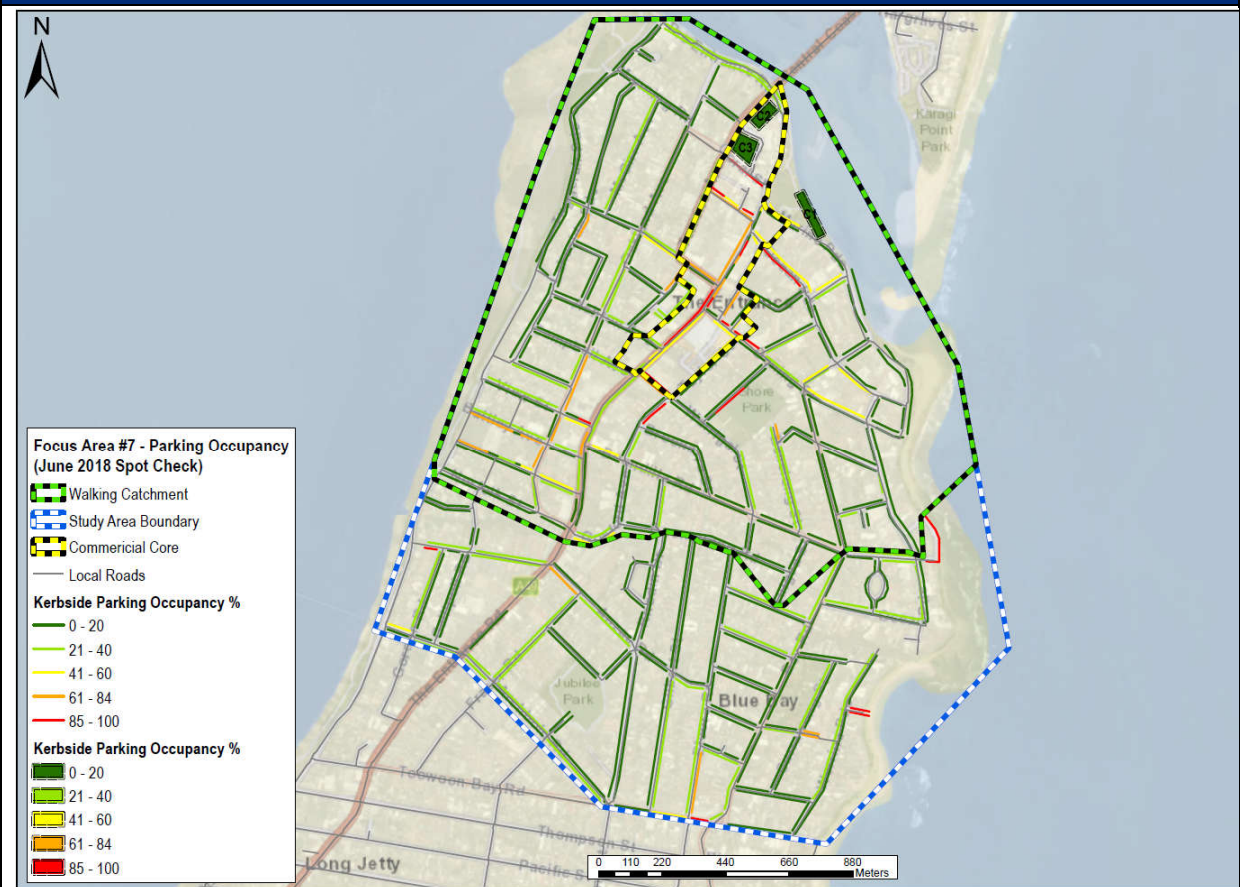
Long-term strategies:

- **L.6.1:** make sure 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.



Focus area #7: The Entrance

What is the existing parking situation?



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

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.

What are the emerging parking 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.

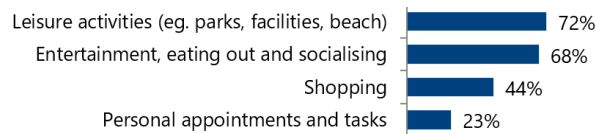
What is likely to occur in the short (2023), medium (2028), and long (2038) term

- 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? [Number of participants = 151]

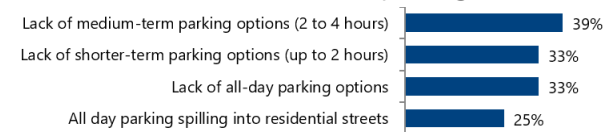
Why do you come to The Entrance?

