



Let's talk Terrigal

Terrigal CBD traffic flow improvements

CONSULTATION REPORT



June 2018

Executive Summary

Following on from consultation carried out in 2016, Central Coast Council sought further community feedback on Stage 1 and 2 of Terrigal CBD traffic flow improvements between 2 February and 9 March 2018 as part a broader campaign, *Let's talk Terrigal*.

In addition to consultation on the Terrigal CBD traffic flow improvements, *Let's talk Terrigal* also included information on other projects either underway or planned for in Terrigal, providing local residents and businesses a holistic view of what was planned for their area.

These projects were:

- The installation of smart parking sensors
- The upcoming Central Coast Parking Strategy
- Terrigal Rock pool restoration
- Banjo's Skate Park and Rotary Park playground upgrade

These projects were not formally open for consultation however we received feedback about these specific projects, as well as general feedback on other local issues.

116 stakeholders sent us **136** formal (written) submissions during the consultation period. Submissions were received via email, online through yourvoiceourcoast.com and as hand written submission forms provided at information sessions on the 26 and 28 February. Council management also met directly with several local business owners.

Over 200 community members attended the two information sessions.

The key themes raised in submissions covered:

- Impacts of proposed traffic flow improvements
- Parking
- Planning and investment in Terrigal

Many submissions contained multiple issues or comments, some of which related to other projects and issues in the Terrigal area.

From the **136** submissions, a total of **337** separate comments were made.

We have grouped these comments into themes and provided responses to key issues raised in this report.

Due to the large volume and variety of content contained within the submissions, we are not able to include and respond to every comment in this report however they have all been considered in the determination of the final design for traffic flow improvements, or forwarded to the relevant Council section if related to other projects and matters.

Consultation outcomes

In response to feedback from the community about traffic flow improvements, a number of changes have been made to the design. We have:

- Changed the Stage 1 design to allow Terrigal Esplanade to remain open to traffic all year round. We will not place permanent traffic restrictions on Terrigal Esplanade at this point. Further consideration of this may be taken when the Central Coast Parking Strategy has been completed and further consultation with the community has been carried out. The design does allow for temporary closure of Terrigal Esplanade for special events.
- Retained the pedestrian crossing in Church Street and reallocated funds to provide the signalised pedestrian crossing mid-way on Terrigal Esplanade.
- Reinstated the existing pedestrian crossing on Pine Tree Lane close to the intersection with Kurrawyba Avenue to provide better pedestrian access to the CBD.
- Provided an additional pedestrian crossing on Kurrawyba Avenue west of Church Street to improve access to the CBD.
- Reconfigured existing on-street parking within the CBD area to minimise on-street parking loss to four spaces and provide nine new motorcycle spaces.

Please refer to **Appendix G** to view the other design changes made.

It's important to note that while we do our best to develop projects to meet the needs and requests of the community and stakeholders, technical constraints, costs, and the overarching project objectives must also be considered to deliver a project that is safe, functional and best balances the competing needs of all those affected.

Next steps

Stage 1 traffic flow work is scheduled to start in July 2018, with expected completion before the end of October 2018, weather permitting. If work is delayed we would minimise construction areas and recommence work after Easter 2019 to avoid the busy holiday periods. We will endeavor to minimise disruption to businesses, residents and visitors wherever possible and communicate regularly with those affected.

Smart parking sensors will be installed at the Terrigal Surf Life Saving Club car park and The Haven in July 2018.

To accommodate forecasted parking needs we are continuing with the following projects:

- Investigations into a further expansion of Wilson Road car park
- Feasibility studies for a boardwalk connecting Terrigal Esplanade to The Haven
- Reviewing all aspects of parking in the Terrigal CBD as part of the Central Coast Parking Strategy.

We will be back to consult with the community on these projects and will let the community know when further information is available.

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Introduction

Traffic flow improvements and parking consultation

Over a number of years we have been making plans and delivering projects to address parking and traffic flow in Terrigal to cater for population growth and the increasing number of visitors to the area. We have consulted the community during the development of many of these, in addition to broader plans for Terrigal.

1996 Terrigal Foreshore Improvements Landscape Masterplan

This masterplan covers urban design/public domain improvements and was prepared with extensive community consultation. During detailed design in 2000, the proposal was developed to close Terrigal Esplanade between Campbell Crescent and Kurrwayba Avenue to create a piazza-style forecourt between the shops and the beachfront, including timber seating, outdoor eating, landscaping and picnic areas.

2002 Terrigal Bowl Strategic Plan

This plan was prepared with extensive community consultation, including a committee with representatives from the community, community groups, local businesses, Councillors, staff and external consultants. The plan led to LEP amendments (LEP 442) and the development controls specific to Terrigal Town Centre in 2004. These controls were incorporated into the Gosford LEP 2014 and remain in place today.

2012 Terrigal Parking Strategy

In 2011 the former Gosford City Council worked with the Terrigal community to develop The Terrigal Parking Strategy, which was adopted in 2012. The need to address traffic flow issues was a key outcome of this study, which led to the 2016 study and this current traffic flow improvement project.

2016 Terrigal Traffic Flow Study

This study sought to understand the technical issues with traffic flow and also involved the community through information sessions, online tools and an opportunity to make submissions.

2016 Stronger Communities Fund campaign

The Terrigal CBD Traffic Flow Improvements project ranked 7 out of 30 to be funded under the NSW Government's Stronger Communities Fund grant. The project received 609 votes, with 175 of these choosing the Terrigal CBD Traffic Flow as their first preference.

2017 Community Strategic Plan engagement

Increased parking, improved traffic flow and more footpaths were key issues raised by the Terrigal community during the consultation period for the Central Coast Community Strategic Plan (CSP). More information about the CSP can be found at: yourvoiceourcoast.com/help-shape-the-future-of-the-coast

2018 Terrigal CBD traffic flow improvements - Concept design

We have recently sought community feedback on Stages 1 and 2 of the concept design, which were developed following community consultation during the 2016 Traffic Flow Study.

The outcomes of this most recent consultation are the subject of this report.

The proposal

The objectives of the Terrigal CBD traffic flow improvements are to:

- Improve traffic flow within and approaching the Terrigal CBD
- Enhance pedestrian safety and access
- Enhance urban amenity and activation
- Encourage use of the Wilson Road car park

The proposal was open for feedback from 2 February to 9 March 2018. The original proposed designs for Stages 1 and 2 can be viewed in **Appendix A**.

