



DRAFT CENTRAL COAST REGIONAL TRANSPORT STRATEGY





Draft Central Coast Regional Transport Strategy

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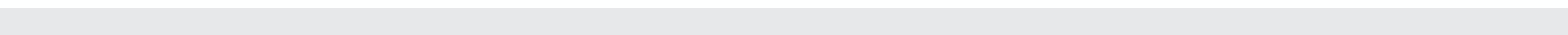
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VISION

CONNECTING THE REGION TO SUPPORT NEW GROWTH AND PROSPERITY



Our vision for the Central Coast is for a region of connected centres, supporting new communities and local jobs and services.

Central Coast residents have told us that they want more local jobs, less commuting, regional infrastructure to cope with a growing population, good access to Sydney and improved public transport. They want faster and more frequent bus services, strategically located park and ride opportunities for shorter journeys by car and a well managed road network.

Through the *Central Coast Regional Transport Strategy* and the *Central Coast Regional Strategy* the Government is responding to those needs. We are putting in place initiatives which focus on delivering real, tangible benefits for people going about their daily lives.

Our vision for the region's transport network is one that takes account of both the particular characteristics of the region – from its urban form, geographical positioning and existing travel patterns – as well as attributes sought for the entire transport network – effective integration, connectivity and reliability.

Our key transport outcomes for the Central Coast are:

- a sustainable transport network that supports business, promotes local job creation and enhances quality of life;
- efficient and reliable connections to Sydney and Newcastle and better connections to key centres within the region;
- growth in centres and greenfield locations supported by integrated transport corridors and networks;
- robust and collaborative governance arrangements for planning, decision making and implementation; and
- customer focussed public transport that is accessible, convenient and integrated.

We will deliver major road and rail upgrades, improve local bus networks and strengthen the role of buses in connecting centres. We will promote opportunities for walking and cycling as genuine travel choices, supporting healthy lifestyles and reducing congestion.

Through effective and integrated transport and land use planning, we will ensure that growth occurs in locations with strong road and public transport links so that we make the best use of the existing transport infrastructure and services. We will work to ensure transport is an integral component of delivering residential and employment growth in existing centres and greenfield locations.

We are focussed on achieving an increase in the share of journeys made by public transport, while recognising that private vehicles will continue to play a vital role in connecting the Central Coast. In collaboration with Gosford City Council, we will establish a public transport mode share target for journeys to work to the Gosford City Centre during the peak, and we'll be working closely with Council to achieve that target within the life of the *Strategy*.

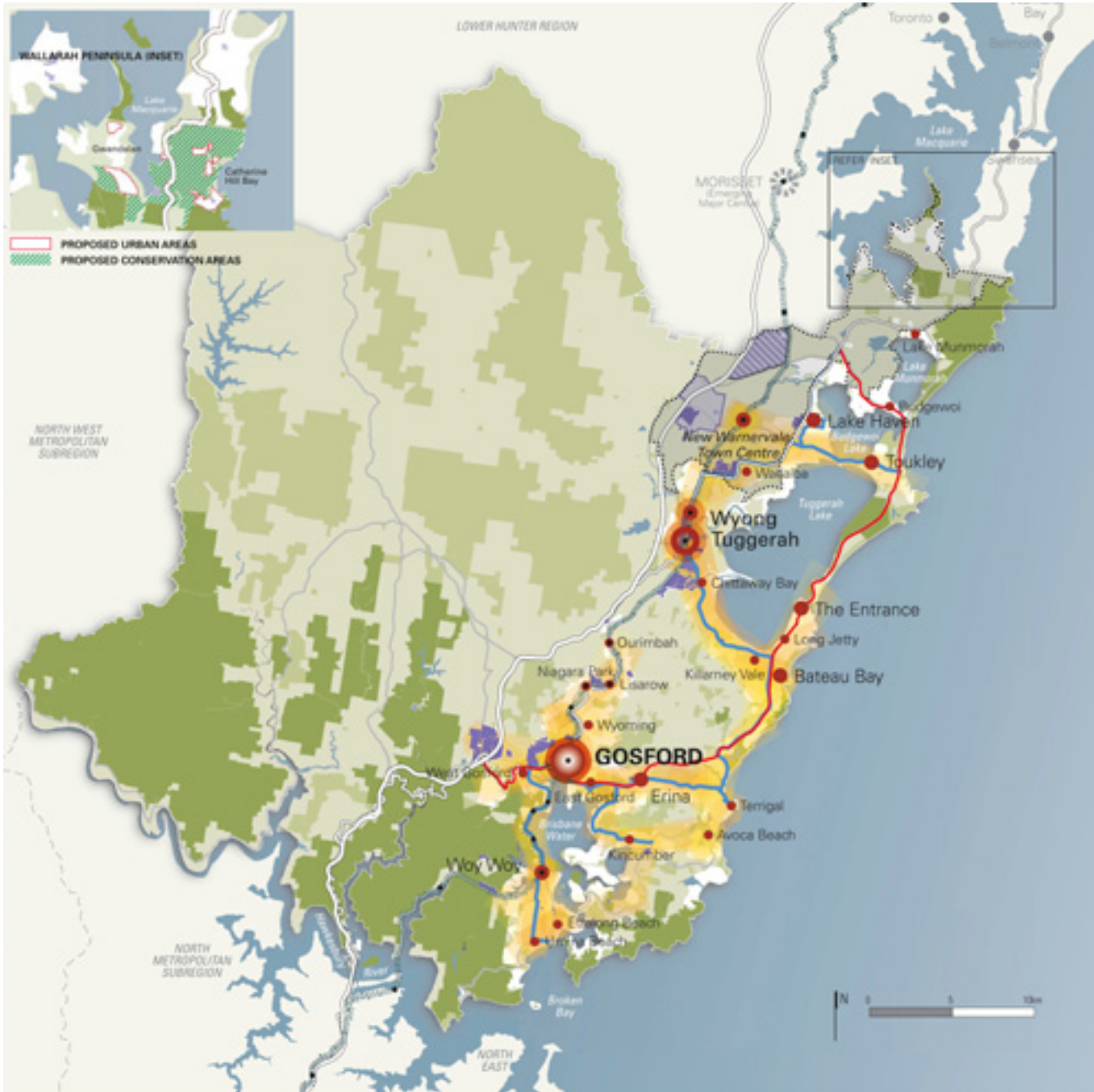
The Government is committed to delivering the initiatives outlined in this *Strategy*, and will be working in partnership with the Australian Government, Gosford City Council and Wyong Shire Council to guarantee their implementation.

Our transport vision for the region will be combined into an integrated *Central Coast Regional Strategy* following its review, to be finalised in 2013 – providing the community with an integrated plan for sustainably accommodating growth in the region to 2036.

We will report regularly on progress against the *Strategy* – with the Minister for the Central Coast to report to the local community on a yearly basis. Five yearly reviews of the combined *Central Coast Regional Strategy* will be undertaken to ensure that the *Strategy* continues to reflect the region's needs.



A SNAPSHOT OF THE CENTRAL COAST NOW AND TO 2036



Source: Department of Planning, 2008

REGIONAL CITY		Strategic Bus Corridor		New Employment Lands	
Major Centre		Major Roads		Employment Lands	
Town		National Park		Constrained Employment Lands	
Village		Regional / State Park		Central Coast Highway	
North Wyong Shire Structure Plan Area		Rural and Resource Lands			
Rail Network and Station		Existing Urban Area			
F3 Freeway		Linkage between Centres			



Geography

Covering an area of approximately 1,700 square kilometres, the Central Coast stretches along the coast 81 kilometres from the Hawkesbury River in the south to Lake Macquarie in the north, and west to the Dooralong and Yarramalong Valleys.

It is located between Sydney and Newcastle and includes the main population centres of Gosford, Tuggerah-Wyong, Woy Woy, Erina, The Entrance, and Toukley.

More than half the region is made up of national parks, bushland, open space, conservation areas and waterways. Water is integral to the history and development of the region - with major waterways including Brisbane Water, Tuggerah Lake, and the Hawkesbury and Wyong rivers. The vast waterways make the Central Coast vulnerable to rising sea levels associated with climate change.

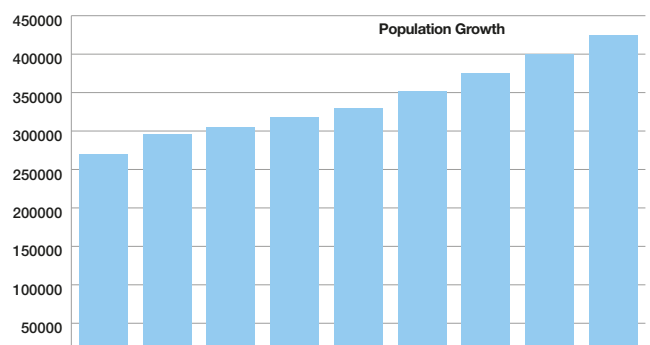
The region's steep topography and the conservation importance of land in the region have influenced settlement patterns and growth opportunities. The region's residents are dispersed across a variety of urban settings and the local transport network has developed to reflect these circumstances.

Population

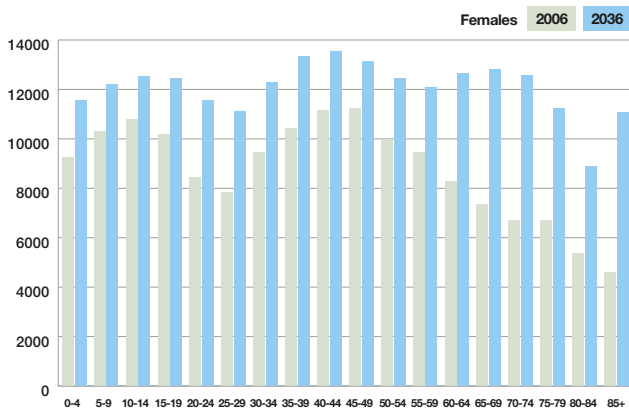
In 2009, 316,000 people called the Central Coast home, up 15,000 or by 4.9% from 2003 levels. Growth is set to continue with NSW Department of Planning forecasting a population increase of 120,000 between 2006 and 2036. The average annual population growth rate for the Central Coast between 2006 and 2036 is forecast to be 1.1%, slightly higher than the NSW rate of 1.0%.

The region attracts a mix of residents – with older people drawn to the area for retirement living and young families attracted by the affordable housing, the coastal lifestyle and accessibility to Sydney. As noted in Figure 2 many young people aged between 18 and 29 leave the region to pursue employment and social opportunities in larger centres.

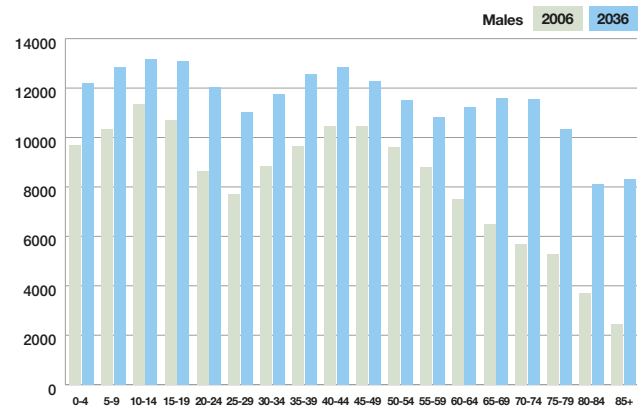
FIGURE 1:
CENTRAL COAST POPULATION GROWTH 1996-2036



**FIGURE 2:
CENTRAL COAST AGE DISTRIBUTION 2006-2036
FEMALE**



MALE



The major population centres of the region are the regional city of Gosford and Tuggerah-Wyong. More than 4,200 additional households were established in the region between 2003 and 2008. To accommodate the forecast increase in population, the *Central Coast Regional Strategy* provides for 56,000 additional dwellings by 2031. The majority of new housing will be located in existing areas such as Gosford and Tuggerah-Wyong, requiring an increase in densities around key retail and commercial activities centres.

