

Transport  
for NSW

# Draft Central Coast

Strategic Regional  
Integrated Transport Plan



# Acknowledgement of Country

Transport for NSW acknowledges and pays respect to the Traditional Custodians of the Central Coast region the lands of the Darkinjung people who have a continuous deep physical and spiritual connection to these lands. Transport acknowledges those ancestors that have defended, walked and managed these lands for many generations before us and who have left a legacy of strong cultural wisdom and knowledge that is embedded in Darkinjung lands today.

## **Darkinjung, Darginyung, Darkinjung, Darkin-nyoong, Darkinung, or Darkinyung**

Darkinjung Country (Ngura) is bounded by the Hawkesbury River (Deerubbin) to the south, McDonald River and Wollombi Ranges to the west, the Pacific Ocean to the east, and Lake Macquarie (Awaba) to the north. The neighbouring nations are the Dharug nation to the south, the Wonaruah nation to the north-west, and the Awabakal nation to the north.

Many of the transport pathways we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial pathways of Country that Aboriginal people have followed for tens of thousands of years. As noted in Transport’s vision for reconciliation, ‘Our transport system is a living, breathing network that connects us with each other, and which carries our stories across cultural border lines.’ These pathways continue to endure while new layers of movement networks and places are laid down as the Central Coast continues to grow into a future-focused and vibrant regional city.

In preparing this plan, Transport recognises that all Aboriginal First Nation groups have a continuous deep connection through their ceremonial pathways, connections with their lands, languages and stories, and pays respect to the cultural values of all Aboriginal communities and their families.



Vista of Hawkesbury river near Pacific Motorway Sydney-Newcastle in wide aerial panorama

Cover: Bike riders on Gosford to Woy Woy via Brisbane Water cycleway

# Minister's foreword



I am pleased to present the Draft Central Coast Strategic Regional Integrated Transport Plan and its vision for a connected, equitable, safe and sustainable transport network that works to serve the people and communities of the Central Coast.

Country to the Darkinjung people, the Central Coast region is located between the global gateways of Sydney and Newcastle. Its rural and coastal lifestyle offerings, smaller community feel, natural beauty, and diverse economy make the Central Coast a liveable and attractive place to raise a family, retire or semi-retire and this will continue to drive growth. The increase in housing demand and supporting industries and services, means the region is evolving. However, we need to ensure that, as the region grows and many thrive, our most vulnerable are not left behind.

**Creating a transport system that works for all our people and communities is a priority for the Government.**

For people in the regions, particularly those with disabilities, senior citizens, and young people, access to public transport and travel times are often a barrier to the very things that will improve their lives. This needs to change.

Our SRITP for the Central Coast is a blueprint for this change. Focused on short to medium-term deliverables, while maintaining an eye on a long-term vision, this Plan is outcome-focused, designed to acknowledge the diversity of communities across the Central Coast and effectively address changing transport needs.

As the Central Coast population grows and changes, Transport for NSW will support the delivery of well-located homes and work hand in glove with the Department of Planning, Housing and Infrastructure to deliver more homes and support future land uses in the Central Coast.

We will support sustainable growth and housing by expanding public transport options that align with population increases and enhance multimodal connections to mass transit, particularly by improving access for pedestrians and cyclists. This approach will improve transport choices, fostering a vibrant and liveable Central Coast region.

The Central Coast economy will be strengthened by improved services to enable transport choices for people travelling to and from work locally and regionally, while accommodating freight needs to and from, through and within the region. Better linking tourism employees and visitors to major destinations is not just be good for our people, it's also good for our economy.

Safety will continue to underpin everything we do. The Government continues its commitment to achieving zero trauma on the road network by 2050 and zero trauma on waterways by 2056. But we cannot shy away from the challenges of meeting this commitment. It is easy to look at the road toll and simply see a number. Sadly however, that number also represents people, many of whom reside in the Central Coast. They could be a person you work with, your neighbour, or a member of your family. The impact of our road toll is far and wide, and it is a number that will only be acceptable when it reaches zero.

**We will continue to improve transport choices for our people, so they can safely travel on public transport or use active transport and leave the car at home.**

We will work with Central Coast Council to identify locations of 'crash clusters' and improve safety infrastructure in these locations. We will improve and increase the number of heavy vehicle rest stops as part of major highway upgrades.

Our transport infrastructure will also continue to benefit from our focus on resilience. The Central Coast region has experienced many natural disasters over recent years, with climate modelling suggesting instances of these events only expected to increase. We need to build more resilience into our existing network and plan for future shocks and stresses so we can minimise the impacts of natural disasters on our transport network and services.

The saying 'prior preparation prevents poor performance' rings true. We will better maintain and improve our ageing transport assets; new assets will have climate and hazard resilience built into them, and improved technologies will enable management strategies to respond to emergencies efficiently and effectively in real time.

We have met with and listened to the people and communities of the Central Coast and understand the complex challenges the region faces. Talking to residents, Council, businesses and community groups, Transport heard about the lack of travel options for people needing to access health and education services; the role transport can play in supporting housing in the Central Coast; the need for an improved transport system better connecting homes and local jobs; and the need to improve our network resilience to better respond to stress and shocks. It's clear there is much we need to do.

This Draft Plan has been developed through an early engagement approach that encouraged people to share their ideas, hopes and aspirations for improved connections to build a better community in the Central Coast.

As the Central Coast region continues to grow and change, a strategic and integrated approach to transport planning is vital to ensuring we realise our vision, and the people and communities of this beautiful and diverse region are well connected by a safe, sustainable and integrated transport network.

**The Hon. Jenny Aitchison, MP**  
Minister for Roads and  
Minister for Regional Transport



# To the reader of this Draft Plan

Strategic Regional Integrated Transport Plans (SRITP) represent the NSW Government's commitment to delivering tailored regional transport plans that contextualise the State's objectives and outline a targeted program of initiatives for each region's unique needs.