Stage 1 involved:

- Converting Campbell Crescent, Church Street and Kurrawyba Avenue to two-way traffic.
- Installing signalised pedestrian crossings on the intersection on Campbell Crescent and Terrigal Esplanade, and on Church Street near Hudson Lane.
- Modifying the pedestrian crossings at the intersection of Kurrawyba Avenue and Terrigal Esplanade.
- Maintaining a right turn out only from Hudson Lane onto Church Street.
- Road and footpath adjustments on Campbell Crescent, Church Street and Kurrawyba Avenue (includes complete resurfacing and new linemarking of the road)
- Not allowing vehicles to turn right onto Kurrawyba Avenue from Terrigal Esplanade and also onto Terrigal Esplanade from Campbell Crescent.
- Restricting vehicle access onto Terrigal Esplanade during peak times. Buses, emergency vehicles and council service vehicles would be allowed access at all times. The proposed restricted times would be in place between October to April from 6am to 8pm all days.

As a result of community consultation, we have made a number of changes to the design. The changes will be discussed in this report.

Stage 2 involved:

- Raising and paving Terrigal Esplanade to create a Shared Zone with a 10km/h speed limit
- Changes to parking restrictions including a review of time limits
- Raising and paving parts of Hudson Lane to create a Shared Zone with a 10km/h speed limit connecting the new crossing at Church Street to the existing pedestrian walkway to Terrigal Esplanade
- Widening Ash Street and improving on-street parking.

Stage 1 is being funded by the NSW State Government's Stronger Communities Funding and Section 94 contributions. Funding for Stage 2 has not been fully secured.

Let's talk Terrigal

At the time of consultation for the proposed Terrigal CBD traffic flow improvements, we also provided information on other projects planned or underway in Terrigal to give local residents and businesses a more holistic view of what would be happening in their area.

Parking

These projects included:

- The installation of approximately 270 smart parking sensors in Terrigal to help residents and visitors find parking spots faster and improve parking turn over in the CBD. The sensors will be installed at the Terrigal Surf Club car park and The Haven.
- Investigation of further opportunities to improve parking in Terrigal as part of a region-wide parking strategy. The community will have an opportunity to provide input into this strategy as it is developed.
- Planning for an additional expansion of the existing Wilson Road car park. This was announced at the second information session.

Terrigal rock pool upgrade

An update was provided on plans to restore the Terrigal rock pool. The project will be funded by the NSW Government which has provided \$250,000 from the Public Reserves Management Fund Program to assist with works.

Banjo's Skate Park and Rotary Park playground upgrade

An update was provided on the status of the skate park, which is due for completion mid-2018, weather permitting. Information on the new play equipment, park furniture and BBQ facilities installed at Terrigal Rotary Park was also provided.

Consultation Approach

Objectives of consultation

The purpose of consultation for the Terrigal CBD traffic flow improvements was to:

- Encourage the community and stakeholders to provide feedback on the proposal
- Communicate the benefits and features of the proposal
- Provide the community and affected stakeholders an opportunity to speak directly with project staff
- Hear from stakeholders and the community to identify issues
- Report back to the community on the outcomes of community consultation and the next steps.

Our engagement framework

Consultation has been designed in accordance with Central Coast Council's Engagement Framework. This framework is available to view [at https://www.yourvoiceourcoast.com/Central-Coast-Council-Engagement-Framework](https://www.yourvoiceourcoast.com/Central-Coast-Council-Engagement-Framework).

How we consulted

We carried out extensive promotion of the consultation period to ensure the community and affected stakeholders were aware of the opportunity to get involved and given enough notice to provide feedback.

Media release	<ul style="list-style-type: none"> • Issued on 2 February 2018 A copy of the media release can be found in Appendix B
Print advertising	<ul style="list-style-type: none"> • Story featured in Coast Connect on 15 February • Advertising featured in Coast Connect on 22 February Copies of print advertising can be found in Appendix C
Radio advertising	<ul style="list-style-type: none"> • 125 spots ran on 2GO, SeaFM and StarFM in Breakfast Daytime and Drive from 9 February to 27 February
Information sessions	Two sessions ran on: <ul style="list-style-type: none"> • Monday 26 February 2018 6.30 to 8.30pm (Attended by 98 people) • Wednesday 28 February 2018 6.30 to 8.30pm (Attended by 107 people. Approximately 20 of these people also attended the previous session)

Your Voice – Our Coast website	<ul style="list-style-type: none"> • Project page launched on 2 February 2018 under <i>Let's talk Terrigal</i> • https://www.yourvoiceourcoast.com/lets-talk-terrigan • 1800 visits during consultation period
Social media	<ul style="list-style-type: none"> • Facebook post on 12 February and 22 February 2018 Total reach of 16,131 • Twitter tweets on 26, 28 February and 1 March Copies of the posts can be found in Appendix D
Project brochure – letterbox drop	<ul style="list-style-type: none"> • 9000 brochures were distributed to Terrigal residents and businesses, parts of Wamberal and North Avoca • Over 50 additional brochure hand delivered to staff, managers and business owners in the Terrigal CBD • A copy of the brochure and distribution area can be found in Appendix E
Project brochure – mail out	<ul style="list-style-type: none"> • 150 brochures mailed to CBD businesses and residents with a different postal address to street address
Outdoor posters	<ul style="list-style-type: none"> • Outdoor posters placed around CBD, The Haven, and Rotary Park • A copy of the poster can be found in Appendix F
Stakeholder meetings	<ul style="list-style-type: none"> • Meetings held with businesses which would require physical changes to built outdoor dining areas
Stakeholder meetings	<ul style="list-style-type: none"> • Council management met directly with several local business owners