The NSW Government is working with local councils to sustainably accommodate this growth. The North Wyong Shire Structure Plan is a joint initiative of the NSW Government and Wyong Shire Council to guide greenfield development – identifying suitable land for development, nominating preferred land uses and determining appropriate staging of development. The Plan seeks to accommodate 17,500 dwellings and 12,000 new jobs – initially focusing on opportunities in the Wyong Employment Centre and Warnervale Town Centre.

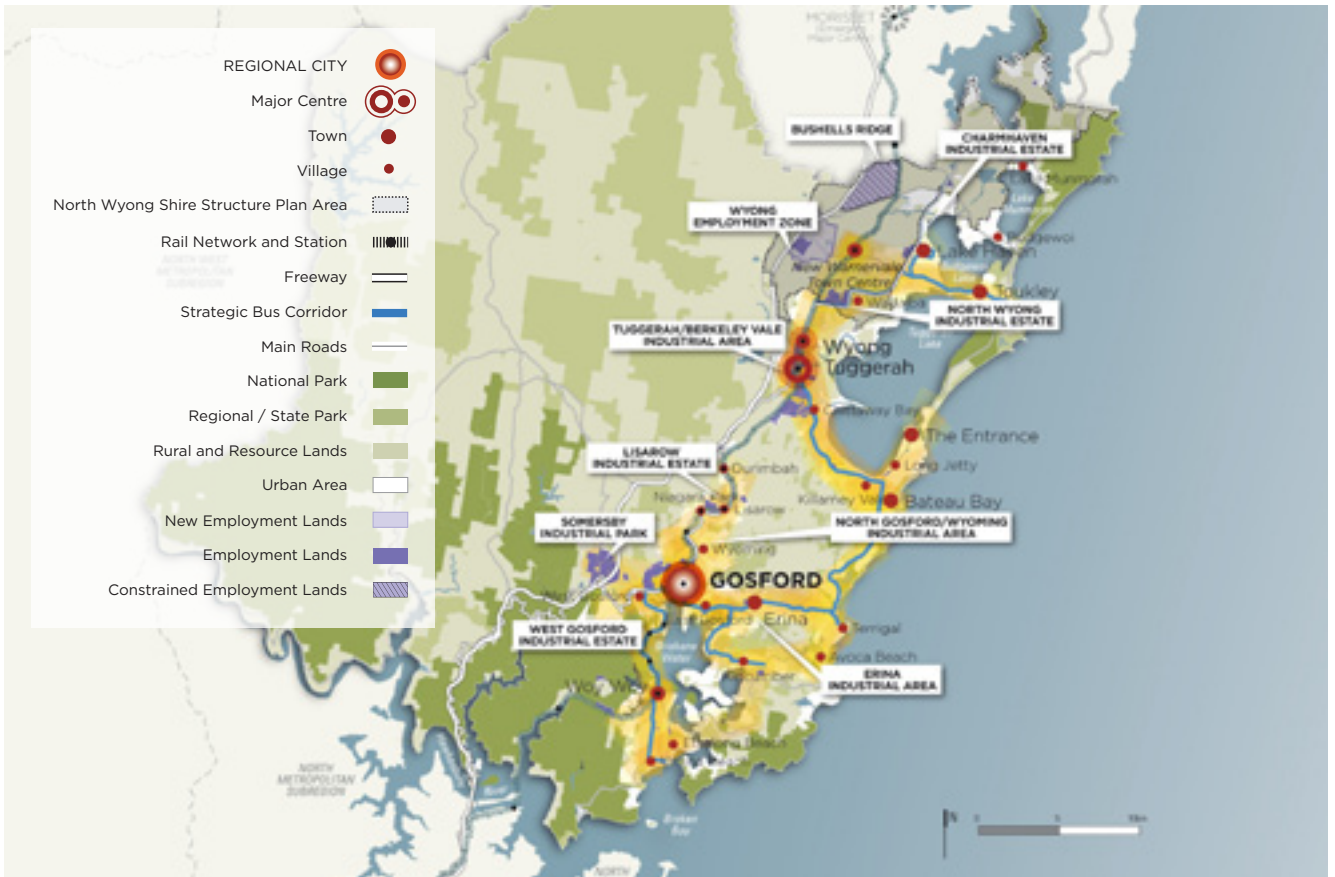
TABLE 1: ADDITIONAL DWELLINGS BY TYPE AND LGA TO 2031

Centre Type	Number and percentage of new dwellings		
	Gosford local government area	Wyong local government area	Central Coast Region
Gosford regional city	6000 (36%)		
Tuggerah-Wyong major centre		4000 (10%)	
Centres (town centres, villages and neighbourhoods)	8500 (52%)	14,500 (37%) ¹	
All centres			33,000
Infill	2000 (12%)	5000 (13%)	7000
Greenfield	0 (0%)	16,000 (40%) ²	16,000
Subtotal	16,500 (30%)	39,500 (70%)	
Dwelling totals		56,000	

1 Includes the Warnervale Town Centre

2 Targets for greenfield include North Wyong Shire Structure Plan Area and MDP areas that are outside that area

Source: NSW Department of Planning 2008



Source: Department of Planning, 2008

CENTRAL COAST CENTRES, EMPLOYMENT LANDS AND EMPLOYMENT PRECINCTS

Employment

Local employment opportunities have developed from essentially a primary industries base – agriculture, forestry and mining – to a more diverse base. Key employment sectors for workers in the region now include health care and social assistance, retail trade, manufacturing and construction.

Latest figures put the region’s labour force (those who live in the region and are employed or are seeking employment) at more than 145,000 in 2009, a slight decline from previous years. The Central Coast unemployment rate as at March 2009 was 6%, compared with the state average of 5.2%.

Around one in four Central Coast workers leave the region for work each day. Two key targets for the *Central Coast Regional Strategy* are to improve

employment self containment and to sustainably provide for the 45,000 additional jobs needed to accommodate population growth.

Summary

The region’s difficult topography, dispersed settlement, increasing population with a growing number of elderly and young families, and a significant commute task out of the region combine to frame the region’s transport challenges.

The transport network needs to provide local connectivity to support jobs close to home and access to local services while maintaining and improving connections to key centres out of the region.

TABLE 2: CENTRAL COAST EMPLOYMENT CAPACITY TARGETS BY LGA AND HIERARCHY 2006- 2031

Centre type	Gosford LGA employment capacity targets	Wyong LGA employment capacity targets
Regional city (Gosford)	6000 (33%)	0 (0%)
Major centre (Tuggerah-Wyong)	0 (0%)	5500 (20%) ¹
Other centres (town centres, villages and neighbourhoods)	9000 (50%)	9000 (33%)
Employment lands	3000 (17%)	2000 (7%) ²
North Wyong Structure Plan Area	0 (0%)	10,500 ³ (40%)
LGA totals	18,000 (100%)	27,000 (100%)
Regional total	45,000	

- 1 Targets for Tuggerah Straight and Tuggerah Business Park are included in the major centre figures.
- 2 Targets for Warnervale town centre are included in the 'Other centres, home-based business and other' figures.
- 3 Targets for the Wyong Employment Zone are included in the North Wyong Shire Structure Plan Area figures.

Source: NSW Department of Planning 2008

Regional Economic Development and Employment Strategy

The NSW Government's 2009 *Regional Economic Development and Employment Strategy* sets the direction for accommodating 45,000 additional jobs and increasing employment self-containment.

It is intended to create a positive environment for government and business investment in the region. The Strategy outlines key measures to strengthen the regional economy, develop future skills, increase knowledge and innovation and provide infrastructure to support jobs and growth.

Implementation across the three tiers of Government is being lead by Regional Development Australia – Central Coast NSW.

Strategic Planning Context

In partnership with the local community, the NSW Government has developed a planning framework to ensure that the Central Coast as a key region of the State remains a vibrant, sustainable place to live. Below are the key strategies guiding the future development of the region.

State Plan: Investing in a Better Future



Updated in 2010, the *State Plan* is the shared vision of the NSW Government and the community for the future of NSW. Developed in close partnership with local communities, it sets out clear priorities for Government action to meet community needs, and sets challenging targets to guide decision-making and resource allocation.

As the Government's central policy document, the *State Plan* is supported by detailed delivery plans, including the *State Infrastructure Strategy*, *Metropolitan Strategy* and the *Metropolitan Transport Plan*.

The *State Plan* outlines the Government's commitment to delivering transport strategies for key regional areas, including the Central Coast and the neighbouring Hunter region, and contains priorities and targets aimed at ensuring that our transport network is safe, reliable and integrated.

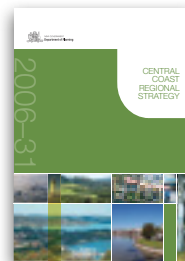
Metropolitan Strategy – City of Cities: A Plan for Sydney's Future



The 2005 *Metropolitan Strategy* is the Government's long-term plan to support efficient and sustainable growth in the Sydney region over a 25-year period. It aims to secure Sydney's place as a truly Global City by promoting and managing growth, with 70% of new homes to be in existing areas and 30% in new release areas. It sets directions for Government decisions on the timing and location of investment in transport and other infrastructure.

Currently under review as part of a 5-yearly review process, the *Strategy* sets the scene for more detailed planning in the subregions of Metropolitan Sydney and regional areas of NSW.

Central Coast Regional Strategy

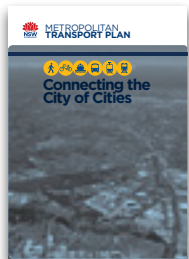


The *Central Coast Regional Strategy (2008)* provides the detailed framework for guiding sustainable growth in the region to 2031. Its aim is to ensure that population and economic growth are appropriately balanced against the need to maintain the unique and defining qualities of the region.

The *Strategy* provides for 100,000 additional residents (now forecast to be 120,000 by 2036), 56,000 additional dwellings and 45,000 additional jobs over a 25 year period. It provides a clear understanding of where future growth is expected to occur, and where supporting infrastructure is needed. It outlines commitments for our transport network – with road upgrades, strategic bus corridors, new and upgraded public transport interchanges and a continued focus on improving the efficiency of the rail network.

The *Regional Strategy* incorporates the specific regional infrastructure initiatives identified in the *State Infrastructure Strategy* and will continue to inform future infrastructure investment priorities for the Central Coast. Five yearly reviews will be undertaken to ensure the *Strategy* continues to reflect local needs.

Metropolitan Transport Plan: Connecting the City of Cities



The 2010 *Metropolitan Transport Plan* provides a 25-year vision for transport and land use planning for Sydney, and includes a 10-year fully funded package of transport infrastructure to support it.

It accelerates and streamlines infrastructure roll out and planning processes to develop a transport system shaped around the way the city is used and moves to meet demand now and into the future.

The *Plan*, which is being fully incorporated into an integrated *Metropolitan Plan*, provides an integrated approach to transport and land use planning to ensure transport supports Sydney's role in the national economy and provides new locations for living, working, shopping, education and other community and recreational facilities. The Plan's \$21.9 billion statewide roads program includes upgrades to the Central Coast road network.