The Draft Central Coast Strategic Regional Integrated Transport Plan replaces the previous Draft Central Coast Regional Transport Plan and various place plans. It is more focused on outcomes and aligns closely with the Government's priorities

Over a four-year period, nine plans will be delivered for the Department of Planning, Housing and Infrastructure regions across NSW. This will ensure enhanced integration across the plans and their invisible boundaries and provide a streamlined connection between statewide planning and its context within a regional application.

In developing the Draft Plan, there has been a focus on ensuring we have challenges, opportunities and initiatives, directly informed by insights and evidence gathered from data and stakeholder engagement, ensuring a clear connection between feedback, analysis and action.

This Draft Plan has been built on previous work completed including the Draft Central Coast Regional Transport Plan (2022–2023), other strategies, plans and programs being delivered by Transport, including the public-facing Active Transport Strategy, as well as internal plans. The Draft Plan was informed by the data and insights, such as the common planning assumptions and

what we heard through early engagement and our Have Your Say website. This informed our vision, outcomes and initiatives within this Draft Plan.

The Draft Plan is more than just a single document, but a collection of resources that reflect the inputs and outputs that went into the development of each plan.

To inform your feedback and submissions on the Draft Plan, you can access:

- the Draft Plan
- the Early Engagement Report
- a StoryMap
- engagement resources.



## We are now checking we got it right

We are validating the Draft Plan before we finalise it. Your feedback is essential to help us do this.

You can access the early engagement report, which outlines who we talked to and what we heard. We also developed a StoryMap to share accessible data and insights that has been used to understand current and future transport requirements. You can share your feedback at [www.haveyoursay.nsw.gov.au/sritp/central-coast](http://www.haveyoursay.nsw.gov.au/sritp/central-coast).



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# Executive summary

The Central Coast region is geographically diverse with an impressive coastline and bushland environment, including many lakes, waterways, hills and environmentally sensitive areas. The unique environmental and topographic features of this region have led to a scattered settlement pattern, with roads connecting local communities and inter-regional road and rail links to Sydney and Newcastle.

The Central Coast is seen as an alternative to living in these larger cities, while still enjoying their benefits with day return access. It is a lifestyle many people are seeking. The increase in housing demand and supporting industries and services, means the region is evolving rapidly. However, we need to ensure that, as the region grows and many thrive, our most vulnerable are not left behind.

This Draft Central Coast Strategic Regional Integrated Transport Plan responds to the NSW Government priorities and is the Transport response to the Department of Planning, Housing and Infrastructure's Central Coast Regional Plan 2041.

This Draft Plan identifies achievable actions that will improve transport options for the Central Coast's residents, workers and visitors between now and 2041. This will support expected population growth and enable the Central Coast region to improve access to employment areas, health and education precincts and tourism, while maintaining a connection to the highly desirable and valued natural attractions of the area.

## The future of transport in the Central Coast

Our vision is for a vibrant and connected Central Coast served by a high-quality multimodal transport system that provides residents, workers and visitors with safe, productive, sustainable, reliable, frequent and accessible mobility options. These options will better connect people to and from essential goods, services and destinations through and within this geographically diverse region.

The NSW Government is increasing housing density around train stations, particularly those identified as Transport Oriented Development (TOD) priorities along the Main North Rail Line at Woy Woy, Gosford, Tuggerah and Wyong, and through the Low and Mid-Rise Housing Policy. Working with other State Government agencies and Central Coast Council, Transport will ensure new residents have improved transport choices. Some people will prefer walking, cycling and using public transport to access nearby jobs and services, creating a more sustainable network for everyone.

This Draft Plan will support growth with more public transport options, services matching population growth, and better multimodal connections to train stations, town centres and health and education precincts, particularly for pedestrians and cyclists. This will help reduce reliance on private vehicles and provide greater transport options that support a thriving liveable region.

While protecting and valuing the natural environment, the transport network will become more resilient and better withstand the shocks and stresses that disrupt services and operations. Ongoing investment is needed to continue to support economic development in the Somersby to Erina and Tuggerah to Warnervale growth corridors.

Nationally significant road and rail corridors will also continue to facilitate freight and passenger movements through the region, accessing international gateways in Sydney and Newcastle.



Bike shed at Woy Woy Station



Passenger who uses a wheelchair waiting for bus at Gosford Train Station Bus Interchange

## The challenges for the Central Coast

This Draft Plan proposes responses to key challenges that have been identified and prioritised through engagement and analysis. These challenges include:

- environmental features, such as waterways and national parks, that limit transport options and make it harder to connect communities across the region
- more people choosing to live in the region, either in existing town centres or in greenfield areas, which is increasing the number of trips being made, placing pressure on the road network and resulting in many towns increasingly sharing their high streets as main traffic thoroughfares
- limited active and public transport outside major centres leading to a high reliance on cars, making it difficult to reach jobs, education and essential services such as health and education without the use of a car
- growing demand for developing more industrial precincts and freight facilities around key M1 Pacific Motorway interchanges due to the advantageous location between Sydney and Newcastle
- passenger trains sharing the rail line with freight services, which can cause delays or disruptions for passenger and freight services
- coastal areas being dependent on limited east-west links and being located far from the Main North Rail Line and essential services
- adverse weather events such as floods that can cut off communities, particularly communities that rely on single road access
- an increasing number of trips through the Central Coast between Greater Sydney and the Hunter region on the M1 Pacific Motorway or the Main North Rail Line
- the transition to net zero emissions, which requires significant changes to policy, infrastructure, services and travel behaviour.

## Key directions

In summary, the following key directions are recommended to realise the Central Coast vision and meet the objectives.

### **Bus services: Introduce rapid, frequent ‘Core’ bus services and infrastructure.**

- Improve east-west connectivity and improve access to the TOD precincts at Woy Woy, Gosford, Tuggerah and Wyong, as well as the Central Coast and Newcastle Rail Line.
- Offer passenger convenience through improved service levels, journey times, and stops on four priority medium-long-term corridors:
  - Umina–Woy Woy–Gosford–Erina–Terrigal
  - Gosford–Erina–Bateau Bay (Karagi)–The Entrance
  - Tuggerah–Bateau Bay (Karagi)
  - Tuggerah–Wyong–Lake Haven.