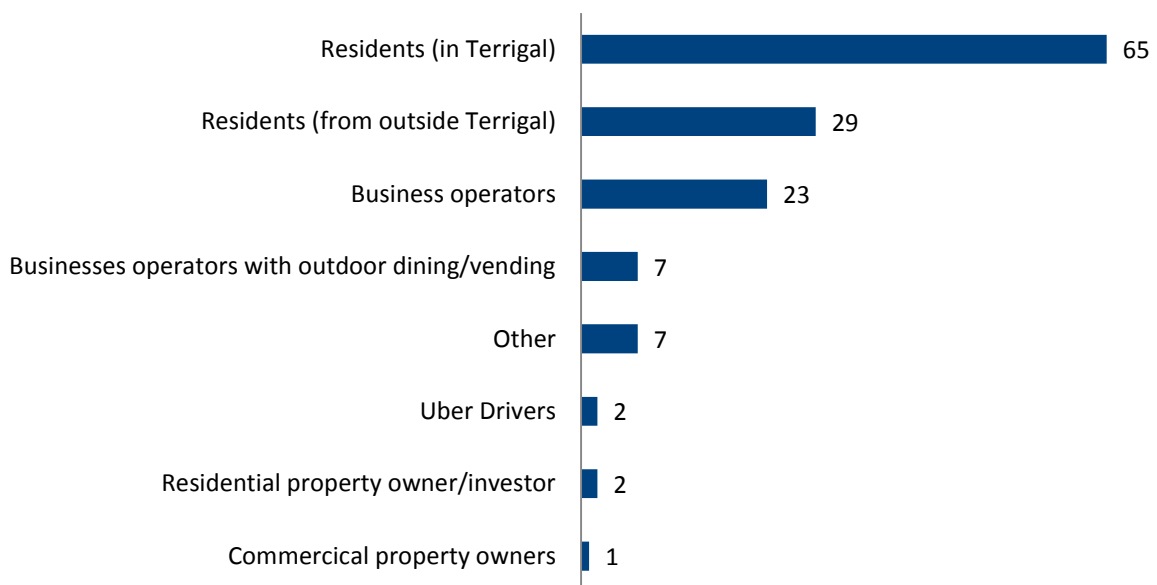
What we heard

We sought community feedback on Stage 1 and 2 of Terrigal CBD traffic flow improvements between 2 February and 9 March 2018 as part a broader campaign, *Let's talk Terrigal*.

The end date for the original consultation period was extended from 2 March to 9 March at the request of the community.

116 stakeholders made **136** formal (written) submissions during this time. These were provided as emails, online submissions through yourvoiceourcoast.com and hand written submissions forms provided at information sessions on the 26 and 28 February.

Figure 1 Number of submissions per stakeholder type



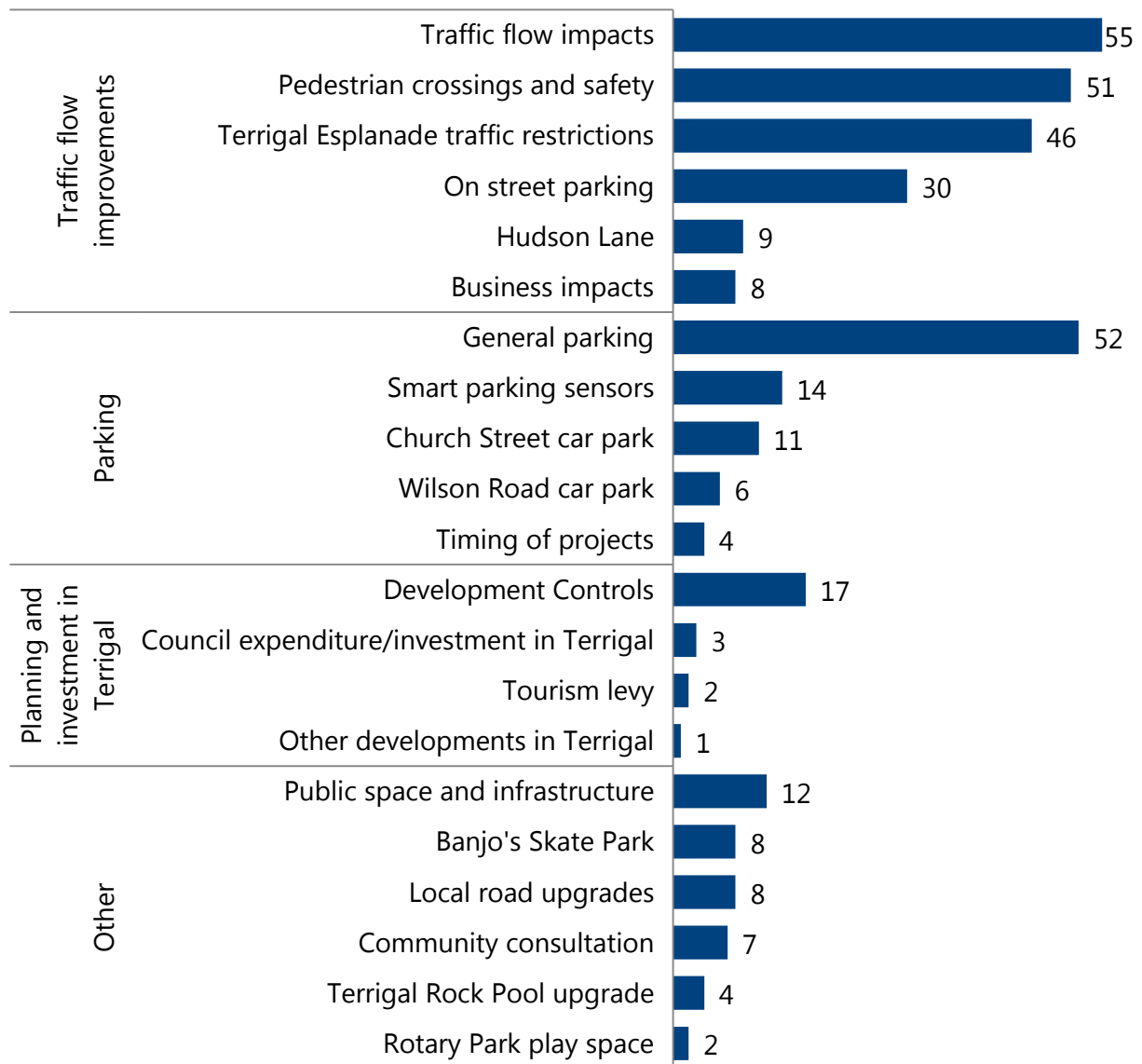
Many submissions contained multiple issues or comments, some of which related to other projects and issues in the Terrigal area.

From the **136** submissions, a total of **337** separate comments were made.

We have grouped these comments into themes and provided responses to key issues raised in this report.

Due to the large volume and variety of content contained within the submissions, we are not able to include and respond to every comment in this report however they have all been considered in the determination of the final design for traffic flow improvements, or forwarded to the relevant Council section if related to other projects and matters.

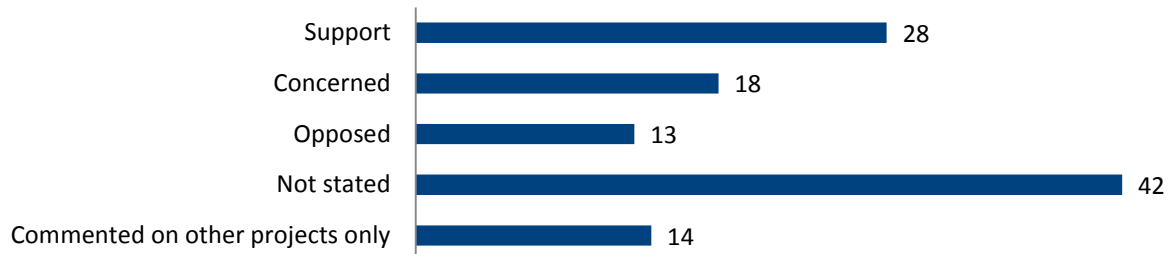
Figure 2 –Themes based on number of comments



Traffic flow improvements

Based on feedback received, the community holds a broad range of views on how pedestrian and vehicular traffic in how the CBD could be managed, and the advantages and disadvantages the proposal would offer.