Answer: Leisure activities.



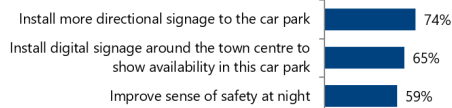
What are the key parking issues?

Answer: Lack of medium-term parking.



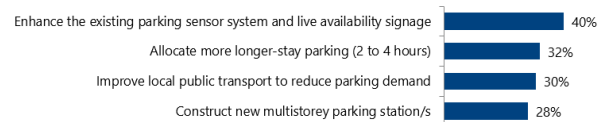
How could the use of the the free parking station be increased?

Answer: Install more directional signage.



How could the parking situation be improved?

Answer: Install smart parking technology.



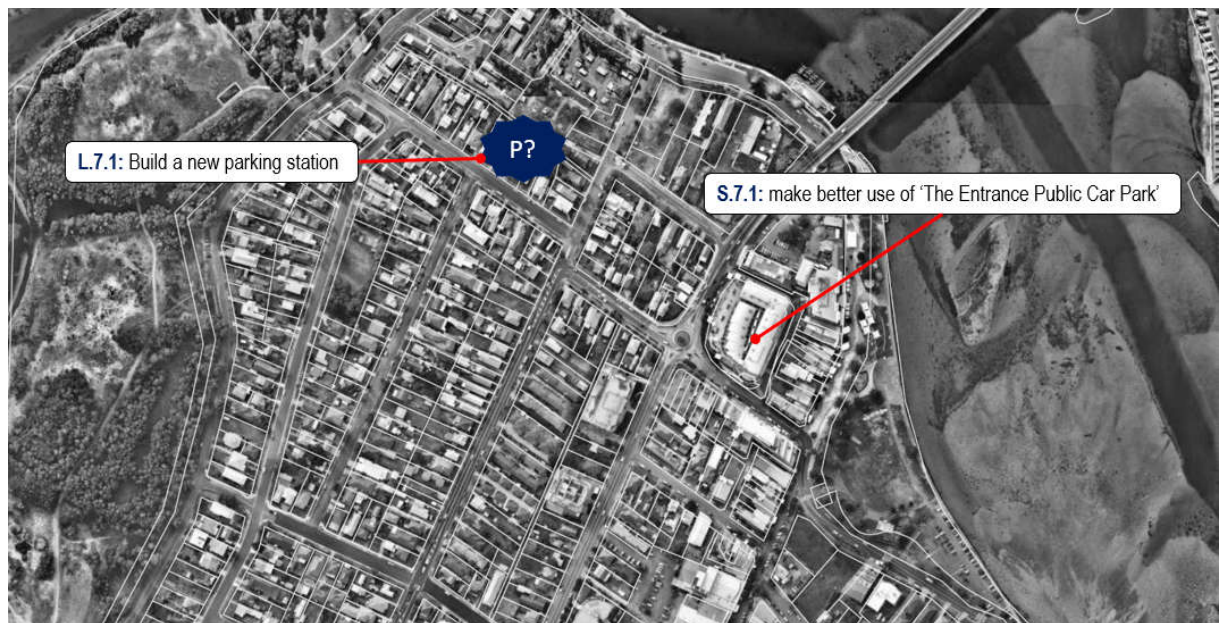
How do we resolve the existing and emerging parking issues?

Short Term Strategies:

- **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 strategies:

- **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.



Focus area #8: Terrigal

What is the existing parking situation?



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

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.

What are the emerging parking 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.

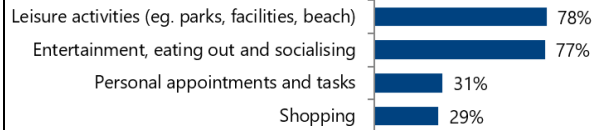
What is likely to occur in the short (2023), medium (2028), and long (2038) term

- parking demands within walking distance of the foreshore will increase as the population increases. However, there will still be spare parking capacity in the short, medium and long term
- there is likely to be significant parking capacity available within all areas, except the Terrigal Surf Life Saving Club, in the short, medium and long term. It is likely that people that cannot find a park at the surf club will park at the Wilson Road Car Park, which has significant spare capacity.