### **Housing delivery: Support increasing densities and housing delivery with infrastructure and services to match.**

- Support TOD sites at Woy Woy, Gosford, Tuggerah and Wyong with improved infrastructure and services, such as public transport, walking and cycling improvements.
- Support the Low and Mid-Rise Housing Policy in areas across the region with improved infrastructure and services, such as public transport, walking and cycling improvements.

### **Active transport: Develop strategic cycleway corridors and expand, improve and promote use of walking and cycling networks to offer communities safe and connected options for a wider range of journeys by active transport.**

- Develop and improve bicycle paths separated from vehicle traffic as part of the Strategic Cycleways Corridor program, connecting to Gosford, Tuggerah and Wyong.
- Improve local walking and cycling networks to support ‘15-minute neighbourhoods’.
- Support tourism, including behaviour change and promotion, improve cycle parking at stations, and explore options for increased micromobility on the Central Coast.

### **Local jobs and industrial and employment lands: Provide improved infrastructure and services, such as freight, public transport, walking and cycling improvements to support access to local jobs and accessibility for new and growing industrial and employment lands.**

- Support development of industrial and employment lands, including Darkinjung Local Aboriginal Land Council (DLALC) owned developments and precincts such as Somersby and Warnervale.
- Upgrade major roads to improve multimodal connectivity and freight access, such as on the M1 Pacific Motorway, Pacific Highway, Central Coast Highway and Wisemans Ferry Road.
- Investigate an intermodal terminal within the region to reduce the reliance of the region on road-based freight.

### **Major corridor upgrades: Plan and deliver a program of multimodal corridor upgrades to support improved access, safety and resilience to natural hazards.**

- Plan and deliver staged programs of upgrades to major road corridors, including the Pacific Highway, Central Coast Highway, Wyong Road, Ocean Beach Drive and Terrigal Road to support the proposed ‘core’ bus services, improved conditions for cycling, resilience to natural hazards and their impacts, and improved road safety.
- Upgrade Sparks Road, Avoca Drive and Scenic Drive to improve safety, capacity and access needs.

### **Rail system: Upgrade the Main North Rail Line and leverage potential high speed rail to improve passenger and freight access for the Central Coast.**

- Make short-term service adjustments that use existing line capacity.
- Make medium-term infrastructure upgrades that will enable further enhancements to intercity services.
- Work with the High Speed Rail Authority to progress planning for a step change in travel between the Central Coast, Sydney and Newcastle.

## Implementation

This Draft Plan has detailed the steps necessary to turn the identified opportunities into tangible initiatives. Broken down by timeframes, the Draft Plan prioritises the initiatives that are most critical to the Central Coast, while demonstrating who is responsible and accountable. The Draft Plan will help to manage risks, track progress and ensure that Transport, Central Coast Council, State agencies, industry and other partners are aligned, leading to the successful delivery of the outcomes.

The final list of initiatives will be refined to ensure they can be delivered in the timeframes we are working towards. If necessary, additional funding will be sought as part of the Draft Plan finalisation.

New insights and ideas could arise during public consultation that may lead to additional initiatives being added, or existing initiatives modified, to better reflect the needs of the community.



Passenger who is vision impaired getting off a train accompanied by their guide dog at Gosford Station

# Definitions

Term	Definition
ACCO	Aboriginal community-controlled organisation
Active transport	Includes walking, using a wheelchair or mobility aid, cycling and micromobility
CALD	Culturally and linguistically diverse
CBD	Central business district
DLALC	Darkinjung Land and Aboriginal Council
DPHI	Department of Planning, Housing and Infrastructure
DPHI region	Geographic administration for DPHI regions which comprises the Central Coast, Central West & Orana, Hunter, South East & Tablelands, Far West, Illawarra Shoalhaven, New England North West, North Coast, Riverina-Murray. For more information go to <a href="#">Regional plans   Planning (nsw.gov.au)</a>
DPHI's Central Coast Regional Plan 2041	The Central Coast Regional Plan 2041 developed by Department of Planning, Housing and Infrastructure sets a 20-year framework, vision and direction for strategic planning and land use to ensure regions have the facilities they need to continue to be vibrant places for people to live, work and visit. For more information go to <a href="#">Regional plans   Planning (nsw.gov.au)</a> <a href="#">Central Coast   Planning (nsw.gov.au)</a>
EV	Electric vehicles
Freight	Goods or cargo transported by heavy vehicle, light commercial vehicle (such as vans and utes), cycle courier, rail, aircraft or ship.
FSI	Fatal and serious injury
GDP	Gross domestic product
HPV	High productivity vehicles
HSRA	High Speed Rail Authority
HVRS	Heavy vehicle rest stop
IMT	Intermodal terminal – an area of land used to transfer freight between at least two modes of transport. It is typically used to describe the transfer of international shipping containers from road to rail and vice versa.
INSW	Infrastructure NSW
ITP	Integrated transport plan
Karagi	Karagi is a new strategic growth area that integrates future development around and connects The Entrance, Long Jetty, Bateau Bay and Killarney Vale. It is based on an Aboriginal name for the channel at The Entrance.
LALC	Local Aboriginal Land Council
LGA	Local government area

<b>Term</b>	<b>Definition</b>
LSPS	Local strategic planning statement
MP	Member of Parliament
Passenger	User of public transport
PBS	Performance Based Standards – a scheme that allows heavy vehicle operators to use innovative vehicle designs to achieve greater productivity, improve road safety and sustainability, without requiring significant changes in road infrastructure.
PHEV	Plug-in hybrid electric vehicles
RAP	Reconciliation Action Plan – a strategic document that demonstrates an organisation’s commitment to create meaningful opportunities for Aboriginal and Torres Strait Islander peoples
REF	Review of environmental factors
REZ	Renewable energy zones
SEIFA	Socio-economic indexes for areas
SEPP	State environmental planning policies
Shared mobility	Access to a vehicle or transport service as it is needed. It includes car sharing, bike and e-scooter sharing, carpooling and point to point travel in vehicles or taxis, including vehicles that ultimately could be automated
SRITP	Strategic Regional Integrated Transport Plans will be delivered for each of the nine DPHI regions of regional NSW to support integrated land use and transport planning in regional NSW for the next 20 years.
TOD	Transport Oriented Development