Figure 1 Stakeholder sentiment towards proposed traffic flow improvements



A majority of stakeholders who made a submission would like to see traffic flow and congestion in the CBD addressed.

Several submissions suggested keeping the one-way loop, with the possibility of extending this to Ash Street. There is also a perception that the loop must be retained to assist with finding parking spaces.

We received 46 comments related to the proposed permanent traffic restrictions along Terrigal Esplanade. Reasons provided by the community to support the restrictions and longer term plans to create a raised, shared zone include:

- Increased opportunities for outdoor dining and events/place activation
- Expansion of open space on the beach front
- Urban renewal/visual amenity
- Improved air quality
- Increased pedestrian safety.

Reasons for opposing the restrictions include:

- Loss of existing on-street parking
- Potential loss of trade from passing vehicular traffic
- Driver confusion due to scheduled open and close times
- Fear of worsening traffic congestion
- Potential for anti-social behavior.

It was also suggested Council should trial temporary pedestrian lights before proceeding with a permanent solution.

It's important to note that while we do our best to develop projects to meet the needs and requests of the community and stakeholders, technical constraints, costs, and the overarching project objectives must also be considered to deliver a project that is safe, functional and best balances the competing needs of all those affected.

Issue Category	Key issues raised	Response
Traffic flow impacts	<ul style="list-style-type: none"> • Concern there will still be delays as drivers stop to park on the two-way streets • Concern that traffic congestion will still occur • Potential for unforeseen traffic impacts caused by vehicles finding alternate loops • Concern about traffic impact on other streets • Concern about increased congestion at Terrigal Esplanade & Ash Street intersection due to right turn movement • Suggestion to keep Kurrawyba Avenue as one way • Suggestion to provide variable message signs (VMS) for live traffic and parking availability • Concern about large vehicles not able to access to and from 7-9 Campbell Crescent. 	<p>Traffic flow is a key issue impacting on the residents, businesses and visitors to Terrigal. As Terrigal grows, congestion in the CBD is expected to get worse unless improvements are made to how vehicles and pedestrians move around the area.</p> <p>Our Roads, Transport and Drainage team has worked closely with experienced traffic engineering consultants to ensure the final design considers driver behaviors, traffic origin and destination surveys, potential alternative routes, future growth rates and pedestrian movements. Based on modelling developed for the final design, the traffic flow improvements will result in reduced delays for motorists.</p> <p>This modelling considers vehicles entering to and from side streets and laneways, as well as stopping to park on the street. These movements are expected to have minimal impact on traffic flow. The existing one-way loop combined with pedestrian movements is a major contributing factor to congestion in the Terrigal CBD.</p> <p>Local roads adjacent to the CBD are also not expected to experience major changes to traffic volumes as a result of the two-way traffic flow.</p> <p>Traffic volume along Terrigal Esplanade near Ash Street intersection is not predicted to increase significantly such that unacceptable delay will occur at the intersection.</p> <p>To help drivers find parking faster, digital signage displaying live parking space availability will be considered for future upgrades. Live traffic data is already available through alternative technologies such as GPS devices.</p> <p>The development at 7-9 Campbell Crescent has an internal three point turn facility for large vehicles. Turning circles in and out of the site for a standard garbage truck was assessed and considered adequate.</p>

Issue Category	Key issues raised	Response
Business impacts	<ul style="list-style-type: none"> • Concern over potential permanent loss of trade due to removal of the one way loop and restrictions on Terrigal Esplanade • Concern over temporary loss of trade due to construction • Concern over impact on business operation due to reconfiguration of outdoor dining area. 	<p>The existing one-way loop combined with pedestrian movements is a major contributing factor to congestion in the Terrigal CBD. By removing this loop, traffic modelling shows traffic delays will be significantly reduced, making access to Terrigal easier in peak periods.</p> <p>With the most recent design change to keep Terrigal Esplanade open to traffic all year round, average travel time from Terrigal Drive to Terrigal Haven is forecast to be reduced from 24 minutes to 6 minutes.</p> <p>The design also allows the potential to undertake temporary closures of Terrigal Esplanade for special events.</p> <p>To accommodate traffic and safe pedestrian movements, a new set of pedestrian signals will be required on Terrigal Esplanade.</p> <p>The original proposal (with permanent traffic restrictions on Terrigal Esplanade and a signalised pedestrian crossing on Church Street) forecast an average reduction from 24 minutes to 4 minutes.</p> <p>Construction will take place outside peak summer season to reduce impacts in the CBD. We will endeavor to minimise disruption to businesses, residents, and visitors wherever possible and communicate regularly with those affected.</p> <p>Traffic flow and pedestrian access will be maintained throughout construction and will be managed with traffic and pedestrian controls.</p> <p>Following consultation with affected businesses, the design has been revised to minimise the need to reconfigure existing outdoor dining areas. Minor disruption to outdoor dining areas will occur during construction only. We will notify affected businesses when these disruptions are expected to occur.</p>
Hudson Lane	<ul style="list-style-type: none"> • Suggestions to reverse traffic direction on Hudson Lane • Suggestion to provide left turn space for larger 	<p>We have considered reversing the traffic direction on Hudson Lane however due to adverse impact on waste bin placement and collection, this option is not feasible.</p> <p>A left turn facility for larger vehicles will not be</p>

Issue Category	Key issues raised	Response
	<p>vehicles into Hudson Lane</p> <ul style="list-style-type: none"> • Suggestion to provide a left turn out from Hudson Lane onto Church Street • Suggestion to improve drainage • Suggestion to improve visual appearance. 	<p>provided due to the loss of two on-street parking spaces. Larger vehicles can enter Hudson Lane by turning right from Kurrawyba Avenue. To improve access for large vehicles entering Hudson Lane, turning restriction at Terrigal Esplanade and Kurrawyba Avenue intersection will be changed to "Give way. No right turn onto Kurrawyba Avenue, vehicles over 6 meters excepted".</p> <p>As a result of feedback, the design has been changed to retain the existing raised pedestrian crossing mid-way on Church Street. The existing pedestrian crossing has been modified on the northern side of the road to allow the left and right turn out from Hudson Lane.</p> <p>Ponding of stormwater in Hudson Lane will be investigated in detailed design.</p> <p>Stage 2 works include decorative paving of the northern section of Hudson Lane to create a shared pedestrian corridor. Funding for Stage 2 has not been fully secured.</p>
On-street parking	<ul style="list-style-type: none"> • Concerns about loss of parking in Terrigal CBD • Concerns about loss of short-term parking on Terrigal Esplanade • Concerns the removal of the one-way loop will reduce opportunity to find parking • Suggestions to provide additional loading zone and extend operation time • Suggestion to provide more angled parking • Suggestion to line mark more parking spaces • Suggestion to provide mobility parking • Suggestions to provide 'kiss and drop' zones and more short-term parking • Suggest to improve the access to the loading zone 	<p>We acknowledge all concerns about the loss of on-street parking in the CBD and have endeavored to maximise as much on-street parking as possible when finalising the design.</p> <p>As a result of community feedback, we have changed the design to allow Terrigal Esplanade to remain open to traffic all year round and retain access to on-street parking on this section of road.</p> <p>We will not consider permanent traffic restrictions on Terrigal Esplanade until the Central Coast Parking Strategy has been completed and further community consultation has been undertaken.</p> <p>In the interim, we may consider approving temporary closure of Terrigal Esplanade during special events.</p> <p>Some spaces on Terrigal Esplanade, Church Street and Campbell Crescent must be removed to accommodate the two-way traffic system and install signalised pedestrian crossings. Refer to the final design drawing to view where spaces have been removed and added.</p> <p>Vehicles repeatedly looping the CBD to find premium</p>