What is the community telling us? [Number of participants = 538]

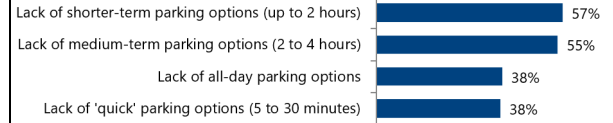
Why do you come to Terrigal?

Answer: Leisure activities and entertainment.



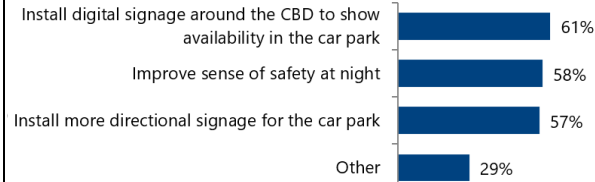
What are the key parking issues?

Answer: Lack of short and medium-term parking.



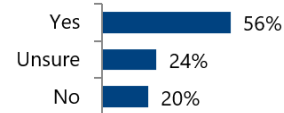
How could the use of the Wilson Road Car Park be increased?

Answer: Digital signage and improved safety.



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

Answer: Yes.



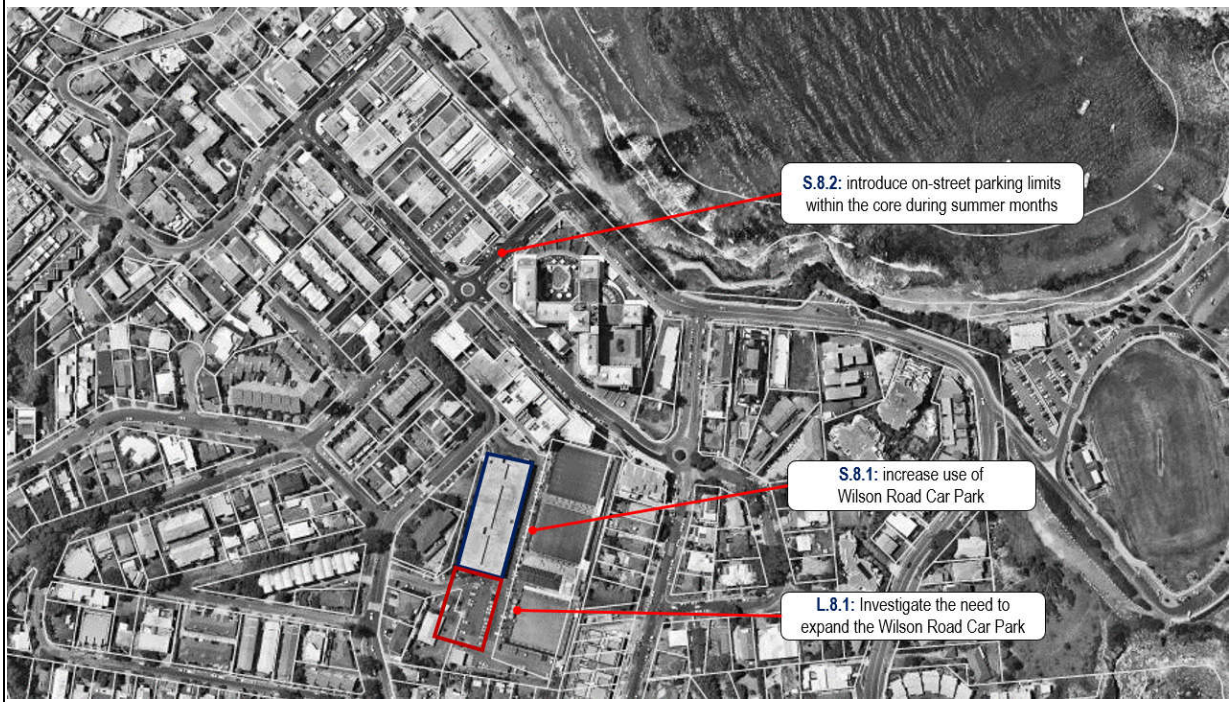
How do we resolve the existing and emerging parking issues?