# 01

## Starting with Country

### 1.1 Connection with Country

Darkinjung people are known as the People of the Mountains to the Sea, their Country being the Central Coast region. Traditionally they made and wore possum and coastal grey kangaroo cloaks, and the land provided an abundant supply of resources, which provided materials for tool making and weapons that were used in their everyday life. The natural environment of fresh water, saltwater lagoons, rivers, beaches, estuaries, rainforests and lake systems provided plenty of staple foods with multiple varieties of berries, essential oils and medicinal resources. Food gathering and preparation was a seasonal practice with treks across Country for trade.

To Connect with Country is to be one in mind, body and spirit with Country. To Connect with Country is to know the story of Country. The story of Country is embedded in the land and its people.

Darkinjung people believe that Baiyami was the creator god and sky father, who created us as human beings, and from our ancestral beings, who are now all the plants and animals of mother earth. This is our religious connection to the land through totemship and kinship lore. The creation story is depicted at Bulgandry Rock, an engraving site located at Kariong which is over 10,000 years old. Baiyami came down in his nawi (canoe). In dreamtime legend, he stepped back up into the sky world after creation and flattened the top of the sacred Mountain of Yengo when leaving.



Bulgandry Aboriginal engraving site on the Central Coast near Woy Woy

During Baiyami's time on earth he walked across the land and where he walked, he left his footprints forever to be seen etched into the landscape known as Muntooe's, awakening Gurria the Spirit of the land, the rainbow serpent. Gurria interacted between mythological ancestral beings, the environment, plants, birds, and animals going in and out of the land creating the water ways, carving out the valleys and Mountains which became the water holes, rivers and creeks of today. Gurria went back into the land to rest after creation. These areas are very sacred and must not be disturbed to this day in Darkinjung lore.

The Darkinjung conceived of Baiyami and Duramulan, another ancestral being, as being separate creatures. During intertribal initiation ceremonies, the Darkinjung sculpted Duramulan in relief on the ground and carved him on trees. Baiyami was also represented alongside Duramulan in Darkinjung ceremonies.

The ancient pathways contain many layers of stories. They were physical, and they were spoken and sung too while travelling along the Songline routes. Cultural practice through songs, dance and story revitalised the land of ancestral spirit families, as the very sound of nature itself, from the wind, rain, trees, water and all creatures, is believed to strengthen the connection to be whole or as one with everything in life itself.

Movement across the Darkinjung landscape contains evidence of these events, rituals and customs.

**We are always on Aboriginal land, still following some of these Songlines today, still moving resources, still meeting family and community and still doing business.**

Aboriginal people continue to maintain a strong sense of place and connection with Country and believe that if we care for Country, it will care for us. This requires Country to be planned for throughout the process of design and development while planning with Country as another important entity to be considered when designing plans that interact with Country, place and people.

Providing a space for genuine planning approaches for the Central Coast can build capacity and pathways for knowledge sharing between Aboriginal and non-Aboriginal communities, helping to connect people to Country and Country to people, bringing the whole of community along on the journey while integrating historical information for us all to travel safer and learn.



## 1.2 Aboriginal outcomes

The NSW Government is committed to the National Agreement on Closing the Gap, which is underpinned by the belief that when Aboriginal people have a genuine say in the design and delivery of policies, programs and services that affect them, there are better life outcomes through five reform areas:

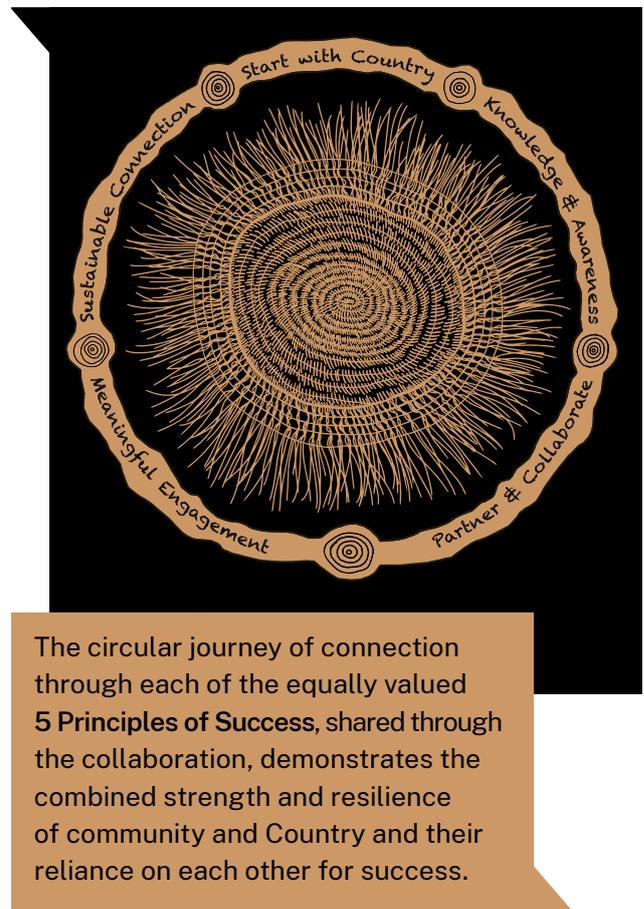
1. Formal partnership and shared decision making.
2. Building community sectors.
3. Transforming government organisations.
4. Shared access to data and information at a regional level.
5. Employment, business growth and economic prosperity.