Issue Category	Key issues raised	Response
	on Campbell Crescent.	<p>parking spaces is one of the causes of traffic congestion in the Terrigal CBD. To improve traffic flow, it is essential to remove the one-way loop.</p> <p>Sixty degree angled parking is currently provided on Kurrawyba Avenue and will be rotated to 45 degrees in the opposite direction to suit the changed traffic direction. We considered providing more angled parking in the CBD as a way to increase on-street parking, however due to the extra road width required and impacts on pedestrian areas, this option is not desirable.</p> <p>As suggested in community feedback, we will add line marking as a way of maximizing on-street parking, however this is subject to Local Traffic Committee approval. This also includes providing dedicated motorcycle parking.</p> <p>Due to the proximity of passing traffic, we cannot safely provide on-street mobility parking in the CBD. Safe mobility parking is provided in the Surf Club car park and Wilson Road car park, which has a newly installed lift.</p> <p>We will investigate mobility parking further as part of the Parking Strategy, along with on-street parking demand, time limits and provision of 'kiss and drop zones'.</p> <p>The Terrigal CBD has loading zones on Campbell Crescent, Kurrawyba Avenue and Terrigal Esplanade (near Ash Street). Due to concern over loss of on-street parking, the loading zones and operation times will not change as part of this project.</p> <p>As mentioned above, turning restrictions, at Terrigal Esplanade and Kurrawyba Avenue intersection will be changed to "Give way. No right turn onto Kurrawyba Avenue, vehicles over 6 meters excepted". This will improve access for large delivery vehicles to the loading zone on Campbell Crescent.</p>

Issue Category	Key issues raised	Response
Pedestrian crossings and safety	<ul style="list-style-type: none"> • Signalise pedestrian crossings along Terrigal Esplanade • Trial temporary pedestrian lights along Terrigal Esplanade • Concern for pedestrian safety on Terrigal Esplanade if restrictions are in place. • Provide countdown timer at pedestrian traffic control signals • Provide a signalised scattered pedestrian crossing at Terrigal Esplanade & Campbell Crescent intersection • Provide pedestrian crossing on Church Street near Kurrawyba Avenue • Retain or move pedestrian crossing to near proposed roundabout • Provide additional pedestrian crossing on Kurrawyba Ave near Church Street • Control pedestrian movements at the proposed roundabout • Provide additional pedestrian crossing on Terrigal Esplanade near Ash Street • Provide pedestrian overbridge or underpass. 	<p>Current and historic community consultation we have carried out indicates there is general support from the community that permanent signalised pedestrian lights would be an effective way to manage pedestrian flow.</p> <p>To alleviate concerns for businesses on the Esplanade we have changed the design to allow Terrigal Esplanade to remain open to traffic all year round.</p> <p>We will not place permanent traffic restrictions on Terrigal Esplanade at this point. Further consideration of this may be taken when the Central Coast Parking Strategy has been completed and further community consultation has been carried out.</p> <p>To regulate pedestrian movement and improve access between the shops and the beach area, signalised pedestrian crossings will be replacing the existing pedestrian crossings mid-way along Terrigal Esplanade, and at the intersection of Terrigal Esplanade and Campbell Crescent.</p> <p>To keep Terrigal Esplanade open to traffic, the mid-way signalised intersection is essential to improve pedestrian safety and regulate traffic flow. A trial of temporary pedestrian lights is deemed an unnecessary cost and delay.</p> <p>The intersection design for Terrigal Esplanade and Campbell Crescent includes two controlled pedestrian crossing points. The provision of scatter crossing would have an adverse impact on an existing outdoor dining area.</p> <p>Countdown timer at pedestrian traffic control signals will be included in all signalised pedestrian crossings.</p> <p>To improve pedestrian and mobility access between Wilson Road car park, the CBD and the beach via Kurrawyba Avenue we will be keeping the existing pedestrian crossing on Pine Tree Lane close to the intersection, with a slight realignment to address safety near the new roundabout.</p> <p>To improve pedestrian access to CBD, an additional pedestrian crossing on Kurrawyba Ave near Church St will be provided. This will result in a loss of five parking</p>

Issue Category	Key issues raised	Response
		<p>spaces at this location.</p> <p>The loss of the three 15 minutes parking spaces due to the pedestrian crossing realignment will be addressed by converting three of the 2 hour parking spaces adjacent to the post office into 15 minutes parking spaces.</p> <p>Unsafe pedestrian movements near the roundabout will be controlled using landscaping and signage. Kerb ramps will also be installed to encourage safer crossings. Due to a lack of space, refuge islands unfortunately cannot be provided as part of the roundabout design.</p> <p>A pedestrian crossing on Terrigal Esplanade near Ash Street will not be provided due to the loss of on-street parking, and the provision of suitable pedestrian facilities at the Kurrawyba Avenue intersection.</p> <p>Overpasses and underpasses are not suitable options to manage pedestrian flows due to costs and the amount of space required to build them in this location.</p>
Terrigal Esplanade traffic restrictions	<ul style="list-style-type: none"> • Proceed with traffic restrictions along Terrigal Esplanade • Keep Terrigal Esplanade open to traffic at all times • Ban buses onto Terrigal Esplanade • Suggestion to remove pedestrian fence along Stage 1 works. 	<p>As a result of community feedback, we have changed the design to allow Terrigal Esplanade to remain open to traffic all year round.</p> <p>We will not place permanent traffic restrictions on Terrigal Esplanade at this point. Further consideration of this may be taken when the Central Coast Parking Strategy has been completed and further community consultation has been carried out.</p> <p>Existing bus routes will remain in place, and the fence will be retained to ensure pedestrian safety.</p> <p>In the interim, we may consider approving temporary closure of Terrigal Esplanade during special events.</p>

Parking

Retaining and providing parking close to businesses and services in the CBD was a key issue raised in submissions and at the information sessions.