Short-term strategies:

- **S.8.1:** increase use of the Wilson Road Car Park, which has 150 to 250 vacant spaces during peak periods, by improving directional signs and marketing
- **S.8.2:** investigate introducing on-street parking time limits within the commercial core during the summer months, when tourist demands increase, to encourage all-day tourist parking to use the Wilson Road Car Park and to free-up street parking within the commercial core for short-stay parking demands.

Long-term strategies:

- **L.8.1:** investigate the need to expand the existing Wilson Road Parking Station to cater for future development and tourism demands, which, based on existing demands and significant spare capacity, may not be required.



Focus area #9: Woy Woy

What is the existing parking situation?



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

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 during peak periods)
- the Woy Woy Train Station and Woy Woy commercial core are both key parking hotspots and are both reaching practical capacity (85% occupancy) now
- the Woy Woy Train Station is a key commuter train station
- there is limited spare capacity for all-day parking demands.

What are the emerging parking issues?

Increasing population

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% each year.

Increasing rail patronage

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

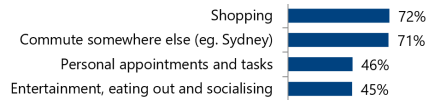
What is likely to occur in the short (2023), medium (2028), and long (2038) term

- the existing hotspots will experience increased parking pressure as the population increases
- parking shortfalls are likely to occur around the Woy Woy Train Station and Woy Woy commercial core in the short, medium, and long term, based on expected population growth
- the Woy Woy Master Plan aims to develop the Woy Woy Town Centre as a major growth centre. This is likely to encourage increased development and economic activity within the commercial core, resulting in increased demand for parking.

What is the community telling us? [Number of participants = 544]

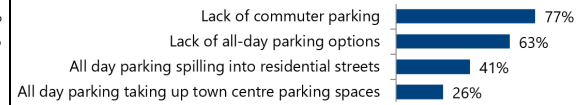
Why do you come to Woy Woy?

Answer: Shopping and to commute elsewhere.



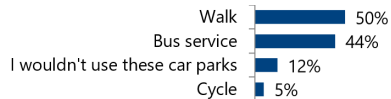
What are the key parking issues?

Answer: Lack of commuter parking.



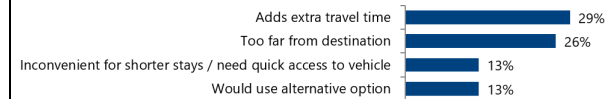
What mode of transport would you use to reach the CBD from a car park on the fringe?

Answer: Walk.



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

Answer: Extra travel time.



How do we resolve the existing and emerging parking issues?

Short-term (2023) strategies:

- **S.9.1:** review and get the most from the existing lease arrangement at the Woy Woy Commuter Car Park to increase the supply of all-day commuter car parking
- **S.9.2:** implement a Park n Ride (Bus) scheme to service street-level car parks on the fringe of the commercial core via a shuttle bus loop service, the existing bus network, or the existing 'Coast Connect' on-demand service
- **S.9.3:** over time, introduce paid on-street parking within the commercial core to protect customer parking, and use the revenue to fund other schemes.

Medium-term (2028) strategies:

- **M.9.1:** improve public transport services, including changes to the train timetable
- **M.9.2:** implement smart parking initiatives within the commercial core to provide information to reduce the need for traffic circulation, reduce enforcement costs, and monitor parking use.

Long-term (2038) strategies:

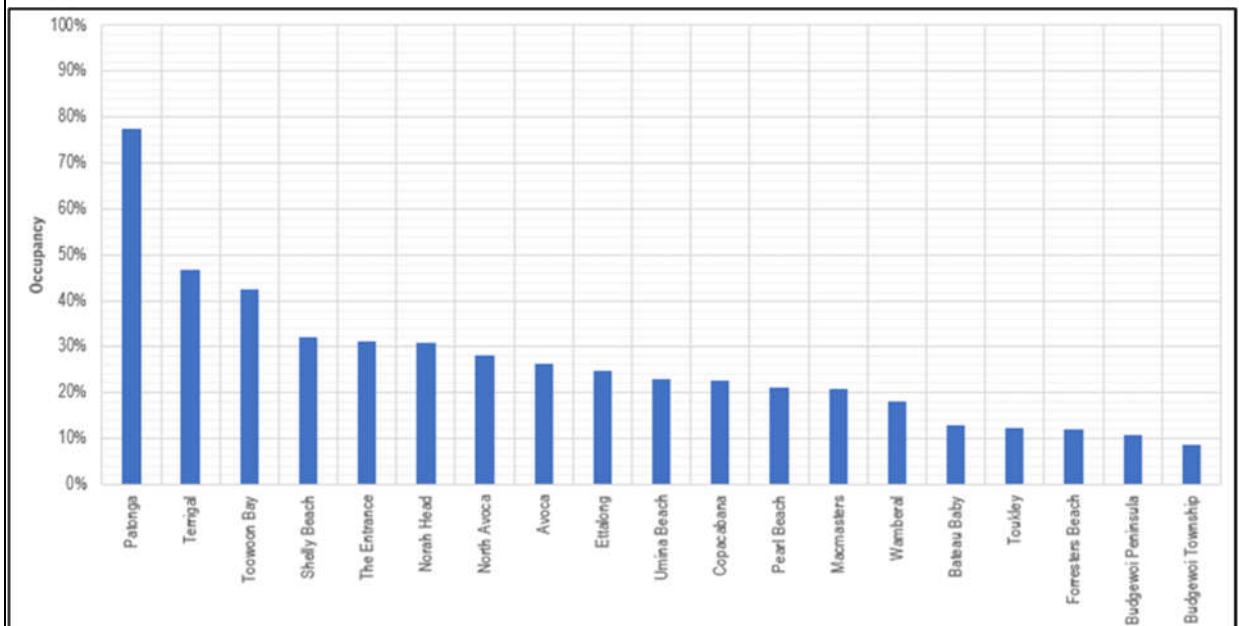
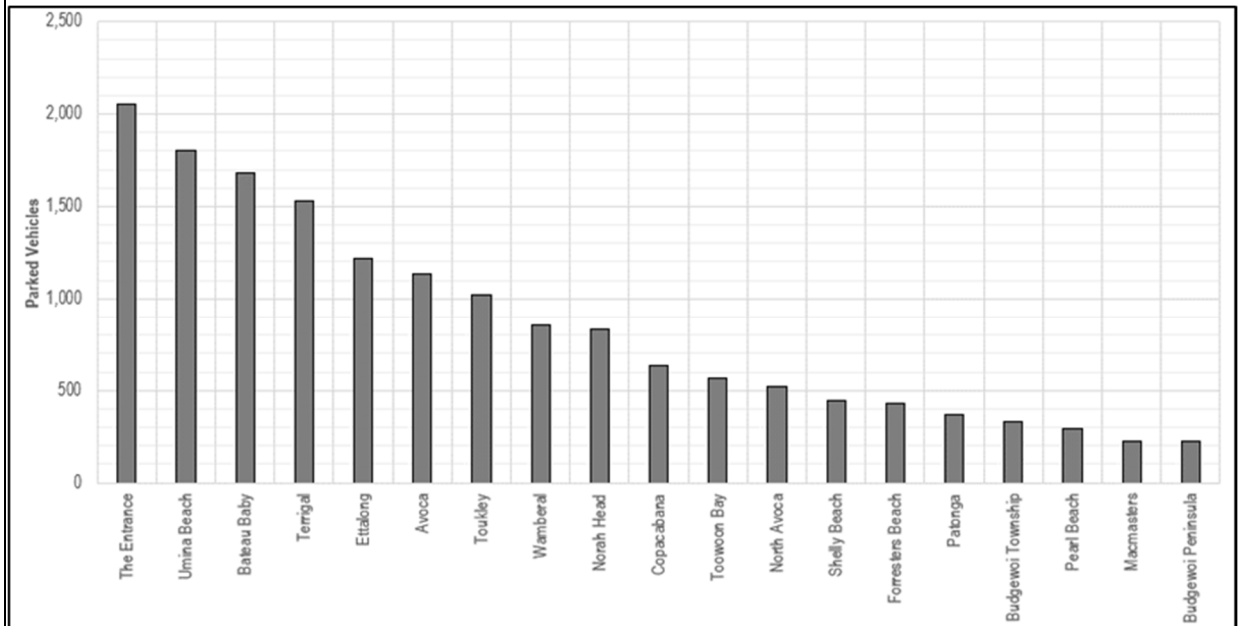
- **L.9.1:** investigate adding an extra level of parking on the Woy Woy Commuter Car Park
- **L.9.2:** investigate the possibility of building a new multi-level parking station on the fringe of the Woy Woy commercial core and within 800m walking distance of the Woy Woy Train Station.