State Infrastructure Strategy



The *State Infrastructure Strategy* (2006, updated 2008) is a rolling 10-year plan for infrastructure projects to support Government service delivery. The *Strategy*, which is updated every two years, maps infrastructure projects by six broad regions – Sydney, Central Coast, Hunter, North Coast, Illawarra - South East and Inland NSW.

The *Strategy* links planning commitments identified in strategic documents such as the *Metropolitan Strategy* and *Regional Strategies* with the State's budget. It assists in providing a clearer understanding of infrastructure needs and funding constraints over the medium term.



Transport Network

The unique characteristics of the Central Coast – the waterways, national parks and steep topography – have required the transport network to develop to accommodate the resulting dispersed pattern of settlement, with populations located in a number of centres and more isolated areas.

The transport network comprises an arterial road system with major highway and freeway links to the adjoining regions, passenger and freight rail links, a comprehensive bus network, airport, ferry and taxi services and pedestrian and cycle networks.



Road Network

- Major links include the F3 Sydney to Newcastle Freeway, Central Coast Highway, Pacific Highway, Avoca Drive, Terrigal Drive, Wyong Road, Sparks Road, Brisbane Water Drive and Manns Road.
- The F3 is a vital link for approximately 70,000 light vehicle movements and 6,000 freight vehicle movements each day travelling between Sydney and the Central Coast, with the light vehicle volumes reducing to around 40,000 north towards the Hunter Valley.

Rail Services

- Located on the western fringe of the more densely populated coastal areas, the rail line between Sydney and Newcastle is a key link for travel within the Central Coast and to Newcastle and Sydney, with more than 7,500 people travelling by train daily to work in Sydney, and more than 3,500 of these travelling to inner Sydney.
- More than 32,000 train trips were made by Central Coast residents on an average weekday in 2008, with 68 services running along the line daily, 49 of these terminating at Central Station.
- 17 CountryLink services operate daily through Gosford and Wyong to Brisbane via the North Coast, Armidale and Moree via the Hunter Valley. These services connect with an extensive network of coach services to locations further afield.

Freight

- Approximately 100 freight services run the full length of the Sydney-Newcastle rail corridor (in each direction) each week, carrying grain, minerals and interstate freight, with some coal hauled locally.
- Approximately 6,000 heavy vehicles travel between the Central Coast and Hunter Regions and Sydney on a daily basis.

Bus Services

- Local bus services, provided by Busways and Redbus, link the key centres of Gosford and Tuggerah-Wyong with surrounding areas, with more than 51,000 bus passenger trips taken on an average weekday in 2008 by residents.
- Buses serve major employment centres at Gosford, Wyong and Somersby and retail destinations such as Erina Fair and Westfield Tuggerah.
- They provide a key connection for areas not serviced by rail, with connections to rail services at Woy Woy, Gosford, Tuggerah, Wyong and Wyee.

Transport Interchanges

- Major rail interchange facilities are located at Woy Woy, Gosford, Tuggerah and Wyong railway stations .
- Major bus interchanges are located at Gosford, Lakehaven Shopping Centre, Westfield Tuggerah and Erina Fair Shopping Centres.

- Secure bike parking facilities are available at Gosford, Lisarow, Woy Woy, Point Clare, Narara, Niagara Park, Ourimbah, Wyong, Tuggerah and Warnervale.

Commuter Car Parks

- Commuter car parks are available at selected stations, including at Gosford, Woy Woy, Tuggerah, Wyong and Ourimbah.
- Informal car parking for commuters who car pool for travel to work out of the region occurs at a number of locations near to the F3 Freeway, including Kariong, Tuggerah (Mardi) and Warnervale. More formal parking arrangements for this purpose have been established at Ourimbah.

Air Services

- Warnervale Airport, owned by Wyong Shire Council, has one runway which caters to predominantly local aviation traffic, with daily take offs and landings (when added together) capped at 88.

Ferry Services

- More than 300,000 passenger trips were made by private ferry in the region in 2008. 10 services run daily from Empire Bay to Woy Woy, with a further 10 services running daily from Palm Beach to Ettalong.

Taxi Services + Hire Cars

- The local taxi network has 86 taxis operating, 21 of which are wheelchair accessible. More than 600,000 taxi journeys were undertaken in 2008. The region has one secure taxi rank on Bonnal Road (adjacent to the Woodport Inn), Erina, which operates on Fridays from 11pm to 4am. More than 70 hire cars operate across the region.

Pedestrian and Cycle Network

- There are more than 200 kms of cycleway facilities in the Gosford & Wyong Local Government Areas, supported by a network of secure bike parking facilities at key transport interchanges.



Photo courtesy: AECOM



Community Transport

- Three Government funded community transport service operators provide services to those who have difficulty accessing transport, including the elderly, people with disabilities and their carers. In the twelve months to the end of March 2010 these services had provided more than 97,000 passenger trips.

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.

Travel Patterns

All Trips

- Central Coast residents made more than 1.2 million trips on an average weekday during 2008 – a 1.9% decrease from 2003.
- And they made more than 1 million trips on an average weekend day – an increase of 9.5% from 2003.
- Of the trips made on an average weekday - 78% were made by car, 3% by train, 4% by bus, 13% by walking and 2% by other modes, including cycling.
- There has been little change in mode share over the period – with the share of trips made by car increasing 3 percentage points, the share of trips made by public transport has stayed relatively stable, and the share of walking trips decreasing by 3 percentage points.
- The reasons for travel haven't changed significantly over the past five years – with 24% of all trips for social and recreational purposes; 19% of trips to serve passengers; 17% of trips for shopping and 12% of trips for commuting to work.
- Central Coast residents drove on average 30 kilometres each week day in 2008 - a 19% increase in length of trips since 2003.
- Central Coast motorists experience road congestion during peak periods on weekdays and also later on Saturday mornings at key intersections along the Central Coast Highway, Terrigal Drive, Wyong Road, the Pacific Highway and Avoca Drive.



Journeys to Work

- Central Coast residents and workers made more than 141,000 journeys to work on an average weekday in 2008 – a 3.8% increase from 2003.
- Of all journeys to work by Central Coast residents, 86% were made by cars, 11% by public transport and 3% by walking or cycling.
- Public transport's share of journeys to work by Central Coast residents has decreased by 1 percentage point since 2003.
- And of those residents who used public transport to get to work, 86% travelled by train, 14% by bus, with a small number of ferry trips.

(Source: BTS Household Travel Survey)

- It is estimated that in 2006 a minimum of 22.6% of the workforce travelled outside the region for work, down slightly from 25.2% in 2001.

- Of those who travelled to work out of the region on Census day 2006, 71% travelled by car, 23.1% by train and 6% by other modes.

(Source: BTS, JTW 2006)

A key challenge flowing from these trends is to promote a shift to public transport and walking and cycling for particular journeys, recognising that car use will continue as a significant travel mode.

Achieving a meaningful and sustainable shift to public transport in the Central Coast will be particularly difficult given the dispersed nature of settlement and the ready access to affordable parking in the region.

Increasing the attractiveness of public transport for shopping trips and social and recreational purposes on weekends in particular also presents a real challenge.

ACHIEVEMENTS



Rail Upgrades

The Government has provided significant funds for recent initiatives to improve the reliability, accessibility, comfort and attractiveness of rail travel for Central Coast residents, many of whom commute by train each weekday to Sydney and other locations. Key initiatives include:

- a major \$195 million track upgrade of the Northern Line, completed in 2010. This work involved nearly 150 kilometres of track, replacement of 283,000 timber sleepers with concrete sleepers and signalling and overhead wiring upgraded, repaired and replaced as required.
- an Easy Access upgrade of Wyong station, completed in 2005, building on those previously completed at Gosford, Woy Woy and Tuggerah, making travel by train a viable option for those with mobility limitations.
- modern Oscar carriages, which have operated on the rail line through the Central Coast since 2008 providing new and replacement carriages and improving passenger comfort. Specifically:
 - 64 Oscar carriages operate on the Central Coast on weekdays, providing 150 services from Monday to Friday; and
 - 20 Oscar carriages operate on the Central Coast on Saturdays and Sundays, providing 74 services over the weekend.

- as part of the Rail Clearways Program, construction of an additional platform and stabling capacity at Hornsby, completed in 2006 with construction of an additional platform at Berowra completed in 2008, contributing to improved reliability of Central Coast train services.
- stabling capacity at Gosford Station to accommodate new OSCARS was completed in 2007.

Additional Commuter Car Parking

Commuter car parks provide Central Coast residents with convenient and ready access to the rail network providing for ease of travel, especially for residents who commute to work outside the region.

- The Government is committing further investment to increase commuter parking with the following new and expanded facilities to all be completed by early 2011:
 - 500 spaces and transport interchange at Tuggerah (opened December 2009);
 - 50 extra spaces at Ourimbah (opened July 2010);
 - 200 extra spaces at Wyong (completion late 2010); and
 - 300 extra spaces at Woy Woy (completion early 2011).

Buses

Central Coast residents benefit directly from the \$1.1 billion provided annually by Government for local bus services in NSW.

- Major bus improvements have been delivered in conjunction with road upgrades, such as:
 - 16 new buses introduced in 2009/10 to accommodate growth, with additional buses on order as part of 1,000 buses committed under the *Metropolitan Transport Plan*;
 - bus priority on Pacific Highway/Anzac Road and Pacific Highway/Johnson Road traffic light intersections at Tuggerah;
 - new bus signals at the Woy Woy transport interchange; and
 - new bus bay and pedestrian refuge at Haven View Road, Terrigal Drive, Terrigal.

Roads

The Government has delivered upgrades to the region's roads in recent years to improve connectivity and promote local economic opportunities, committing \$300 million over the period 2007 to 2011. The focus has been on improving the condition of the existing network, addressing safety risks and improving network efficiency.

As part of this program, bus priority measures have also been provided to increase the reliability and attractiveness of public transport together with improved pedestrian path and cycleway connectivity for those Central Coast residents and visitors to the region who favour active transport.

The Government's investment in the region's road network provides for major and ongoing improvements to the F3, Pacific Highway, the Central Coast Highway, Avoca Dr and Terrigal Dr, incorporating bus priority and cycleway facilities. Improvements completed since 2007/08 include:

F3

- Widening to six lanes between Mt Colah and Cowan, completing a consistent six lanes between the southern end of the freeway and the Gosford exit at Kariong.
- Emergency traffic management plan to reduce the impact of major crashes and incidents on the F3 between Wahroonga and Ourimbah. Facilities include:
 - 23 median crossovers to enable contra-flow operations for major traffic incidents;
 - 17 variable message signs for enhanced information provision in real-time to customers;
 - 8 CCTV for enhanced network coverage and monitoring of the corridor;
 - 3 major and 6 minor incident response facilities for rapid response and deployment of incident management infrastructure; and
 - a new real-time traffic flow monitoring system along the F3 Freeway to enable TMC to detect changes automatically.

Pacific Highway

- 1.8 kilometres of dual carriageway between Anzac Road and Johnson Road at Tuggerah.
- 1.8 kilometres of dual carriageway between the F3 Freeway and Glen Road at Ourimbah.

Central Coast Highway

- Intersection upgrade at Dane Drive and Masons Parade to increase capacity and provide bus priority facilities.
- Traffic and safety improvements between The Entrance and Long Jetty.
- 1.5 kilometres of dual carriageway between Ocean View Drive and Tumbi Road at Wamberal.
- 0.6 kilometres of dual carriageway between Terrigal Drive and Carlton Road, Erina.