Transport for NSW's Reconciliation Action Plan 2022–2025 acknowledges in the creation of our transport infrastructure and networks, we recognise and value the importance of connecting to Country which we will monitor and report progress against as part of developing the Aboriginal Outcomes Framework. There are four key areas for transport outcomes:

- Aboriginal people are connected safely to the economy and socially, through transport solutions.
- Our Community and Country are healthy and strong through transport planning and placemaking.
- Aboriginal economic independence is supported by Transport.
- Transport drives transformative action to deliver systemic change.

Aboriginal people have been saying for a long time that there is a need for change in the way governments work with them to improve their lives. Transport values the input from Elders and other traditional knowledge holders who possess this information about Country so that it can inform strategic transport planning, while sensitively working in partnership with Aboriginal people. This is supported by the community-led OCHRE plan, which stands for 'opportunity, choice, healing, responsibility and empowerment'. We acknowledge that, at different times, organisations may not have the resources to participate actively.

This Draft SRITP was informed by formal engagement and workshops with Aboriginal representatives from across the Central Coast. Early collaboration with Aboriginal people is vital to the planning, procurement, design and delivery phases. Figure 1 provides a pathway to equip our practitioners with the cultural competency and tools to engage and advocate for ways that they can respond to changes and new directions in planning policy to deliver better outcomes for our Aboriginal communities across NSW through a set of guidelines with five principles.



The circular journey of connection through each of the equally valued **5 Principles of Success**, shared through the collaboration, demonstrates the combined strength and resilience of community and Country and their reliance on each other for success.

Figure 1. The woven representation of Planning with Country  
© Feather Flower Creative (design by Natalia Baechtold)

# 02

## About the plan



## 2.1 What is a Strategic Regional Integrated Transport Plan?

### 2.1.1 Purpose

The Draft Central Coast Strategic Regional Integrated Transport Plan is one of nine regional transport plans to be delivered across regional NSW. The Draft Plan evaluates the transport needs of the Central Coast's distinctive local area to support the specific needs of communities across the region.

The Draft Plan provides a 20-year vision and transport priorities to support broader NSW strategic transport planning and land use goals. The Draft Plan aims to streamline the Transport for NSW project planning process and provide regional stakeholders and communities an understanding of short-term and medium-term transport priorities for the Central Coast. The Draft Plan provides staged timing for the planning of government-led service and infrastructure responses based on the 20-year vision.

Transport is a social determinant that can influence the physical and mental health and overall wellbeing of communities and individuals. Transport is crucial in providing access to essential services such as healthcare, education, employment, social services and significant cultural locations, as well as goods that are critical for consumers, businesses and supply chains. Improving connectivity and ensuring transport

is accessible, inclusive, reliable and safe within the Central Coast can reduce disadvantage and improve the physical and mental health and overall wellbeing of communities.

The Draft Plan provides draft initiatives to inform funding decisions based on regional priorities. Work will commence immediately after the release of the final Plan to provide Central Coast stakeholders and communities with assurance around the short to medium-term transport priorities.

The Draft Plan includes a detailed evaluation of the community's transport needs now and into the future, guiding the delivery of Transport's services and infrastructure delivery program aligned with government priorities. In developing the Draft Plan, Transport has worked in partnership with Central Coast Council, industry and communities, leveraging insights heard through extensive engagement to inform the vision, priorities and outcomes for the region.

To complement and support the Draft Plan, Transport has developed an [interactive story map](#) for the Central Coast. This data-rich tool offers valuable data and insights that inform the vision, challenges and opportunities within the Central Coast.

## 2.1.2 Extent

Country to the Darkinjung peoples, the Central Coast region comprises the full Central Coast Local Government Area (LGA) and is located between the global gateways of Sydney and Newcastle. Known for its pristine beaches, numerous waterways, national parks, lush hinterland and rich cultural heritage, the Central Coast is an attractive place to live, work and play.

The region's rural and coastal lifestyle choices, smaller community feel, natural beauty and diverse economy make the region liveable and an attractive place to raise a family, retire or semi-retire. This will continue to drive growth. The increase in housing demand and supporting industries and services, means the region is evolving rapidly. We need to ensure that, as the region grows and many thrive, our most vulnerable are not left behind.



**KEY**

- Metropolitan centre
- Regional city
- Strategic centre
- Centre
- Regional airport
- Regional boundary
- Local government area
- State roads
- Regional roads
- Passenger and freight rail line
- Freight only rail line
- Parkland
- National parks
- State forests

Figure 2. Central Coast area map

## 2.2 State, regional and local government planning context

Legislation governs the value chain under which strategic policies, including strategic transport plans, inform other plans such as metropolitan plans, region plans, precinct plans and individual rezonings. NSW State agencies and local government develop plans and strategies that set priorities and strategic direction to inform planning for the future. These plans and strategies set the direction for the transport system. This includes improving connectivity, enabling multimodal mobility, providing equitable access and supporting safer journeys.

### 2.2.1 Land use and development infrastructure

The Department of Planning, Housing and Infrastructure (DPHI) has broad responsibilities for planning and development in NSW, including: developing and implementing policies; assessing state-significant infrastructure projects; rezoning land for more housing, jobs and recreation; coordinating with other government agencies; and partnering with councils, stakeholders and the community. DPHI works to ensure jobs, infrastructure and housing are delivered.

DPHI identifies, programs and collects State infrastructure contributions, including negotiating agreements for the direct delivery of State infrastructure and on behalf of the Department of Education, NSW Health and Transport. DPHI oversees the Housing and Productivity Contribution, a development charge that will help fund the delivery of infrastructure in high-growth areas. DPHI also administers grant funding to help councils and NSW agencies improve essential infrastructure and create or enhance public and green spaces. These programs include the Regional Housing Fund to fast-track the supply of land and deliver more homes across regional NSW.

The Draft Plan responds to the NSW Government priorities and is the transport response to the Department of Planning, Housing and Infrastructure's Central Coast Regional Plan 2041.