Focus areas #10–26: coastal areas

What is the existing parking situation?

The surveyed parking demands and occupancies within each coastal focus area are ranked below.



Based on a detailed review of the existing parking situation, the following key points are noted:

- overall, existing coastal parking demands are low to moderate
- no significant parking issues were identified within the coastal focus areas
- four focus areas recorded parking demands greater than 1,500 vehicles during peak periods, including The Entrance, Umina Beach, Bateau Bay, and Terrigal
- eight focus areas recorded parking demands between 500 and 1,500 vehicles, including Ettalong, Avoca, Toukley, Wamberal, Norah Head, Copacabana, Toowoon Bay, and North Avoca
- the remaining seven focus areas recorded parking demands less than 500 vehicles
- approximately 70% of focus areas recorded a parking occupancy level less than 32%.

What are the emerging parking issues?

Limited population growth

Limited population growth is predicted in the coastal focus areas, with 60% of these focus areas predicted to have a growth rate of less than 0.25% per year.

Steady visitor growth

Visitor demands on the Central Coast have historically increased at a rate of 2.05% per annum. On any given day, about 6% of people within the Central Coast are visitors.

Limited growth in parking demand

Limited parking growth is predicted for all coastal focus areas except The Entrance, Bateau Bay, and Toukley, as a result of the limited predicted population growth and relatively small proportion of visitors.

Summary of key findings

| ID | Focus area | Existing holiday period parking demands | Expected growth in population & tourism to 2038 | Scale of future parking challenges | Key findings |
|----|--------------------|---|---|------------------------------------|---|
| 7 | The Entrance | high | high | moderate | No additional parking required. However, Council could make better use of The Entrance Public Car Park through digital directional signs, marketing, and improved safety. |
| 8 | Terrigal | high | negligible | moderate | No additional parking required. However, Council could make better use of Wilson Road Car Park through digital directional signs, marketing, and improved safety. |
| 10 | Umina Beach | high | negligible | minor | Additional parking may be required close to the Umina Surf Life Saving Club to cater for existing and future peak holiday demands, or temporary signs may be required to direct visitors to parking further away. |
| 11 | Ettalong | moderate | negligible | minor | Additional parking may be required close to the foreshore area (The Esplanade) to cater for existing and future peak holiday demands, or temporary signs may be required to direct visitors to parking further away. |
| 12 | Patonga | low | negligible | minor | No additional parking required. However, Council should formalise the Boat Ramp Car Park to increase capacity. |
| 13 | Pearl Beach | low | negligible | nil | No additional parking required. |
| 14 | Macmasters | low | negligible | nil | No additional parking required. |
| 15 | Copacabana | moderate | negligible | nil | No additional parking required. |
| 16 | Avoca | moderate | negligible | minor | Additional parking may be required close to Ficus Avenue to cater for existing and future peak holiday demands, or improved signs may be required to direct visitors to parking further away. |
| 17 | North Avoca | low | negligible | nil | No additional parking required. |
| 18 | Wamberal | moderate | negligible | minor | Additional parking may be required close to the Wamberal Surf Life Saving Club to cater for existing and future peak holiday demands, or improved signs may be required to direct visitors to parking further away. |
| 19 | Forresters Beach | low | negligible | nil | No additional parking required. |
| 20 | Bateau Bay | high | moderate | nil | No additional parking required. |
| 21 | Shelly Beach | low | negligible | minor | Additional parking may be required at Shelly Beach and North Shelly Beach Dog Park to cater for existing and future peak holiday demands, or improved signs may be required to direct visitors to parking further away. |
| 22 | Norah Head | moderate | negligible | minor | Additional parking may be required at the Soldiers Beach Surf Life Saving Club to cater for existing and future peak holiday demands, or improved signs may be required to direct visitors to parking further away. |
| 23 | Budgewoi Peninsula | low | negligible | Nil | No additional parking required. |
| 24 | Budgewoi Township | low | negligible | Nil | No additional parking required. |
| 25 | Toukley | moderate | moderate | Nil | No additional parking required. |
| 26 | Toowoan Bay | moderate | negligible | minor | Additional parking may be required close to the Toowoan Bay Surf Life Saving Club to cater for existing and future peak holiday demands, or improved signs may be required to direct visitors to parking further away. |

How do we resolve the existing and emerging parking issues?