Avoca Drive

- 0.7 kilometres of dual carriageway between the Central Coast Highway and Sun Valley Road at Green Point.



Road Safety and Traffic Management

- Other significant traffic and safety projects completed since 2007 include:
 - installation of traffic signals at the intersection of Manns Road and Merinee Road, West Gosford;
 - pedestrian signals and side road improvements at Wyong Road, Killarney Vale;
 - intersection improvements on Wallarah Road between Howelston Road and Arlington Street;
 - safety improvements to Central Coast Highway eastbound Kariong Hill, West Gosford;
 - new traffic signals at the intersection of Henry Parry Drive and Erina Street, Gosford; and
 - new pedestrian crossing signals at the intersection of the Central Coast Highway and Vaughan Avenue, Gosford; Main Road, Toukley and at Woy Woy Public School, Blackwall Road.

Fares

New *MyZone* fares were implemented in 2010 to make using public transport fairer, simpler and easier for passengers. The new fares reward frequent public transport users and make it fairer for those who travel long distances.

- The new *MyMulti* tickets allow private bus customers in the Central Coast to access the bus, train and Government ferry services with one ticket for the first time.
- Central Coast customers now have unlimited travel across all CityRail, Government ferries and metropolitan and outer-metropolitan bus services for \$57 a week using a *MyMulti 3*.

Cycling

Increasingly NSW residents want the option of using more active forms of transport, like cycling and walking, as a genuine alternative to private vehicle travel. The provision of dedicated facilities increases the attractiveness and safety of cycling.

- Over recent years there has been considerable development of cycleways on the Central Coast and provision of secure bike parking facilities to support cycling as a viable transport option for both Central Coast residents and visitors to the region.

- Currently there is more than 200 km of cycleways in the region, including:
 - Noonan Ave, Point Claire – Woy Woy Inlet Bridge (completed 2004);
 - Chittaway Point – Wyong Road, Berkeley Vale (completed 2005);
 - Koolewong foreshores – Couche Street (completed 2005);
 - Brickwharf Road – Woy Woy inlet (completed 2005); and
 - Woy Woy Bay inlet (completed 2007).
- There are 120 additional secure bike parking spaces provided at key interchange points, bringing the total to 168 across the region at:
 - Woy Woy (86 lockers installed 2008);
 - Point Clare (4 lockers installed 2007);
 - Narara (10 lockers installed 2007);
 - Niagara Park (4 lockers installed 2007);
 - Ourimbah (4 lockers installed 2007);
 - Warnervale (4 lockers installed 2007);
 - Gosford (20 lockers refurbished in 2010);
 - Lisarow (4 lockers installed 2007);
 - Tuggerah (16 lockers installed 2009); and
 - Wyong (16 lockers installed pre 2008).

Community Transport

Community Transport is able to offer more personalised forms of transport to those who have difficulty accessing mainstream services and so is a critical element of the Central Coast transport network.

- More than 97,000 community transport trips were undertaken in the twelve months to the end of March 2010.

Regional Transport Coordination

The Transport NSW, Regional Transport Coordination Program provides flexible transport solutions for those 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;
 - educational opportunities and youth outreach services; and
 - transporting Aboriginal children by bus or taxis to health services.

Transport Network Information

Access to up-to-date and reliable information assists people plan their journeys, whether by public transport or private vehicle. Central Coast residents can benefit from the transport network information systems available to them.

- The RTA provides live images from traffic cameras, traffic reports and variable messaging screens across the network to provide real time information about crashes, disruption and special events.
- The RTA now provides a free realtime road and traveller information service for NSW via the internet. The website provides customers with accurate, up-to-the-minute conditions for their journey. Customers are also able to view live traffic cameras across Sydney, compare traffic flow on major NSW roads, plan their journeys, view upcoming road works and scheduled events, and receive notifications of major traffic incidents.
- The 131 500 Transport Infoline provides public transport users with the information they need to plan an efficient and successful journey 24 hours a day.

RECENT ACHIEVEMENTS





INTEGRATED TRANSPORT AND LAND USE PLANNING FOR THE CENTRAL COAST: THE CENTRAL COAST'S TRANSPORT CHALLENGES AND HOW WE WILL MEET THEM



The Central Coast's transport challenges are framed by its striking terrain, growing and dispersed population, and significant commute task out of the region.

Large water bodies break up the landscape, rugged topography both attracts and constrains the opportunities for urban development and extensive green space exists between settlements. This settlement pattern and ready access to affordable parking contributes to lower patronage performance on public transport compared to more urbanised areas, with the car remaining the preferred mode for most travel in the region.

Improvements and enhancements to bus and rail services will be needed to increase the public transport mode share, but as the balance is unlikely to change significantly in the short-term, a key priority for the region is to

maintain and develop the road network to meet current and future private vehicle, road-based public transport and freight needs.

Significant population and employment growth is forecast for the region over the period of this strategy, with 70% of new dwellings and 60% of new jobs planned for Wyong Shire. Close integration of transport planning with land use planning will be essential to ensure that future housing, employment and retail/commercial development occurs in locations close to existing road and public transport networks. The plan to locate much of the growth in Tuggerah/Wyong and other centres, as well as establishing Warnervale Town Centre as a Transit Oriented Development, will assist in that regard.

However, 40 percent of the new housing planned for Wyong over the period to 2036 is in greenfield areas of North Wyong. Providing public and active transport

options in these new release areas to coincide with development will be essential to promote alternatives to private vehicle use.

Achievement of the employment targets established for the Central Coast will rely on a transport network that provides ease of access and connections between residential areas and key areas of employment in the region. Improvements to local connectivity will also be needed for access to services and recreational opportunities.

Our road and rail improvements will provide reliable, efficient and attractive travel options to key centres for the substantial number of people who will continue to

work outside the region.

The proportion of the Central Coast population aged over 65 is forecast to increase substantially over the next twenty five years to around 24%. This will continue to increase demand for more personalised transport services like those provided under the Home and Community Care Program.

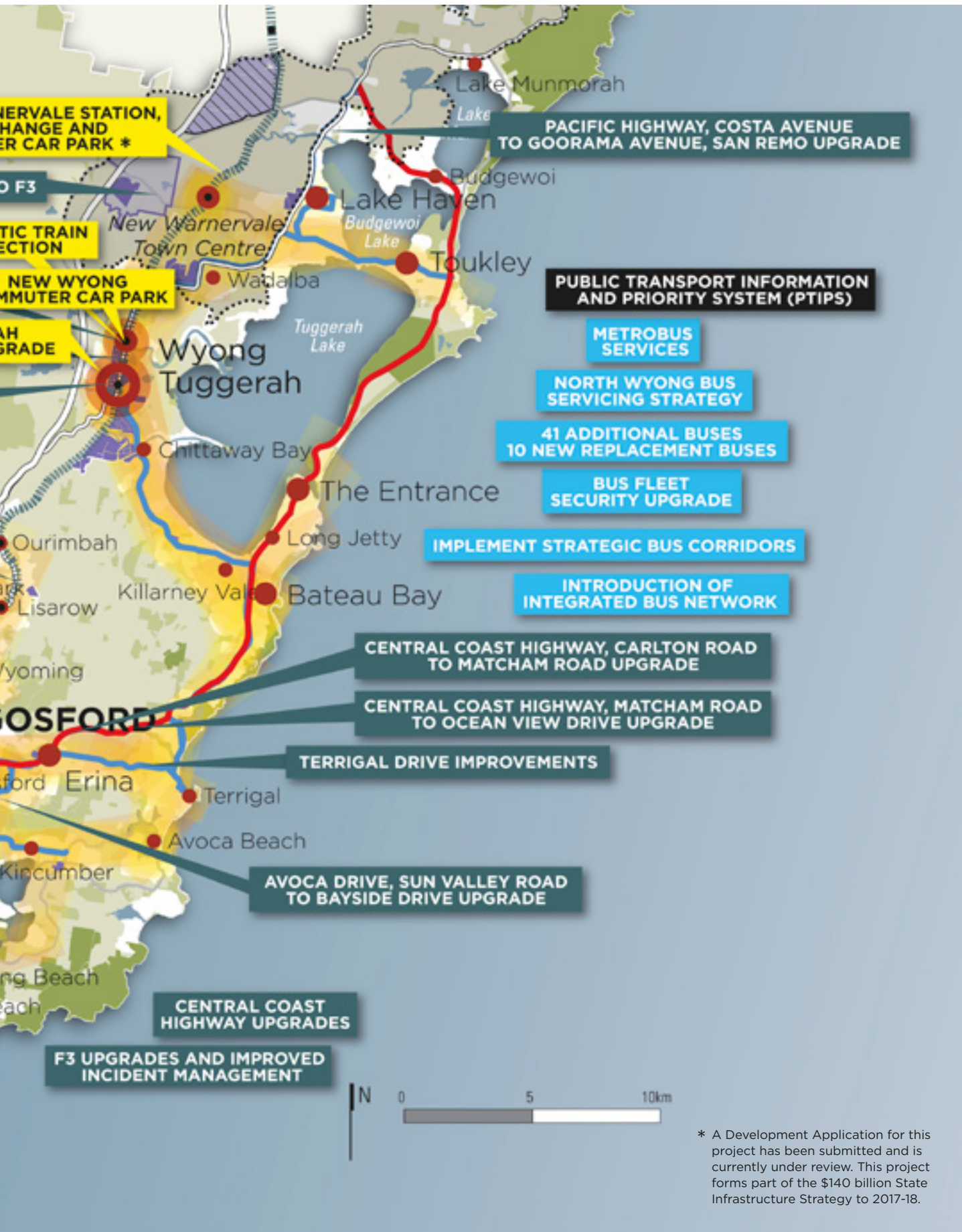
The short (to 2012), medium (to 2020) and long term (to 2036) initiatives outlined in the Central Coast Regional Transport Strategy respond to these challenges and seek to encourage a greater share of trips by public transport. They are designed to promote a shift over time to public transport and walking and cycling.

To ensure the Central Coast grows in an effective, efficient and sustainable manner, the Government will over the life of this Strategy:

- deliver a major Tuggerah Railway Station upgrade;
- deliver the proposed North Warnervale Station and Transport Interchange by 2015/16;
- deliver new Commuter Car Parks at Wyong and Woy Woy by 2011 and Gosford;
- deliver further Outer Suburban Rail Carriages for Central Coast rail services;
- deliver the \$300 million upgrades to Central Coast roads outlined in *Central Coast Better Roads*;
- improve the safety and reliability of the Central Coast road network by addressing traffic congestion at key locations;
- implement the Government's response to the Independent Inquiry into the Management and Administration of Incidents on the F3;
- improve bus services in the Central Coast by:
 - delivering a new Integrated Central Coast Bus Network, 41 additional buses and investigating new Strategic Bus Corridors;
 - developing a North Wyong Bus Servicing Strategy;
 - investigating the expansion of Metrobus services to the Central Coast from 2015; and
 - introducing satellite tracking of late running buses.
- implement the NSW Bike Plan, including matched funding to help local councils across NSW improve local cycleway networks;
- rollout the new electronic ticketing system for public transport services, supported by major improvements to the 131 500 Transport Infoline;
- work closely with local stakeholders, through our Central Coast Regional Transport Coordinator, to identify and respond to the needs of the transport disadvantaged;
- subject to agreement with the Australian Government, deliver the proposed \$840 million Northern Sydney Freight Corridor Program;
- protect existing transport corridors and identify proposed transport corridors within the Central Coast and to surrounding regions, including potential road, freight and fast rail connections in the long term; and
- implement the agreed actions from the Gosford City Centre Transport Management and Accessibility Plan.