### 2.2.2 Transport

Transport for NSW (Transport) works closely with other government agencies and independent entities to deliver outcomes for the people of NSW. Transport sets the strategic direction for transport across the State. This involves consolidating the planning, policy, strategy, regulation, resource allocation, and other service and non-service delivery functions for all modes of transport in NSW. This supports the safe and seamless movement of people and goods on roads, public transport services, point to point transport, on-demand services, community transport, and walking and cycling.

**Transport oversees the delivery of transport infrastructure across NSW through our project experts and industry partners.**

Transport uses a place-based approach to transport, with a focus on mobility and end-to-end journeys, rather than individual modes of transport, and recognises the broader role that transport plays in creating places in our communities. Transport plays a major role in road and pedestrian safety, through the NSW 2026 Road Safety Action Plan. Initiatives and programs are guided by our purpose, accountabilities, our outcomes, and the NSW Government's commitments.

The planning, development and delivery of transport infrastructure and services in the Central Coast is guided by legislation and policy at State and local government level. Table 1 shows the hierarchy of land use and transport policies, strategies and plans applicable to the Central Coast.

**Table 1 – Land use and transport legislation, strategies and plans**

<b>Planning scale</b>	<b>Land use</b>	<b>Transport</b>
<b>State and federal</b>	<p><i>Environmental Planning and Assessment Act 1979</i></p> <p><i>Local Government Act 1993</i></p> <p>Heritage Act 1977</p> <p><i>Environment Protection and Biodiversity Conservation Act 1999</i></p> <p><i>Federal Native Title Act 1993</i></p> <p><i>Native Title (New South Wales) Act 1994 No 45</i></p> <p><i>Crown Land Management Act 2016</i></p> <p>National Agreement on Closing the Gap 2020</p> <p>Low and Mid-Rise Housing Policy 2024</p>	<p><i>Transport Administration Act 1988</i></p> <p><i>Passenger Transport Act 1990</i></p> <p><i>Roads Act 1993</i></p> <p>2026 Road Safety Action Plan</p> <p>Future Transport Strategy</p> <p>Net Zero and Climate Change Policy 2023</p> <p>Active Transport Strategy</p> <p>Towards Net Zero Emissions</p> <p>Freight Policy</p> <p>NSW Electric Vehicle Strategy</p> <p>Biodiversity Policy</p> <p>Planning for Culture</p> <p>NSW Public Spaces Charter</p> <p>Movement and Place Framework</p> <p>Healthy Streets Framework</p> <p>Design of Roads and Streets Manual</p> <p>Road User Space Allocation Policy</p> <p>Providing for Walking and Cycling in Transport Projects Policy 2021</p> <p>Walking Space Guide 2020</p> <p>Cycleway Design Toolbox 2020</p> <p>Network Planning in Precincts Guide 2022</p> <p>Safe Systems Approach</p> <p>Guide to Traffic Impact Assessment 2024</p> <p>State Infrastructure Strategy 2022</p> <p>Regional and Outer Metropolitan Cycling and Micromobility Plan 2025–2035</p>
<b>Region</b>	<p>Central Coast Plan 2041</p> <p>Local Strategic Planning Statement (LSPS)</p> <p>Central Coast Urban Development Program</p>	<p>Draft Strategic Regional Integrated Transport Plan (this plan)</p> <p>Strategic Cycleway Corridors Program</p>
<b>Local or precinct</b>	<p>Place strategies</p> <p>Structure plans</p>	<p>Local Integrated transport plans</p> <p>Transport management and accessibility plans</p>

### 2.2.3 SRITP key strategic alignment

The Draft Plan responds to the NSW Government priorities and is the transport response to the Department of Planning, Housing and Infrastructure’s Central Coast Regional Plan 2041.

The alignment of strategies at the State, region, and local scale is shown in Figure 3.