There is continued concern the Wilson Road car park is not close enough to businesses and services in the CBD to cater for less mobile visitors and residents.

The community are however open to ideas such as 'kiss and ride' zones, a boardwalk connecting Terrigal Esplanade to The Haven, shuttle services, increasing car park spaces outside the immediate CBD area, and permanent digital signage showing parking availability.

There were also suggestions that parking issues should be addressed before traffic improvements are carried out.

Issue category	Key issues raised	Our response
Timing of projects	<ul style="list-style-type: none"> • Suggestion parking issues should be addressed before traffic flow improvements are carried out • Concerns over removal of existing of on-street parking as part of traffic flow improvements. 	<p>We acknowledge all concerns about the loss of on-street parking in the CBD and have endeavored to maximise as much on-street parking as possible when finalising the design.</p> <p>As a result of community feedback, we have changed the design to allow Terrigal Esplanade to remain open to traffic all year round and retain access to on-street parking on this road.</p> <p>We will not place permanent traffic restrictions on Terrigal Esplanade at this point. Further consideration of this may be taken when the Central Coast Parking Strategy has been completed and further community consultation has been carried out.</p> <p>In the interim, we may consider approving temporary closure of Terrigal Esplanade during special events.</p>
Wilson Road car park	<ul style="list-style-type: none"> • The car park is never full • The new level on the Wilson Road car park is always full • Suggestion to expand Wilson Road car park • How will an expansion be 	<p>We are currently undertaking initial investigations into the feasibility of a proposed extension to Wilson Road car park.</p> <p>Funding for the extension is subject</p>

Issue category	Key issues raised	Our response
	<p>funded?</p> <ul style="list-style-type: none"> • Why is this car park being built while Gosford parking is inadequate? • Concerns about current anti-social behavior in Wilson Road carpark. 	<p>to our yearly capital works budget.</p> <p>We are currently preparing a short-term parking strategy for Gosford CBD to address current and further shortfalls in availability as well as looking at a parking strategy for the Central Coast region to consider medium and longer term solutions.</p> <p>Anti-social behavior</p> <p>We have been speaking with local residents and the Terrigal Bowling Club to understand and address anti-social behavior in Wilson Road car park. Actions we are taking include:</p> <ul style="list-style-type: none"> • Reviewing footage from the newly installed CCTV at typical times the behavior is reported to occur • Working more closely with police to report incidents we see on the footage • Investigating the installation of speedbumps, gates and other physical barriers to potentially close off the parking stations (level 2 and above) at night.
Church Street car park	<ul style="list-style-type: none"> • Buy back the Church Street car park • Construct a multi-level car park at this site • Request for justification and studies on sale of Church Street car park • Were the proceeds from the sale spent in Terrigal? 	<p>The carpark at 5-7 Church Street is now privately owned. There is no intention for Council to reacquire this property.</p> <p>The Church Street carpark site was sold based on a resolution made by Former Gosford Council.</p> <p>The proceeds from the sale were spent towards building an additional level on the Wilson Road Car Park completed in 2017.</p>
General parking	Various suggestions to improve	A review of all issues and suggestions from the community

Issue category	Key issues raised	Our response
	<p>parking in Terrigal:</p> <ul style="list-style-type: none"> • The unsealed, gated section at The Haven should be formalised • Suggest to remove trees on Pine Tree Lane to improve parking • Build a boardwalk from The Haven to Terrigal Esplanade • Provide more short-term parking close to shops • Find more sites in Terrigal for parking within and outside the CBD • Provide zones for ride-sharing services • Don't introduce paid parking • Introduce paid parking for visitors • Increase parking enforcement in the CBD • Monitor the use of trailer parking in The Haven • Install digital signage showing parking availability • Provide accessible/disabled parking for less mobile visitors • Wilson Road carpark is not suitable for the elderly and less mobile visitors wishing to access the CBD. 	<p>about parking will be undertaken as part of the Central Coast Parking Strategy.</p> <p>In the meantime we are:</p> <ul style="list-style-type: none"> • Investigating a further expansion of Wilson Road park • Investigating the feasibility of a boardwalk connecting Terrigal Esplanade to The Haven. • Keeping Terrigal Esplanade open to traffic all year round and retaining access to on-street parking on this section until the Central Coast Parking Strategy is completed and further consultation is carried out. • Installing smart parking sensors in The Haven and Surf Club Car Park to help visitors find parking faster. • Considering digital parking signage as part of Stage 2 of the Terrigal CBD traffic improvements works.
Smart parking sensors	<ul style="list-style-type: none"> • Safety concerns about using smart phone parking app while driving • Suggestion older people do not have access to smart phone technology • Suggestion that sensors should be placed in Wilson Road car park instead • Concern over replacing sensors when resurfacing a car park. 	<p>As with all handheld electronic devices, users are expected to adhere to relevant road safety legislation when using our smart parking app. We recommend the app is only used to plan a trip before driving, or by a passenger to guide the driver.</p> <p>The app provides additional information to help inform visitors about available parking spaces. We understand that not everyone will choose to use the app however it</p>

Issue category	Key issues raised	Our response
		<p>simply provides additional information to those who will use it.</p> <p>The installation of smart parking sensors in The Haven and Surf Club Car Park is the first step towards a potential digital parking signage system for Terrigal.</p> <p>A review will be undertaken after 18 months, and if successful we will investigate expanding the program into other areas of Terrigal such as the Wilson Road car park. This will be determined as part of the Central Coast Parking Strategy and is subject to further funding.</p> <p>We retain the ability to efficiently remove and reinstall sensors to enable resurfacing or other works to be undertaken.</p>

Planning and investment in Terrigal

There is concern within parts of the community about current and future private developments in Terrigal and the impact on parking availability, traffic and the general look and feel of the area. There is also a perception that planning in Terrigal has not been done holistically.