FORWARD COMMITMENTS





DELIVERING FOR THE CENTRAL COAST



Building on recent improvements to the road and public transport networks on the Central Coast, in the next two years the NSW Government will be undertaking major road upgrades, implementing ongoing improvements to the local rail and bus networks and delivering improved walking and cycling connections, consistent with the directions of the *Central Coast Regional Strategy*.

Funding of initiatives is targeted to ensure consistency with the aims and directions of the *Central Coast Regional Strategy*, *State Plan*, *Metropolitan Transport Plan*, and *Metropolitan Strategy*.

Our projects will be coordinated with development in key corridors and centres in line with forecast and actual employment and population growth. They will improve

the accessibility of the transport network, improve productivity and economic competitiveness, integrate with the existing transport network and contribute to environmental sustainability.

For the period to 2020 our integrated transport and land use plans will ensure that the Central Coast transport network continues to develop in a manner that supports employment containment and strengthens the existing employment base.

The initiatives outlined to 2020 will build on the 2012 actions, getting the most out of the existing transport network and expanding where necessary to meet forecast growth.

Coastal areas of New South Wales will continue to experience population growth over the period of this strategy, to 2036. Increasingly this growth will reflect an ageing demographic which has its own inherent challenges for transport and land use planning. Strategic transport connections will need to be maintained and improved to meet this growth.

RAIL

TO 2012

The Government is committed to improving the accessibility, convenience and reliability of rail services. New commuter car parks, improved bus connections and upgraded interchanges will all assist in reversing recent decreases in rail patronage on the Central Coast.

New Stations and Station Upgrades

Major improvements will be made to Tuggerah Station. The Government will commence construction of two lifts to improve accessibility for those who use Tuggerah Station daily and complete a canopy upgrade to provide improved protection from the elements.

The proposed North Warnervale Station is scheduled to commence construction in 2012. The new station will include two platforms, canopies, lifts, ticketing office, passenger information systems and security features such as CCTV surveillance, lighting and emergency help points.

Rail Safety

Automatic Train Protection (ATP) stops a train from overspeeding or from proceeding to a section of track unless it is permitted to do so. ATP is a major defense against rail accidents and its introduction across the RailCorp network was recommended by the Special Commission of Inquiry into the Waterfall Rail Accident. As part of implementing this recommendation, ATP will be introduced on the rail line in the Central Coast adding improved safety for rail passengers. Construction is scheduled to commence in 2011, starting in Wyong and working south.

New Rail Carriages

The Government's unprecedented investment in new rail rolling stock will continue – with delivery of additional Oscar carriages on the Central Coast. These new carriages will replace older carriages and vastly improve the comfort and reliability of rail services for local residents. The Government will continue to monitor local timetables to ensure services match demand.

Transit Oriented Development

The North Warnervale Railway Station and Interchange will facilitate the development of Warnervale as a new centre that is well serviced by public transport. The Government recognises the importance of designing new centres with integrated transport connections. North Warnervale Station will support the sustainable development of North Wyong and provide opportunities for new residents to access bus and rail services by walking and cycling.

Tuggerah-Wyong, as a State Significant Site, will also facilitate opportunities for new growth within walking and cycling distance to Tuggerah Railway Station. Plans for new employment growth for Tuggerah will reshape this centre to better facilitate access by all modes.

2012 TO 2020

New Stations and Station Upgrades

The Government will complete construction of the Tuggerah Railway Station upgrade, providing improved accessibility and protection from the elements.

The proposed North Warnervale Station is scheduled to be completed in 2015/16.

New Rail Carriages

The Government will continue to modernise the rail fleet, with the Intercity V-sets to be replaced at a cost of \$1.27 billion between 2015 and 2020.

Outer Suburban Carriages

The Government will investigate options for enhancing the performance of the Oscars, including investigating options to extend the Oscars from Wyong to Warnervale.

BEYOND 2020

The long term vision for rail on the Central Coast includes investigation of the potential for fast rail connections between Gosford and Sydney as we expect the likely impacts of oil prices will improve the economics of this transport choice.

The Government will investigate options for fast rail connections in the long term – working with the Australian Government and local Councils to harness the potential of such a major investment to significantly improve the travel experience of Central Coast residents.

BUSES

TO 2012

The Government invests more than \$1.1 billion annually in providing bus services across NSW – and Central Coast residents directly benefit, with more than 51,000 bus passenger trips on the Central Coast on an average weekday.

We are committed to improving the performance and accessibility of the bus network on the Central Coast.

Bus Network Development

In November 2010 the Government will introduce improved bus networks across the Central Coast. The new networks, which were developed following a community consultation process during 2009, will improve connections between key centres and make it easier for people to access services and get to and from work.

The new networks will provide improved connections to the railway line, the two major hospitals at Gosford and Wyong and the University of Newcastle, Ourimbah Campus. In addition the major shopping and service hubs of Tuggerah and Erina will have improved services.

Key elements of the new network include:

- new connections from
 - Budgewoi to Wyee and Wyong;
 - Noraville and Toukley to Wyong;
 - Berkeley Vale/ Killarney Vale to Gosford; and
 - Gwandalan and Chain Valley Bay to Wyee and Morisset.
- improved frequencies and/or hours of operation in
 - Hamlyn Terrace;
 - Norah Head;
 - Wadalba;
 - Woodbury Park;
 - Berkeley Vale/Killarney Vale;
 - The Entrance;
 - Toowoona Bay;
 - Bateau Bay;
 - Springfield;
 - Kariong;
 - Umina/Ettalong; and
 - Saratoga.



Bus routes in the Central Coast will be re-classified into Principal, Link, or Local Routes in an effort to simplify the bus network, making it easier to understand and a better reflection of the land uses it serves.

The 2009 *Outer-Metropolitan Bus Service Planning Guidelines*, which covers the planning of bus services on the Central Coast, will be reviewed and updated to reflect the new route classifications. The review will examine recommended frequencies, hours of operation and indicative walking distances for the new Principal, Link and Local Routes.

Key stakeholder input will be sought as part of the review process – with updated *Outer-Metropolitan Bus Service Planning Guidelines* to be completed in 2011.

New Buses

Sixteen new accessible buses from the 300 Growth Buses have already been introduced to improve frequencies and hours of operation on existing routes, and to establish new routes on emerging corridors. An additional 41 accessible buses – from the first batch of 200 of the 1,000 *Metropolitan Transport Plan* buses

– will also be introduced when the Integrated Bus Network begins in 2010.

The Government will continue to modernise the bus fleet and provide additional buses to meet demand. In this regard, we will spend \$4.3 million in replacing a further 10 buses on the Central Coast in 2010-11.

Strategic Bus Corridors + Bus Priority

Strategic Bus Corridors serve key areas of growth and demand. The new bus networks will implement Strategic Bus Corridors previously identified for the Central Coast, including:

- Wyong to Gosford via Bateau Bay and Erina;
- Kincumber to Gosford via Erina; and
- Umina and Ettalong to Gosford via Woy Woy.

In conjunction with road upgrade programs, the Government will continue to implement measures to give buses priority on our roads. Bus priority measures, such as bus lanes and bus priority at traffic signals, will be focussed on Strategic Bus Corridors and on providing access to key centres, particularly the regional city of Gosford.



2012 TO 2020

North Wyong Bus Services

In recognition of the significant growth forecast to occur in North Wyong, and the important role of buses in servicing new growth areas, the Government will prepare a *North Wyong Bus Servicing Strategy*.

The aim of the Strategy will be to ensure that new residents moving into the area have a travel choice that includes public transport and that the orderly staging of land releases responds to the initiatives in the *Central Coast Regional Transport Strategy*.

The *Bus Servicing Strategy* will develop long term bus servicing plans for North Wyong to 2036 and will help guide the land release decision making process for state government agencies.

Metrobus Expansion

Metrobus routes provide new direct cross regional links between key retail, medical and educational precincts – utilising high capacity, distinctively branded buses on high frequency routes. Following the success of the Metrobus concept in Sydney, the Government will consider the expansion of the Metrobus concept across outer-metropolitan areas, including the Central Coast from 2015.

Bus Safety

The Government is upgrading the safety of passengers and drivers on private buses by funding the acquisition of CCTV cameras and duress alarms worth \$25 million on regular route passenger bus services in Sydney, Newcastle, Wollongong and the Central Coast. Installation will occur over 3 years from 2010/11.

Approximately 2,350 buses will be upgraded so that the whole regular route bus fleet in Sydney, Wollongong, Newcastle and the Central Coast will be fitted with efficient modern and effective security systems.

Strategic Bus Corridors + Bus Priority

The Government will monitor the need and potential for implementing new Strategic Bus Corridors as frequencies and patronage grow on the initial key corridors.

The Government's Bus Priority Program will continue. Strategic Bus Corridors will benefit from bus priority measures such as bus jumps and bus priority at traffic signals. Specifically designed bus information stands – or plinths – will identify high frequency Strategic Bus Corridors – providing passengers with information on timetable and destinations. This will be supported by increasing access to detailed trip making and mapping available through the 131 500 Transport Information Line.

Satellite tracking of buses through the Public Transport Information and Priority System – or PTIPS - will be introduced on the Central Coast following the rollout of electronic ticketing from 2012. This will allow the tracking of late running buses so that they may be given priority at traffic lights, ensuring the reliability of bus services in the region.

Bus Contract Renewal

Bus service contracts on the Central Coast will expire twice in the period to 2020 – with 8 year maximum contract terms provided for in the governing legislation. The Government will review the contract terms with a view to further improving the reliability and responsiveness of local bus services by driving improvement in operator performance, reporting and enforcement.

Procurement processes will be refined to ensure that the services are being operated efficiently and delivering value for taxpayers' money.

Bus Network Development

In consultation with the local community the Government will continue to monitor and adjust the local bus network in response to demand and changes in community needs. Annual service reviews will be undertaken in partnership with local bus operators and additional services added as needed.

BEYOND 2020

We will continue to implement the North Wyong Bus Servicing Strategy and to support and promote our bus network through providing infrastructure and priority systems.

ROADS

TO 2012

Road Upgrade Program

The NSW Government is continuing to make major investments in the Central Coast arterial road network – improving connectivity and promoting local economic opportunities. We have committed more than \$300 million to upgrades to the Central Coast road network between 2007 and 2011.

Our program has focussed on improving the condition of the existing network, addressing identified safety risks, improving the efficiency of the network, and major improvements in bus priority and cycle and pedestrian path connectivity.

Our immediate priority is to complete the package of works detailed in *Central Coast Better Roads*, released in September 2010.

This program includes the delivery of the following road upgrades by 2012:

- Avoca Drive, Sun Valley Road to Bayside Drive;
- Central Coast Highway, Carlton Road to Matcham Road;
- Victoria Road/Charlton Street Intersection Upgrade at Woy Woy;
- Central Coast Highway, Woy Woy Road Intersection Upgrade;
- Terrigal Drive intersections with Jessie Hurley Drive, Portsmouth Road and Charles Kay Drive; and
- Pacific Highway, Costa Avenue to Gooramba Avenue, San Remo upgraded to four lanes.

Initial feasibility and corridor identification studies will commence for a future Outer Sydney Orbital transport corridor, linking the F3 to the M7.

Road Safety and Road Quality

The State Plan recognises the need to improve both road safety and the quality of state roads.