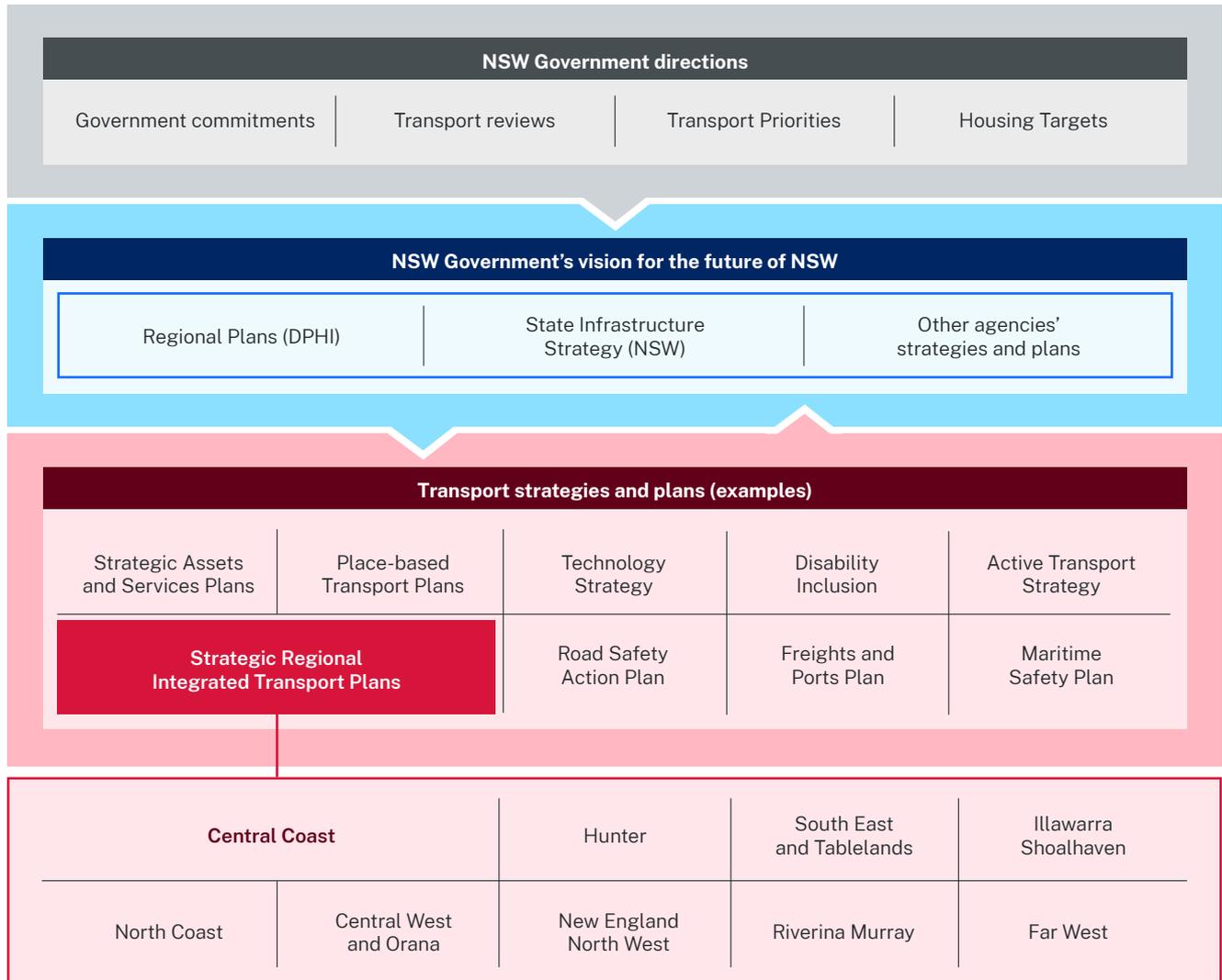


Figure 3. Planning framework alignment



# 03

## Vision for the Central Coast region



## 3.1 Transport vision



### Transport on the Central Coast is safe, connected, sustainable, resilient and accessible for all.

Connected with Country, our vision is for a vibrant and connected Central Coast served by a high-quality, multimodal transport system that provides residents, workers and visitors with safe, productive, sustainable, reliable, frequent and accessible mobility options and for essential goods and services through and within this geographically diverse region.

Improved connectivity to and from centres, including Gosford, Tuggerah, Erina, Warnervale, Woy Woy, and Wyong, as well as educational and health destinations, will ensure easy access to places of employment and vital services, and enable meaningful social and cultural activities. This connectivity provides the foundation to support housing delivery and a growing regional population.

Working with other State Government agencies and Central Coast Council, Transport will ensure that residents of new homes have improved transport choices. People will prefer walking, riding, and using public transport to access jobs and services, creating a more sustainable network for everyone.

While protecting and valuing the natural environment, the transport network is resilient and better withstands the shocks and stresses that disrupt services and operations. Ongoing investment continues to support economic development in the Somersby to Erina and Tuggerah to Warnervale growth corridors. Nationally significant road and rail corridors facilitate freight and passenger movements through and within the region to deliver improved access beyond the Central Coast to international gateways in Sydney and Newcastle.

The transport vision for the Central Coast was developed to respond to the long-term land use vision, in close collaboration with our stakeholders and influenced by engagement on previous work including the Draft Central Coast Regional Transport Plan, which we received public feedback on in 2022–23. It is detailed and specifically defined for the Central Coast. It is consistent with Australian Government land use and transport policies, NSW Government strategies and local government plans. The vision was subsequently mapped back to the outcomes and directions of the Central Coast Region Plan, Transport's Outcomes Framework and NSW Government priorities, including housing, sustainability and resilience.

This Draft Plan sets out future travel needs against existing transport networks and service capacity,

identifying the behavioural and policy change necessary to support growth consistent with the vision. The approach identifies the transport networks and services to support the future demand within the context of behavioural and policy change.

In this way the Plan recognises and prepares for growth to meet the vision. The vision is validated by identifying future transport networks and services that respond to land use change, are consistent with the Plan vision, and meet future demand.

This approach recognises that continuing to accept current mode share, particularly in urban areas, towns and centres, and specifically, high levels of private car use, is not going to realise the vision. Rather, it will lead to increased road congestion and reduced accessibility for local residents, workers and visitors.

## 3.2 Objectives and outcomes

The objectives are key concerns fundamental to strategic transport planning. When met, they articulate the realisation of the vision at the regional and local level. The objectives are relatively consistent across all regions, but the outcomes are unique and describe what we want to see in the future in specific places or across the region.

A suite of indicators has been developed. These inform how initiatives are chosen based on how they perform against an objective and realise the long-term vision.

The challenges and opportunities, identified through engagement with our broad range of stakeholders as well as by data and analysis, are the validation for our priorities for action. A series of initiatives are identified for the short-term and medium-term, and outcomes for the longer-term.

This will enable the program of initiatives to be actioned after the final release of each plan. Implementation of this program over time will be tracked and reported to the community.