- Provide additional parking close to the parking hotspots in Umina Beach, Ettalong, Avoca, Wamberal, Shelly Beach, Norah Head, and Toowoan Bay, or use temporary or improved signs to direct visitors to park further away. Temporary or improved signs is preferred.
- Make better use of existing parking assets in The Entrance (i.e. The Entrance Public Car Park), and Terrigal (i.e. Wilson Road Car Park) through digital directional signs and improved safety.
- Formalise the Boat Ramp Car Park in Patonga to increase capacity.

4. Evaluation of Major Car Park Proposals

To provide adequate car parking to meet the community's current and future needs, a key element of the parking strategy was to evaluate potential sites for new car parking facilities within walking distance (800m) of train stations, tourist hotspots, and commercial cores. While the parking strategy was being prepared, six potential locations were shortlisted.

The shortlisted potential locations were evaluated to a level suitable to inform future business case investigations. These investigations will be completed by Council, and will include considering the site location, parking supply, demand, and occupancy, as well as pricing structure and willingness to pay.

Key recommendations from the evaluation of the six potential sites follows.

- **Rank #1: New Station next to the Central Coast Stadium:** There is an urgent need for an extra 500 parking spaces in Gosford now. This shortfall could increase to 2,000 spaces in the long term. Therefore, the planning and design of a 500-space parking station next to the Central Coast Stadium is a priority and should be fast-tracked. Given the site location, and existing and future parking demands, a daily rate of \$15 for each parking space is recommended.
- **Rank #2: New station at 219 Albany Street, North Gosford:** There is an urgent need for an extra 500 parking spaces in Gosford now. This shortfall could increase to 2,000 spaces in the long term. Therefore, the planning and design of a 1,000-space parking station on the eastern fringe of the commercial core is a priority and should be fast-tracked. Given the site location, and existing and future demands, a daily rate of \$15 for each parking space is recommended. Building the parking station should be staged based on demands.
- **Rank #3: New Station at 10 Bryant Drive, Tuggerah:** There is a need for an extra 200 parking spaces at the Tuggerah Train Station in the long term, which could double if Wyong commuters divert to Tuggerah. Therefore, the planning and design of the proposed 1,200-space parking station should be fast-tracked. Given the site location, parking would need to be free. Building the parking station should be staged based on demands.
- **Rank #4: Expand Woy Woy Commuter Car Park, Woy Woy:** There is a need for an extra 200 parking spaces near to the Woy Woy Train Station and commercial core in the short term. This could increase to 400 spaces, or more, in the long-term depending on the Woy Woy Master Plan outcomes. Investigations to confirm the feasibility of building another deck on the Woy Woy Commuter Car Park should be conducted. Parking would need to be free, given the site location.
- **Rank #5: Upgrade Rose Street Car Park, Wyong:** Given that the planned upgrades to the Pacific Highway will impact on parking at the Wyong Train Station, and noting that the Rose Street car park is underused, consultation with Transport for New South Wales should be conducted. This negotiation should focus on the potential early delivery of the planned Rose Street car park expansion and associated property acquisitions. Given the site location, parking would need to be free.
- **Rank #6: New Station on Margaret Street, Wyong:** There is a long term need for an extra 100 parking spaces in the Wyong commercial core. Investigations to confirm the feasibility of a 180-space parking station on Margaret Street. Given the site location, parking would need to be free.

5. The priority action plan

The recommended next steps to implement the Central Coast Parking Strategy include:

- adopting the recommended parking strategies
- commencing negotiations with landowners to identify additional car parking in the short term
- undertaking detailed evaluations and business case studies for candidate sites for parking stations
- progressively implement the recommended strategies and actions.