Issue category	Key issues raised	Our response
Development controls	<ul style="list-style-type: none"> • Concern there is a lack of holistic planning in Terrigal • Concern current Development Control Plans / LEP zonings do not allow for adequate provision of infrastructure (parking, water, sewerage, garbage) • Were cumulative impacts considered when approving recent developments? • Suggestion lower density may be more appropriate for Terrigal • Concern new developments are 'ad hoc' . 	<p>Planning for Terrigal CBD (sometimes referred to as a 'Terrigal Town Centre' or 'Terrigal Village' in planning documents) was informed by the following planning strategies:</p> <p><i>Terrigal Foreshore Improvements Landscape Masterplan (1996)</i></p> <p>This masterplan covers urban design/public domain improvements and was prepared with extensive community consultation. During detailed design in 2000, the proposal was developed to close Terrigal Esplanade between Campbell Crescent and Kurrwayba Avenue to create a piazza-style forecourt between the shops and the beachfront, including timber seating, outdoor eating areas, landscaping and picnic areas.</p> <p><i>Terrigal Bowl Strategic Plan (2002)</i></p> <p>This plan was prepared with extensive community consultation, including a committee with representatives from the community, community groups, local businesses, Councillors, staff and external consultants. The plan led to LEP amendments (LEP 442) and the development controls specific to Terrigal Town Centre in 2004, which are described further below. These controls were incorporated into the Gosford LEP 2014 and remain in place today.</p> <p><i>Terrigal parking strategy (2012)</i></p> <p>This strategy has led to projects such as Wilson Road car park expansion, improvements to parking at The Haven and current on-street parking and beach front parking restrictions.</p> <p><i>Terrigal Traffic Flow study (2016)</i></p> <p>This study sought to understand the technical issues with traffic flow and also involved the community</p>

		<p>through information sessions, online tools and an opportunity to make submissions.</p> <p>These documents have been uploaded to yourvoiceourcoast.com for viewing.</p> <p>Development controls</p> <p>Chapter 4.3 Terrigal Village Centre of the Gosford Development Control Plan 2013 (GDPC 2013) provides guidance on planning for the Terrigal centre. Within this plan there are specific controls that respond to building design and street character, residential amenity, environmental constraints and car parking.</p> <p>In respect to car parking, Part 4.3.12.2 specifically identifies that each development should provide car parking at the rates set by the Car parking Chapter of this DCP:</p> <ol style="list-style-type: none"> 1. All of the car parking required for the residential component of the development is to be provided on site. 2. No less than two thirds of the car parking calculated for the retail and commercial component of the development is to be provided on site, the balance may be provided by way of s94 contribution. <p>The height and floor space ratio controls within the Gosford Local Environmental Plan 2014 (GLEP 2014) were considered by the former Gosford Council as appropriate for both the built form and infrastructure capacity (ie parking, water, sewer and garbage) for Terrigal Town Centre.</p> <p>Review of GLEP 2014 and GDPC 2013</p> <p>The controls for Terrigal will be reviewed as part of the preparation of a comprehensive development control plan and Local Environment Plan. Urban planning investigations will commence in 2018/19, with a Comprehensive LEP to be developed over a number of years. The community will have the opportunity to provide input into this process.</p>
<p>Developments in Terrigal</p>	<ul style="list-style-type: none"> • Concern that the entrance to Elysium 	<p>The Elysium apartments at 156-160 Terrigal Drive, Terrigal (DA 38134/2010) is an approved development with 64 residential units and 124 on</p>

	<p>development is causing congestion.</p>	<p>site car parking spaces. Key improvements to this site include:</p> <ul style="list-style-type: none"> • Replacing a previous 47 room motel, manager’s residence, a restaurant, and 150 person conference centre with this new residential development, which is expected to generate less traffic during peak time than the previous motel complex • Provision of 13 car parking spaces in excess of what is required under Chapter 7.1 of GDCP 2013 • Reduction of the number of potential driveways to Terrigal Drive due to the consolidation of three properties into one • The ability for the waste truck to turn on-site.
<p>Council expenditure/ investment in Terrigal</p>	<ul style="list-style-type: none"> • Section 94 contributions could have been used for traffic flow improvements instead of Stronger Communities funding • Concern funding should have been directed to northern end of the Central Coast instead • What is the amount collected through Section 94 funds and balance of these funds? 	<p>The works planned for Stage 1 of Terrigal CBD traffic flow improvements have been funded through the NSW State Government’s Stronger Communities Fund and Section 94 contributions.</p> <p>In late 2016, we went to the community with a list of more than 30 projects and gave the community the opportunity to vote on the ones they most wanted to see be delivered with the Stronger Communities Funding.</p> <p>Following recommendations by the Stronger Communities Fund Assessment Panel, an independent body established to assess and make recommendations, Council endorsed ten projects for \$9 million funding in a Council meeting on 22 February. As required under the Stronger Community Fund Guidelines, the assessment panel included Local MPs from the Central Coast Local Government Area, Local Representative Committee members, staff, and an independent probity officer.</p> <p>These guidelines can be found at fitforthefuture.nsw.gov.au</p> <p>The Terrigal CBD traffic flow improvements were voted in the top 10 which is why we are delivering on this project using this funding.</p> <p>In the 2014-15, 2015-16 and 2016-17 financial years a total of \$2,518,825 of Section 94 funds have been collected through the Terrigal Contribution Plan. As</p>

		<p>of June 2017, the balance of Section 94 funds was \$2,291.830. More funds are expected to be collected this financial year, and into the future.</p> <p>Over \$500,000 dollars of these Section 94 funds have been allocated in the 2018-19 financial year to contribute to the completion of the Stage 1 Terrigal CBD traffic improvement works. Over \$600,000 dollars of Section 94 funds has also been budgeted for the Stage 2 traffic flow improvement works, which are subject to further community consultation and adoption by Council.</p>
Tourism levy	<ul style="list-style-type: none"> • What is the tourism levy for? • Request to remove tourism levy. 	<p>All rateable properties within Terrigal, North Avoca and Wamberal and are categorised as Business, in accordance with s518 of the <i>Local Government Act 1993</i>, or used for the purpose of tourism and short-term holiday letting are subject to the levy.</p> <p>The levy is to provide facilities, services & activities within the area in which this special rate applies i.e. Terrigal, Wamberal and North Avoca. It is also used for funding of special development works in the Terrigal CBD area.</p> <p>The 2018-19 financial year is the last year that we are able to levy the special rate as it commenced in 2004-05 and was approved for 15 years.</p>

Other themes

A number of submissions included feedback on projects not currently open for consultation however were included in *Let's talk Terrigal*.

Submissions also included requests for local road upgrades such as kerb, guttering and footpaths, and suggestions to improve public space and Council assets around Terrigal.

The community also raised concerns about the consultation process for the traffic flow improvements.