On the Central Coast, the Government is targeting road safety through major road upgrade projects, traffic improvement projects, and asset management and maintenance works, where road safety is a key consideration in project development and design.

Specific road safety blackspot and minor improvement projects are also identified and constructed on the State Road network on the Central Coast.

In addition, the Government works with local councils to improve safety on the Regional and Local Road network through speed zone assessments, the Council Road Safety Officer Program, and other road improvement programs.

The Government applies the Safe Systems approach in all works, from maintenance to major upgrades. This approach recognises that human error is inevitable and requires roads and roadside environments that are forgiving of driver error.

The Government monitors ride quality to gauge the condition of the road surfaces on State Roads in the Central Coast area to assist in identifying where improvements are required. On average, \$20 million per year is being spent on maintaining the State Road network on the Central Coast, which includes pavement patching and resurfacing, pavement rehabilitation, slope stabilisation and culvert repairs.

The Government will continue efforts to improve the safety and quality of Central Coast roads.

Incident Management

The Government recognises that traffic delays, and in particular delays on the F3, cause considerable inconvenience to motorists. Ensuring that incidents are dealt with effectively and efficiently is one of the Government's top priorities for the Central Coast.

In April 2010 we engaged former NSW Police Commissioner Mr Ken Moroney AO to conduct an independent inquiry into the management and administration of incidents on the F3, with a view to putting in place a more robust process for responding to incidents in the future.

Mr Moroney's Report and the Government's response



were released on 26 June 2010.

The NSW Government accepted in principle all 33 recommendations, including the major recommendation of relocating the Transport Management Centre (TMC) from the organisational and functional control of the Roads and Traffic Authority to the Director General of Transport NSW.

The TMC has been established within Transport NSW and is responsible for providing seamless transport management across the entire transport network.

The Government also accepted the recommendation that the NSW Police Force assume, and lead, the command and control arrangements of major motor vehicle incidents that require the involvement of several agencies.

In addition, the Government will finalise as a matter of priority all outstanding action items identified in the *Rapid Response for New F3 Emergency Plan (2008)*.

Car Pooling

Car pooling or ride sharing, particularly for journeys to work, is a great way to reduce single occupant vehicle travel.

The Government supports car pooling on the Central Coast as a way of effectively minimising the impacts of car travel on the environment and reducing congestion.

Informal car pooling for commuters who car pool for travel to work out of the region occurs at a number of locations near the F3 Freeway, including Kariong, Tuggerah (Mardi) and Warnervale

More formal parking arrangements for this purpose have been established at Ourimbah. The Government will investigate opportunities to establish more formal parking arrangements at Kariong and at Tuggerah in conjunction with the planned upgrade of Wyong Road/F3 freeway interchange.



Integrated Transport and Land Use Planning

Transport, when integrated with land use, makes it easier and safer for people to access services and can reduce the need to travel long distances.

The NSW Government is committed to integrated transport and land use planning. By preparing and combining the *Central Coast Regional Strategy* and the *Central Coast Regional Transport Strategy* we will not only cater for population and employment growth – we will endeavour to ensure that housing and employment growth focuses on corridors and centres.

The Central Coast transport network will help shape the pattern of development and influence the location and density of land uses.

Throughout the life of this *Strategy* the Government will work co-operatively with Gosford City Council and Wyong Shire Council to promote integrated planning outcomes for the local community.

Actions include:

- highlighting the need for transport service and cost impacts to be included in government agency investment and location decisions;
- planning for connections to new housing and employment as development happens to ensure there are public transport options available;
- identifying and developing transport corridors and precincts to make travel more accessible to where people live and work;
- engaging with regional bodies to provide strategic input to proposals for new town centres and land releases;
- encouraging the use of transport management accessibility plans (TMAPs) supported by improved guidelines and policies; and
- empowering local government to prepare and implement local transport plans by:
 - providing planning and technical guidance;
 - removing regulatory and institutional barriers to walking and cycling;
 - making it easier for local transport providers to run their services; and
 - providing information and assisting with encouragement programs to promote active transport.

2012 TO 2020

The Government will continue to build on recent improvements to the Central Coast road network. The road upgrade program will continue to focus on improving the condition and efficiency of the existing network, addressing identified safety risks, and major improvements in bus priority and cycle and pedestrian path connectivity. Road upgrades to provide increased capacity are focussed on connecting major established and emerging regional retail and commercial centres in the Central Coast both to each other and to the F3 Freeway.

Final planning and construction of the following projects will be undertaken:

- Central Coast Highway, Matcham Road to Ocean View Drive by 2013/14; and
- Central Coast Highway, Brisbane Water Dr/Manns Road Intersection by 2014/15.

Planning will continue on the following links, with delivery subject to confirmation of funding in forward budgets:

- Pacific Highway, Lisarow to F3 Stage 3, Railway Crescent to Glen Road;
- Pacific Highway, Narara to Lisarow Upgrade, Manns Road to Railway Crescent;
- Pacific Highway, Wyong Road Intersection Upgrade;
- F3 Widening, Wyong Road to Doyalson Link;
- Central Coast Highway, Wisemans Ferry Road intersection;
- Sparks Road, Pacific Highway to F3;
- Pacific Highway, Wyong Town Centre Stage 1; and
- F3/Wyong Road interchange upgrade.

The NSW Government will continue to deliver walking, cycling and bus priority infrastructure wherever feasible as an element of major road enhancements.

The Government will conduct initial feasibility and corridor identification for the Outer Sydney Orbital transport corridor, linking the F3 to the M7.

We will also work with the Australian Government to explore private financing options for the F3 to M2 link. The F3 to M2 would be a new link between the F3 and the Sydney Orbital, with a preferred alignment for an upgrade being the corridor along Pennant Hills Road. This is Sydney's major freight and commuter route going north.

BEYOND 2020

We will continue to focus on improving the safety and reliability of the Central Coast Road Network. We will address traffic congestion at key locations and sustainably support changing demands from population increase, economic development and land use intensification.

The Central Coast Regional Strategy is targeting 70% of new dwellings and 60% of new jobs for Wyong Shire. The Wyong population will rely heavily on the road network for transportation, for buses, private vehicles and freight. This will accelerate the need to upgrade the road network, particularly north of Wyong.

Detailed planning will continue for a future Outer Sydney Orbital transport corridor, potentially linking the Central Coast to the North West and South West Growth Centres, the Western Sydney Employment Lands Investigation Area and Wollongong and Port Kembla.

FREIGHT

TO 2012

The Government recognises the importance of an efficient and competitive freight industry. We are continuing to work closely with Infrastructure Australia on the National Ports Strategy and National Freight Network Plan to ensure we maximise the productivity and efficiency benefits to NSW.

In 2010 the NSW Government will release a 25 year *NSW Freight Strategy*. The *Strategy* will provide short, medium and long term strategic plans and priorities to improve freight movement and inform Government and private sector investment decisions.

Improved rail freight performance is a means of getting more heavy trucks off our roads and improving the environmental performance of our transport network. We will continue working with the Australian Government to plan the proposed \$840 million Northern Sydney Freight Corridor Program.

The Program is proposed to commence in 2011 and includes a range of infrastructure improvements to address the existing operational constraints on the rail network to meet long term freight requirements and overall improvements to the rail network between Sydney and Newcastle.

2012 TO 2020

The proposed \$840 million North Sydney Freight Corridor program will improve reliability, increase capacity and reduce transit times for rail freight traffic. The Program includes providing additional track and passing loops to improve the performance of freight trains by 2014, subject to further discussions with the Commonwealth Government.

BEYOND 2020

The Government will continue to progress the *NSW Freight Strategy*, improving the reliability and safety of our road and rail networks and the efficiency of freight operations.

As part of the *Freight Strategy*, we will pursue further improvements to the Sydney-Newcastle rail corridor, building on the initiatives completed through the proposed Northern Sydney Freight Corridor Program.

TRANSPORT INTERCHANGES AND COMMUTER CAR PARKS

TO 2012

Together with the North Warnervale Railway Station, a transport interchange will be provided at North Warnervale. Facilities will include bus stands, kiss and ride, taxi stands, secure bike parking facilities, passenger information and shelter. Construction is scheduled to commence in 2012/13.

Opportunities for commuter car parking within the North Warnervale Town Centre will be investigated with key landholders in accordance with the Town Centre State Significant Site approval.

New commuter car parks at Wyong (200 extra spaces) and Woy Woy (300 extra spaces) will be completed by 2011.

The NSW Government is working to deliver a new commuter car park at Gosford, with planning work underway. The NSW Government allocated \$6 million towards the project in the 2010/11 budget.

Central Coast commuter parking needs will be considered as part of the over \$400 million commitment to commuter car parking and transport interchanges announced as part of the *Metropolitan Transport Plan*. The identification of potential areas for park and ride will have regard to access to Strategic Bus Corridors servicing key centres such as Gosford.

2012 TO 2020

Construction of the North Warnervale Transport Interchange will be completed, providing bus stands, kiss and ride, taxi stands, secure bike parking facilities, passenger information and shelter. We will continue to investigate options to undertake further interchange upgrades.

Additional commuter car parking will be provided at Gosford Station and at North Warnervale. We will continue to monitor the capacity of existing Commuter Car Parks and investigate opportunities to expand or provide additional facilities.



Demand Management

The NSW Government recognises that measures to limit demand for travel by car must support our efforts to expand and improve the public transport network.

For instance, through the *State Plan* the Government is focussed on supporting jobs closer to home as a means of reducing demand for travel and easing pressure on the network.

Reducing the number of trips taken in our cars also reduces the impacts of climate change, the number of road traffic injuries, physical inactivity, air pollution and environmental degradation. These goals are reflected in the *NSW State Plan*.

A range of supporting measures need to be examined for the Central Coast to promote and encourage public transport use, particularly to key centres such as Gosford and Tuggerah-Wyong. A key consideration in these centres is to examine the pricing, regulation and availability of parking, with the exception of park and ride facilities.

In central Gosford alone there are approximately 10,500 parking spaces, with over 7,000 of these

off-street parking spaces. Almost 90% of parking supply in the area is long stay or unrestricted parking. The Gosford City Centre Transport Management and Accessibility Plan is addressing this issue in detail and will outline a number of proposed measures.

In addition to reviewing parking controls, the Government will work closely with Gosford City Council and Wyong Shire Council to promote measures to reduce demand for travel by car across the regions. Actions include:

- increasing the use of public and active transport to educational facilities and work places by facilitating the development of work place travel plans and assisting the preparation of school travel plans;
- implementing the actions detailed in the *NSW BikePlan*;
- promoting car pooling and car share schemes;
- making better use of road space for public transport; and
- implementing agreed measures for active transport identified in the Gosford TMAP.



FERRIES

TO 2012

In response to recent interest by commercial ferry operators seeking to provide deregulated ferry services on Sydney Harbour, the Government has indicated that it would be willing to consider deregulation of further routes in certain circumstances. These arrangements would be similar to those currently in place for high-speed ferry services between Manly and Circular Quay, where the Government has introduced regulatory changes to allow operators to provide services without the need for a service contract with the Government.

Deregulation of this nature could be considered for new ferry routes on the Central Coast where they would not impact on the legal rights of any existing service providers.

CYCLING AND WALKING

TO 2012

Cycling

The NSW Government has committed \$158 million of new funds in the *Metropolitan Transport Plan* to complete high-priority missing links in the Metropolitan Sydney Bike Network. The *NSW BikePlan* details how this commitment and complementary initiatives will help to encourage cycling.

The additional funding will allow the Government to focus existing funds on extending and improving cycling networks all over NSW, connecting regional centres and local communities.