The recommended action plan is outlined below.

| ID | Focus Area | Description | Timing | Responsibility |
|-----------------------------------|--------------|--|------------------|----------------|
| Short Term (2019 to 2023) | | | | |
| S.1.1 | Gosford | Use spare capacity at the Gosford City Car Park | 2019 | CCC |
| S.1.2 | Gosford | Use spare capacity at the Central Coast Leagues Club parking station | 2019 | CCLC |
| S.5.1 | Wyang | Make better use of the Rose Street Car Park (directional signs) | 2019 | CCC |
| S.7.1 | The Entrance | Make better use of The Entrance Car Park (directional signs) | 2019 | CCC |
| S.8.1 | Terrigal | Make better use of the Wilson Road Car Park (directional signs) | 2019 | CCC |
| S.9.1 | Woy Woy | Get the most out of the existing lease arrangements at Woy Woy Commuter Car Park | 2019 | CCC / TfNSW |
| S.8.2 | Terrigal | Introduce on-street parking limits within the commercial core during summer months | 2020 | CCC |
| S.2.1 | Lisarow | Extend existing street-level commuter car parking areas | 2020 | TfNSW |
| S.2.2 | Lisarow | Provide formal on-street parking on Railway Crescent | 2020 | TfNSW |
| S.6.1 | Warnervale | Increase existing commuter car parking areas on both sides of the rail line | 2021 | TfNSW |
| S.6.2 | Warnervale | Formalise parking on Railway Road | 2021 | CCC |
| S.9.2 | Woy Woy | Implement 'Park n Ride (Bus)' to service existing street-level car parks | 2022 / 23 | CCC |
| S.1.3 | Gosford | Build car parks on the fringe of the commercial core | 2022 / 23 | CCC |
| S.1.4 | Gosford | Implement 'Park n Ride (Bus)' to service the car parks on the fringe | 2022 / 23 | CCC |
| S.1.5 | Gosford | Implement 'Park n Ride (Cycle)' to service the car parks on the fringe | 2022 / 23 | CCC |
| S.1.6 | Gosford | Implement paid on-street parking within the commercial core | 2022 / 23 | CCC |
| S.9.3 | Woy Woy | Implement paid on-street parking within the commercial core | 2022 / 23 | CCC |
| ID | Focus Area | Description | Timing / Trigger | Responsibility |
| Medium Term (2024 to 2028) | | | | |
| M.1.2 | Gosford | Convert on-street parking within the CCLHD into short-stay parking | 2024 | CCC |
| M.1.3 | Gosford | Improve public transport services including train timetable changes | 2025 | CCC / TfNSW |
| M.9.1 | Woy Woy | Improve public transport services including train timetable changes | 2025 | CCC / TfNSW |
| M.1.4 | Gosford | Implement smart parking initiatives within the commercial core | 2026 | CCC |
| M.9.2 | Woy Woy | Implement smart parking initiatives within the commercial core | 2026 | CCC |
| M.5.1 | Wyang | Potential early delivery of planned Rose Street car park expansion | 2026 | TfNSW |
| M.1.1 | Gosford | Expand the Park n Ride (Bus & Cycle) schemes | 2027 / 28 | CCC |
| M.4.1 | Tuggerah | Build a new parking station at the train station | 2027 / 28 | CCC / TfNSW |
| ID | Focus Area | Description | Timing / Trigger | Responsibility |
| Long Term (2029 to 2038) | | | | |
| L.3.1 | Ourimbah | Make sure parking strategies in master plan are delivered | n/a | CCC |
| L.6.1 | Warnervale | Make sure parking strategies in master plan are delivered | n/a | CCC |
| L.7.1 | The Entrance | Make sure parking strategies in master plan are delivered | n/a | CCC |
| L.1.1 | Gosford | Build a new parking station (or stations) on the fringe of the commercial core | 2029 / 30 | CCC |
| L.2.1 | Lisarow | Build a new parking station at the Lisarow train station | 2031 / 32 | CCC |
| L.9.1 | Woy Woy | Add an additional level on the Woy Woy Commuter Car Park | 2033 / 34 | CCC |
| L.5.1 | Wyang | Build a new parking station within the commercial core | 2035 / 36 | CCC |
| L.9.2 | Woy Woy | Build a new parking station on the fringe of the commercial core | 2037 / 38 | CCC |
| L.8.1 | Terrigal | Investigate the need to expand the existing Wilson Road Parking Station | 2038 | CCC |