Issue category	Key issues raised	Our response
Banjo's Skate Park	<ul style="list-style-type: none"> • Objection to location of Banjo's skate park • Concern over traffic and parking near new skate park • Toilet facilitates at the site. 	<p>We have previously responded to concerns raised about the skate park location, traffic, parking and toilets in the project FAQs. These FAQs can be viewed at yourvoiceourcoast.com/terrigan-lagoon-foreshore-upgrade-works</p> <p>Banjo's Skate Park is a tribute to the late Banjo Pilon. The park received Federal Government funding after the community, Council and the Government identified the urgent need and high community support for the Terrigal/Wamberal area to have access to a skate park that provides accessible, visible and safe public recreation.</p> <p>Following a review of the remaining areas of public land available for this type of development in the Terrigal/Wamberal area, Terrigal Lagoon reserve was identified as the most suitable site for the skate park. Post construction of Banjo's Skatepark, a balance of 5000m² of park land will remain at this site for other activities.</p> <p>We have undertaken consultation with site users and the community to ensure Banjo's skate park is constructed and maintained to provide a safe recreation space for the community.</p>
Rotary Park play space	<ul style="list-style-type: none"> • Request for shade over new playground 	<p>We have installed mature shade trees which are designed to provide future natural shading of the key play space areas. This was the preferred shade method due to budget constraints, ongoing vandalism and</p>

		<p>maintenance of shade structures.</p> <p>The tree planting also complements the area and is visually unobtrusive to surrounding residents.</p>
Terrigal Rock Pool upgrade	<ul style="list-style-type: none"> • Request to place non-slip surface on existing stairs • Request a ramp into rock pool for the upgrade for disabled & wheel chair bound people • Health issues with Rock Pool from adjacent stormwater outlet. 	<p>We will investigate treatment of the stairs to improve the safety of access to the area.</p> <p>The restoration is a 'like-for-like' replacement of the failed rock wall of the rock pool. The funding provided and the difficulty of the site may be prohibitive to ensure disabled access to the rock pool.</p> <p>The rock pool is designed to self-flush at high tide. Signage will be installed to warn people about swimming after heavy rain events that may impact pool water quality.</p>
Local road upgrades	<ul style="list-style-type: none"> • Request for kerb, guttering, footpaths in other areas of Terrigal bowl • Suggest to improve the safety of back roads i.e. Kurrawyba Avenue. 	<p>Requests for infrastructure projects, which include kerb and gutter, footpaths and roads are listed for consideration of funding through our Capital Works Program. All works are prioritised against objective criteria which results in a ranking of projects. As funding is limited, budget allocations are made to projects with the highest ranking.</p> <p>We encourage the community to submit all requests for kerb, guttering, footpaths and road upgrades using our customer portal: centralcoastcouncil.custhelp.com/app/report_problem</p> <p>Lodging requests this way will ensure they are registered in our system and will provide you with a reference number of which you will be able to track if necessary.</p>
	<ul style="list-style-type: none"> • Suggest to upgrade the Terrigal Drive / Ocean View Road roundabout into traffic control signals • Suggest to upgrade the Charles Kay Dr / Scenic Hwy roundabout with two lanes 	<p>NSW Roads and Maritime Services manage the intersections at Terrigal Drive and Ocean View Road, and Scenic Highway and Charles Kay Drive. Inquiries about these intersections should be directed to Roads and Maritime.</p>

Public space and facilities	<ul style="list-style-type: none"> • Poor state of area around Terrigal Surf Club and café • Suggestion to activate area under the Norfolk pine trees on Terrigal Esplanade • Suggest to replant trees • Suggestion to build more facilities such as a play space, bbqs, picnic areas and water parks closer to the CBD. 	<p>The surf club site and its café are under a lease arrangement.</p> <p>We encourage the community to submit any concerns relating to the tidiness of public spaces or around Council-owned buildings using our customer portal: centralcoastcouncil.custhelp.com/app/report_problem</p> <p>Lodging requests this way will ensure they are registered in our system and will provide you with a reference number of which you will be able to track if necessary.</p> <p>We have noted the suggestions regarding further activation of the foreshore area and request for additional park infrastructure for consideration in future planning.</p>
	<ul style="list-style-type: none"> • Poor condition of public toilets at surf club 	<p>We carry out detailed condition inspections of public toilets every year. The need to upgrade public toilets is assessed along with the need to upgrade our other assets and facilities. Currently, the toilets at Terrigal Surf Life Saving Club are not prioritised for an upgrade.</p> <p>We encourage the community to submit any concerns relating to cleanliness of public toilets via our customer portal: centralcoastcouncil.custhelp.com/app/report_problem</p> <p>Lodging requests this way will ensure they are registered in our system and will provide you with a reference number of which you will be able to track if necessary.</p>
Community consultation	<ul style="list-style-type: none"> • Feedback from previous consultation was not considered • Timing of information session was too late in consultation period. 	<p>Feedback from previous consultation between 2002 and 2016 was used to inform the development of the proposed concept designs for the Terrigal CBD traffic flow improvements. Further refinements, as documented in this report, have been made in response to the recent consultation carried out in February</p>

		<p>2018.</p> <p>We acknowledge the comments about timing of the information sessions.</p> <p>Following feedback at the information sessions, we extended the consultation period for the traffic flow improvements by one week.</p>
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Consultation outcomes and next steps

Thank you to everyone who provided comments on the Terrigal CBD traffic flow improvements and attended the *Let's talk Terrigal* information sessions.

In response to feedback from the community about traffic flow improvements, we have:

- Changed the Stage 1 design to allow Terrigal Esplanade to remain open to traffic all year round. We will not place permanent traffic restrictions on Terrigal Esplanade at this point. Further consideration of this may be taken when the Central Coast Parking Strategy has been completed and further consultation with the community has been carried out. The design does allow for temporary closure of Terrigal Esplanade for special events.
- Retained the pedestrian crossing in Church Street and reallocated funds to provide the signalised pedestrian crossing mid-way on Terrigal Esplanade.
- Reinstated the existing pedestrian crossing on Pine Tree Lane close to the intersection with Kurrawyba Avenue to provide better pedestrian access to the CBD.
- Provided an additional pedestrian crossing on Kurrawyba Avenue west of Church Street to improve access to the CBD.
- Reconfigured existing on-street parking within the CBD area to minimise on-street parking loss to four spaces and provide nine new motorcycle spaces.

Work is scheduled to start this in July, with expected completion before the end of October 2018, weather permitting. If work is delayed we would minimise construction areas and recommence work after Easter 2019 to avoid the busy holiday periods. We will endeavour to minimise disruption to businesses, residents and visitors wherever possible and communicate regularly with those affected.

Smart parking sensors will be installed at the Terrigal Surf Life Saving Club car park and The Haven.

To accommodate forecasted parking needs we are continuing with the following projects:

- Investigations into a further expansion of Wilson Road carpark
- Feasibility studies for a boardwalk connecting Terrigal Esplanade to The Haven
- Reviewing all aspects of parking in the Terrigal CBD as part of the Central Coast Parking Strategy.

We will be back to consult with the community on these projects and will let the community know when further information is available.

We have shared all other feedback received during *Let's talk Terrigal* with the relevant departments within Council for consideration.