At least \$5 million will be available each year of the ten year program to help local councils all over NSW improve local cycleway networks through a dollar-for-dollar matched funding program.

Over ten years, a total of over \$100 million will be invested in neighbourhood cycling projects across the State, when matched contributions are included.

Cycling is an important part of the transport scene in regional areas. Through joint planning and projects bike access will be enhanced with extensions and links to existing cycle networks. Cycling will also be an important transport choice in growth areas.

The Central Coast will benefit from increased investment in cycling infrastructure.

In Gosford, the shared path around Brisbane Water will be completed, and the feasibility of a new connection between Point Clare and Gosford investigated along the rail line. Cycleways will be extended along the Central Coast Highway and Avoca Drive.

In Wyong, shared paths will be extended and connected, completing missing links such as between Tuggerah and Norah Head.

Walking

Walking is a key form of transport, linking people from their homes to transport connections, work, school and recreational facilities. The Premier's Council for Active Living has been established to enable governments at all levels to build and strengthen the physical and social environments in which communities engage in activities such as walking - activities which have health, environmental, social and economic benefits.

The Government will continue to work with local Government and key stakeholders to promote opportunities for Central Coast residents to include walking as part of their daily lives.

The extensive program for the upgrade of the State road network by the Government through the RTA includes the provision of shared paths for cyclists and pedestrians. This contributes significantly to local accessibility, and is achieved in consultation with the local Councils.

The planning and development of centres and new areas for homes and employment will be designed to facilitate walking. Through the implementation of the Gosford TMAP we will improve existing and develop new walking

connections to and within Gosford City Centre.

The design of centres and growth areas to support walking will be assisted by Transport NSW through its ongoing advisory role to councils on Local Environment Plans and other planning initiatives. NSW Department of Planning and Transport NSW have an integrated role in planning for walking through the assessment of major projects and State Significant Site applications.

2012 TO 2020

The Government will continue to work closely with local government in the implementation of the *NSW Bike Plan*, Wyong Shire Council's *On Road Bicycle and Shared Pathways Strategy* and Gosford City Council's draft *Strategic Bike Plan*.

All routes to the new Warnervale Town Centre will be incrementally delivered to 2020. Cycleways along Terrigal Drive and the Pacific Highway between Gosford and Ourimbah will be extended.

BEYOND 2020

We will continuously improve pedestrian and cycle routes between centres and support local councils to enhance local networks and facilities as outlined in the 25 year *NSW Bike Plan*.

The health benefits of active transport will be reflected in the Government's approach to managing growth. Working closer to home by increasing local jobs will greatly improve people's opportunity to make short local trips by walking and cycling.



TAXIS

TO 2012

Major changes to taxi licensing arrangements in Sydney came into effect in December 2009. The reforms will ensure that the supply of taxis responds more closely to growth in passenger demand for taxi services and reduce barriers to entry, encouraging greater competition in the industry and providing a career path for skilled, experienced drivers.

The Government will closely monitor the implementation of the reforms and consider the potential for further roll out across other metropolitan regions, including the Central Coast. Ordinary and short term licences continue to be available on demand from the Government to operate outside of Sydney.

Pre-payment of Taxi Fares

The Government is proposing to undertake a trial of pre-payment of taxi fares on the Central Coast in 2011, to evaluate its effectiveness in improving the safety of drivers. Consultations will be undertaken with Central Coast Taxis, taxi drivers and the public before the trial to determine the length, operational framework and evaluation requirements of the trial. Regulatory amendments will be drafted to allow the trial to commence and a community awareness campaign conducted to advise passengers of the arrangements. The length of the trial would be 12 months, followed by evaluation by Transport NSW, before any decision to introduce the prepayment of fares on a permanent basis.

FARES + TICKETING

TO 2012

MyBus TravelTens give private bus customers in the Central Coast access to the *TravelTen* ticket for the first time, which can be used on all private bus services in the region. The new *MyMulti* tickets allow private bus customers in the Central Coast to access the bus, train and Government ferry services with one ticket for the first time.

Central Coast customers now have unlimited travel

across all CityRail, Government ferries and metropolitan and outer-metropolitan bus services for \$57 a week using a *MyMulti 3*. For passengers in the region who make frequent trips but only use bus services (or bus services and the Stockton ferry), the *MyMulti 1* provides unlimited travel for just \$41 a week.

Many Central Coast residents who travel long distances on bus or train will also see fare reductions, improving the affordability of public transport for Central Coast residents who commute to the Sydney CBD for work or study.

A single *MyTrain* ticket covering five bands (65km+) is now just \$7.80 and the weekly fare just \$56 – which means a passenger travelling from Wyong to Sydney Central saves \$2.80 on a single ticket and \$6 on their weekly ticket.

Bus passengers travelling 10 or more sections (16km+) pay no more than \$4.30 for a single ticket (down from \$5.10 and \$6.30 for the 10-15 section and 16+ section fare, respectively). The *MyBus 3 TravelTen* is just \$34.30, compared with \$40.80 for the previous Green (10-15 section) *TravelTen* and the Orange (16+ section) *TravelTen*.

Building on the success of the new *MyZone* fares, the Government will begin the rollout of the new electronic ticketing system for public transport services by the end of 2012. The new system will deliver a proven, efficient, highly reliable, and modern smartcard ticketing system – greatly improving the flexibility and simplicity of our public transport network.

2012 TO 2020

The new electronic ticketing system will be introduced on the Central Coast. Building on the simplified fare bands of *MyZone*, the new system will allow commuters to tap on and tap off from different modes of transport – trains, government and private buses, and government ferries.

It will operate in a similar way to an *eTag* – each card or tag can be linked to an account from which the price of the journey will be automatically deducted. Commuters will be able to top up their accounts online or arrange to have automatic deductions made from a linked bank account or credit card. They will also be able to load cash on the card through retail outlets.

TRANSPORT NETWORK INFORMATION

TO 2012

During 2010-11 the Government will implement major improvements to the 131 500 Transport Infoline. The changes will enable people to plan trips which include the use of cars, cycling, trains, buses and ferries. Journeys will be able to be plotted on maps, with the system also calculating the fares for the journey and describing ticket options.

Website information will be available by mobile phone and customers will be able to receive updates on relevant transport services and issues. Importantly, people will be able to compare the carbon footprint of public transport trips with other transport options.

COMMUNITY TRANSPORT

TO 2012

Community Transport is a critical element of the region's transport network and demand for these services continues to outstrip supply. Meeting the transport needs of the community transport client groups will remain a challenge, especially given the forecast increase in the number of older people in the region.

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

The recently announced reforms to Health service and funding arrangements involve the Federal Government taking responsibility for all aged services. The full implications and final outcome of these reforms for delivery of community transport services is not yet known.

Transport NSW 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

TO 2012

The Government's Central Coast Regional Transport Coordinator will continue to work closely with Wyong and Gosford Councils, public transport providers, community transport service providers, community groups and government agencies to identify and respond to the needs of the transport disadvantaged.

The Central Coast Transport Working Group, which the Regional Transport Coordinator convenes, provides an important forum for exploring options to address transport disadvantage. The responses developed to meet these needs will focus on utilising existing transport services and other resources in a more efficient and flexible way.

A number of initiatives of the Central Coast Regional Transport Coordinator Program commenced in 2010:

- providing transport to access mental health services;
- a TAFE course for young people aged 15-18 who have left school or who are at risk of leaving school to teach them to repair bicycles. At the end of the course, each participant will receive a bicycle;
- transporting Aboriginal children by bus or taxis to attend speech therapy sessions;
- funding a travel training program to encourage use of mainstream transport; and
- bus transport for youth from the Central Coast to access services, activities and events. As part of this initiative, two youth workers will upgrade their drivers licence to allow them to drive the mini bus.

Younger people and the Aboriginal community have been repeatedly identified as particularly transport disadvantaged. Over the next two years the Central Coast Regional Transport Coordinator will work with youth and aboriginal stakeholders to identify their specific transport needs and how best existing arrangements can be utilised to respond to them.

Transport NSW will continue to support the role of Regional Transport Coordinators.



SUPPORTING OUR REGIONAL CITY - GOSFORD

Gosford is one of six regional cities within the Greater Sydney Metropolitan area. Serving a population of approximately 160,000, it provides key education, health, retail and entertainment facilities for Central Coast residents. Under the *Central Coast Regional Strategy* Gosford will be a key focus for future population and employment growth on the Central Coast.

The *2006 Gosford City Centre Plan* outlines a 25 year vision for the Gosford City Centre to support 6,000 jobs and an additional 10,000 residents by 2031. The *City Centre Plan*, developed co-operatively with Gosford City Council, comprises a City Centre Vision, Civic Improvement Plan, Local Environmental Plan and Development Control Plan. Gosford City Council is also now developing its Community Strategic Plan, Gosford 2025, which will identify the community's priorities and aspirations for the future and address social, environmental, economic and civic leadership issues.

In 2009 Gosford City Council, in partnership with the Lands and Property Management Authority, embarked

on a city wide renewal process known as the '*Gosford Challenge*'. The resulting *Gosford City Centre Renewal Master Plan* develops a sustainable approach to accommodating the forecast number of new jobs and residents by 2031.

In support of the Master Plan, the NSW Government in consultation with Gosford City Council is undertaking a Transport Management and Accessibility Plan (TMAP) to assess existing and future travel patterns and identify a suite of potential strategies to accommodate the future transport needs of Gosford to 2036.

The TMAP, to be released in 2010, will include initiatives to meet Gosford's transport challenges and improve public transport's share of journeys to the Gosford City Centre.

The NSW Government will continue to build strong partnerships with Gosford City Council and other key stakeholders through implementation of agreed TMAP initiatives.

CLIMATE CHANGE

Climate change, and the associated impacts on transport infrastructure of rising sea levels rise and more frequent and extreme weather events, will be factored into both planning for new transport infrastructure and services and the ongoing management and maintenance of the existing network.

This will be reflected in deliberations about where augmentations to the transport network, including new corridors, can be sustainably located as well as the ongoing asset management and service planning frameworks of transport agencies.

To ensure that the Government is well placed to meet these challenges, we will focus on protecting existing and identifying proposed transport corridors within the Central Coast and to surrounding regions.

Our long term transport network will contribute to the overall response to climate change by helping to contain urban growth and by providing better environmental trip choice. We will continue our efforts to attract people to public transport and manage climate impacts on our infrastructure.



IMPLEMENTATION

Governance

Our transport vision for the region will be combined with the *Central Coast Regional Strategy* following its review, which is due for completion in 2013.

Responsibility for the implementation and delivery of the initiatives outlined in the *Central Coast Regional Transport Strategy* rests with Transport NSW.

Transport NSW is the lead transport agency of the NSW Government, with primary responsibility for transport policy, planning, regulation and coordination functions across road, rail, bus, taxi and ferries, as well as oversight of infrastructure delivery and asset management.

Transport NSW administers a combined transport portfolio budget, ensuring funds are prioritised where they are most needed and services aligned with population and economic growth.

Transport NSW will work closely with Gosford City Council and Wyong Shire Council to deliver initiatives that continue to meet community need.

The Government will report regularly on progress against the *Strategy* – with the Minister for the Central Coast to report to the local community on a yearly basis.

Five yearly reviews of the combined Central Coast Regional Strategy will be undertaken to ensure that the Strategy continues to reflect the regions needs.

Comments, Feedback and Implementation

The Government has received valuable community feedback on the *Metropolitan Transport Plan: Connecting the City of Cities* and the *Metropolitan Strategy Review Discussion Paper: Sydney Towards 2036*. We are now reviewing that feedback in the process of developing a consolidated *Metropolitan Plan* which will link our transport and land use planning.

We want to know what you think about the initiatives outlined in the *Draft Central Coast Regional Transport Strategy*. Broad ranging consultation was undertaken in preparing the draft Strategy and it is now being released for public consultation.

You can send in a submission or have your say by visiting:

www.nsw.gov.au/shapeyourstate

You may also send your submission or comments to:
Transport NSW
PO Box K659
Haymarket NSW 1240

Feedback into the *Draft Central Coast Regional Transport Strategy* will close on Friday 26 November 2010.

SUMMARY OF ACTIONS

RAIL

TO 2012

- Commence construction of a Tuggerah Railway Station upgrade.
- Introduce Automatic Train Protection on the rail line on the Central Coast, with construction to commence in 2011.
- Commence construction of the North Warnervale Railway Station in 2012.
- Deliver additional Outer Suburban Rail Carriages for Central Coast rail services.
- Monitor and adjust the rail timetable to reflect demand.

2012 TO 2020

- Complete construction of a Tuggerah Railway Station upgrade.
- Complete construction of the North Warnervale Railway Station by 2015/16.
- Investigate extending the operation of the Oscars to Warnervale.
- Replace the ageing V-Sets from 2015.

2020 TO 2036

- Investigate options for fast rail connections in the long term.



BUSES

TO 2012

- Introduce Integrated Bus Networks across the Central Coast in November 2010.
- Reclassify all local bus routes into Principal, Link, or Local Routes.
- Review and update the 2009 *Outer-Metropolitan Bus Service Planning Guidelines* in 2011 to reflect the new route classifications and to examine recommended frequencies, hours of operation and indicative walking distances for the new Principal, Link and Local Routes.
- Introduce 41 new buses by the end of 2010.
- Introduce 10 new buses in 2010/11 as part of the ongoing Bus Replacement Program.
- Implement Strategic Bus Corridors buses by the end of 2010 as part of the new Integrated Bus Networks:
 - Wyong to Gosford via Bateau Bay and Erina;
 - Kincumber to Gosford via Erina; and
 - Umina and Ettalong to Gosford via Woy Woy.
- Continue to implement measures such as bus lanes and bus priority at traffic signals to give buses priority on our roads, focusing on Strategic Bus Corridors and access to key centres.

2012 TO 2020

- Prepare a North Wyong Bus Servicing Strategy to develop long-term bus servicing plan for North Wyong.
- Consider the expansion of the Metrobus concept across outer-metropolitan areas, including the Central Coast.
- Upgrade the Central Coast private bus fleet to install CCTV cameras and duress alarms by 2012/13.
- Monitor the need and potential for implementing new Strategic Bus Corridors as frequencies and patronage build.
- Implement bus priority measures as identified to support Strategic Bus Corridors.
- Introduce satellite tracking of buses through the Public Transport Information and Priority System (PTIPS) following the rollout of electronic ticketing.

- Review the provisions of the first round of the bus contracts and refine the procurement process for the future delivery of bus services.
- Conduct annual bus service reviews in partnership with local bus operators.
- Monitor and adjust local bus networks in response to demand and changes in community needs.

2020 TO 2036

- Progressively implement the North Wyong Bus Servicing Strategy.
- Support and promote our bus network through the provision of infrastructure and priority systems.



ROADS

TO 2012

- Continue to deliver the \$300 million upgrade to Central Coast roads outlined in *Central Coast Better Roads* by completing the:
 - Avoca Drive, Sun Valley Road to Bayside Drive Upgrade;
 - Central Coast Highway, Carlton Road to Matcham Road Upgrade;
 - Victoria Road/Charlton Street Intersection Upgrade at Woy Woy;
 - Central Coast Highway, Woy Woy Road Intersection Upgrade;
 - Terrigal Drive intersections with Jessie Hurley Drive, Portsmouth Road and Charles Kay Drive; and
 - Pacific Highway, Costa Avenue to Goorama Avenue San Remo upgraded to four lanes.
- Conduct initial feasibility and corridor identification for a future Outer Sydney Orbital transport corridor, linking the F3 to the M7.
- Continue efforts to improve the safety and quality of Central Coast roads.
- Implement the Government's response to the Independent Inquiry into the Management and Administration of Incidents on the F3.
- Investigate opportunities for formalising parking arrangements at specific interchanges along the F3 to support car pooling.

2012 TO 2020

- Finalise planning and deliver the:
 - Central Coast Highway, Matcham Road to Ocean View Drive upgrade in 2013/14; and
 - Central Coast Highway, Brisbane Water Dr/Manns Road Intersection upgrade in 2014/15.
- Continue planning the following upgrades:
 - Pacific Highway, Lisarow to F3 Stage 3, Railway Crescent to Glen Road;

- ▣ Pacific Highway, Narara to Lisarow Upgrade, Manns Road to Railway Crescent;
- ▣ Pacific Highway, Wyong Road Intersection Upgrade;
- ▣ F3 Widening, Wyong Road to Doyalson Link;
- ▣ Pacific Highway, Wyong Town Centre Stage 1;
- ▣ Sparks Road, Pacific Highway to F3;
- ▣ Central Coast Highway, Wisemans Ferry Road intersection; and
- ▣ F3/Wyong Road interchange upgrade.
- Commence detailed planning for the Outer Sydney Orbital transport corridor.
- Work with the Australian Government to explore private financing options for the F3 to M2 upgrade.
- Deliver bicycle and bus priority infrastructure as an element of all major road enhancements.

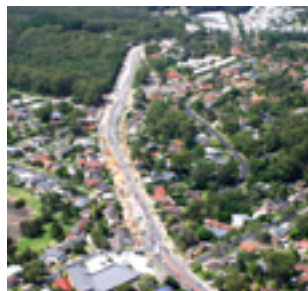
2020 TO 2036

- Focus on protecting existing transport corridors and identifying proposed corridors within the Central Coast and to surrounding regions.
- Improve the safety and reliability of the Central Coast road network by addressing traffic congestion at key locations and sustainably supporting changing demands.
- Develop the road network to support future population and employment growth in the region, particularly in North Wyong.
- Continue detailed planning for a future Outer Sydney Orbital transport corridor and the F3 to M2 link.

INTEGRATED TRANSPORT AND LAND USE

TO 2012

- Work co-operatively with Gosford City Council and Wyong Shire Council to promote integrated planning outcomes for the local community.
- Highlighting the need for transport service and cost impacts to be included in government agency investment and location decisions.
- Planning for connections to new housing and employment as development happens to ensure there are public transport options available.
- Investigating transport corridors and precincts to make travel more accessible to where people live and work.
- Engaging with regional bodies to provide strategic input to proposals for transport precincts, new town centres or land releases.
- Encouraging the use of transport management accessibility plans (TMAPs) supported by improved guidelines and policies.
- Empowering local government to prepare and implement local transport plans.



FREIGHT

TO 2012

- Continue to work closely with Infrastructure Australia on the National Ports Strategy and National Freight Network Plan.
- Release a 25 year NSW Freight Strategy in 2010.
- Continue working with the Australian Government to plan the proposed \$840 million Northern Sydney Freight Corridor (NSFC) Program.

2012 TO 2020

- Subject to agreement with the Australian Government, complete the proposed \$840 million Northern Sydney Freight Corridor Program.

2020 to 2036

- Pursue further improvements to the Sydney-Newcastle rail corridor, building on the initiatives completed through the Northern Sydney Freight Corridor Program.

TRANSPORT INTERCHANGES AND COMMUTER CAR PARKS

TO 2012

- Commence construction of a transport interchange at North Warnervale Rail Station in 2012/13.
- Complete new Commuter Car Parks at Wyong (200 extra spaces) and Woy Woy (300 extra spaces) by 2011.
- Undertake planning for additional commuter parking at Gosford.
- Investigate opportunities for commuter car parking within the North Warnervale Town Centre in partnership with key landholders.
- Investigate opportunities for further Commuter Car Park upgrades on the Central Coast as part of the over \$400 million commitment to commuter car parking and interchanges announced as part of the *Metropolitan Transport Plan*.

2012 TO 2020

- Complete the North Warnervale Transport Interchange.
- Investigate options to undertake further interchange upgrades.
- Plan for potential commuter parking at North Warnervale.
- Monitor the capacity of existing Commuter Car Parks and investigate opportunities to expand or provide additional facilities.



FERRIES

TO 2012

- Consider regulatory changes to allow some ferry services to operate without a contract with the Government where any new service would not impact on the legal rights of any existing service provider.

DEMAND MANAGEMENT

TO 2012

- Examine a range of supporting measures to promote and encourage public transport use, particularly to key centres such as Gosford and Tuggerah-Wyong.
- Examine the pricing, regulation and availability of parking in key centres in partnership with local councils.
- Work closely with Gosford City Council and Wyong Shire Council to promote measures to reduce demand for travel across the regions.

CYCLING AND WALKING

TO 2012

We will implement the *NSW Bike Plan* by:

- allocating \$5 million each year for ten years to help local councils across NSW improve local cycleway networks through a dollar-for-dollar matched funding program;



- completing the shared path around Brisbane Water in Gosford;
- extending cycleways along the Central Coast Highway and Avoca Drive;
- investigating the feasibility of a new connection between Point Clare and Gosford along the rail line;
- extending existing and implementing new shared paths in Wyong;
- completing missing links such as between Tuggerah and Norah Head;
- continue to work with local Government and key stakeholders to promote opportunities for Central Coast residents to include walking as part of their daily lives;
- continue to provide shared paths for cyclists and pedestrians as part of State road network upgrades;
- improve existing and develop new walking connections to and within Gosford through the implementation of Gosford Transport Management and Accessibility Plan;
- assist local councils to promote walking through the design of centres and growth areas by advising on Local Environment Plans, Major Projects and State Significant Site applications; and
- work closely with the Gosford Challenge Implementation Steering Committee to promote walking in the development of the Gosford waterfront.

2012 TO 2020

- Continue to implement the *NSW Bike Plan* in partnership with local councils.
- Develop routes to new Warnervale Town Centre.

2020 TO 2036

- Continuously improve pedestrian and cycle routes between centres and support local councils to enhance local networks and facilities.

TAXIS

TO 2012

- Closely monitor the implementation of the taxi reforms in Sydney and consider the potential for further roll out across other metropolitan regions, including the Central Coast.
- Undertake a trial of prepaid taxi fares.

FARES + TICKETING

TO 2012

- Begin the rollout of the new electronic ticketing system for public transport services from 2012.

2012 TO 2020

- Deliver a proven, efficient, highly reliable, and modern smartcard electronic ticketing system from 2012.

TRANSPORT NETWORK INFORMATION

TO 2012

- Implement major improvements to the 131 500 Transport Infoline in 2011.

COMMUNITY TRANSPORT

TO 2012

- Continue to administer funding for community transport operators and consult with service providers on service gaps and issues.

REGIONAL TRANSPORT COORDINATION

TO 2012

- Work closely with local stakeholders, through our Central Coast Regional Transport Coordinator, to identify and respond to the needs of the transport disadvantaged.
- Work with youth and Aboriginal stakeholders to identify their specific transport needs and how best existing arrangements can be utilised to respond to them.

SUPPORTING OUR REGIONAL CITY - GOSFORD

- Work with Gosford City Council and other key stakeholders to implement agreed initiatives from the Gosford Transport Management and Accessibility Plan.