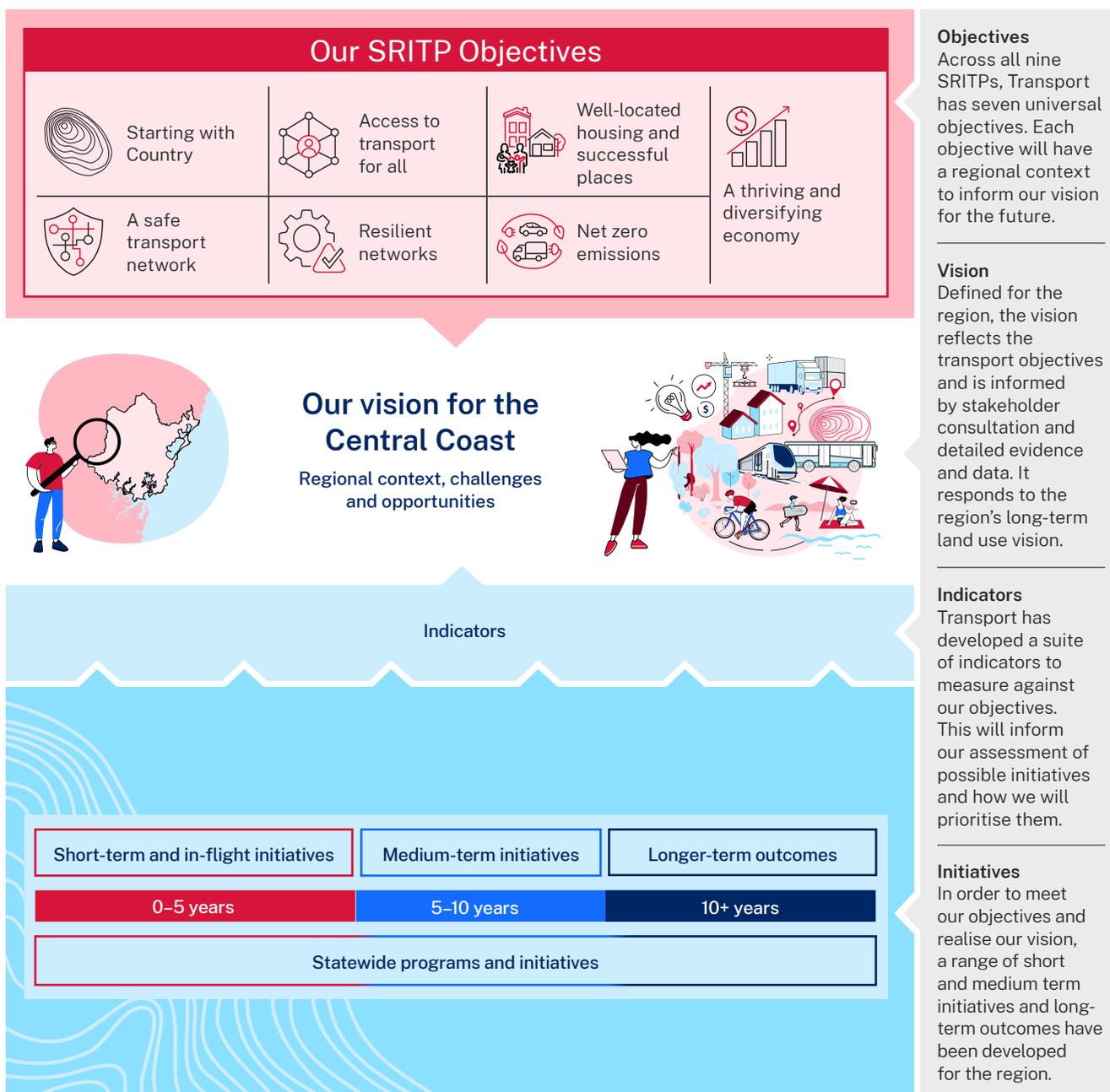


Figure 4. Vision-led transport planning approach

### 3.2.1 Starting with Country



All investment in the transport network, services, policy and technology takes a Country-centred approach

Outcomes for 'Starting with Country' include:

- increasing opportunities for Aboriginal community-controlled organisations ownership, access, management and use of land and waterways
- increasing the number of Aboriginal businesses on approved prequalified panels and schemes, delivering greater employment and business opportunities in communities to build a sustainable future
- addressing Aboriginal road trauma incidents occurring on NSW roads and achieving safer transport outcomes for Aboriginal communities
- addressing physical safety and psychosocial incidents occurring on public transport services, so Aboriginal people feel safe and included when travelling
- supporting the Aboriginal community through flexible transport solutions that prioritise improved access to education, health, employment and cultural places for Aboriginal communities
- embedding Aboriginal place making activities including cultural landscapes management, asset access parity, and all-encompassing transport asset Aboriginal branding that supports storytelling across Transport projects.

#### Challenges we will face to meet these outcomes:

- limited access for Aboriginal communities
- ensuring collaboration with the Darkinjung Local Aboriginal Land Council and Aboriginal community-controlled organisations to help develop land and support the community
- reflecting Aboriginal heritage and increasing cultural identification on the transport network.

These challenges will be discussed more in [Chapter 5](#).

Transport will measure the success and prioritise actions for achieving these objectives using indicators including:

- increasing the engagement and partnership with Aboriginal community-controlled organisations
- increasing Aboriginal outcomes embedded into project initiatives as part of project scope and assessments
- increasing Aboriginal community sense of cultural identification and inclusion in the transport network
- decreasing Aboriginal road trauma incidents.

A full list of indicators is included in the appendix.

### 3.2.2 Access to transport for all



A transport network that provides a range of travel choices to all people living, working in or visiting the Central Coast region

Outcomes for 'Access to Transport for all' include:

- transport disadvantage being reduced across the entire Central Coast region and people being able to access their regular destinations with a variety of transport choices for all trips purposes
- the transport system meeting the needs of the growing and changing population
- active transport being regarded as a safe and convenient transport option, particularly for shorter journeys and for first and last-mile access to public transport
- public transport being seen as a safe, reliable and convenient transport option for most journeys within and outside the region
- a long-term reduction in private vehicle dependency.

#### Challenges we will face to meet these outcomes:

- serving the diverse needs of a growing and changing population
- reducing transport disadvantage
- infrequent, slow and unreliable public transport
- limited infrastructure for active transport.

These challenges will be discussed more in [Chapter 5](#).

Transport will measure the success and prioritise actions for achieving these objectives using indicators including:

- increasing public and active transport usage
- increasing the speed and reliability of public transport
- increasing public and active transport investment in disadvantaged areas
- increasing the length of separated cycleways, creating a strategic connection
- increasing shared paths and footpaths connecting residential areas and key attractors.

A full list of indicators is included in the appendix.

### 3.2.3 Well-located housing and successful places



Support the delivery of well-located housing and successful places through sustainable transport options to address growth in the Central Coast

Outcomes for 'Well-located housing and successful places' include:

- supporting Transport Oriented Development (TOD) sites through people living and working in these areas having convenient and attractive transport options
- housing and employment lands being serviced by sustainable transport options, including public transport and active transport infrastructure, to reduce dependence on private vehicles
- early provision of active transport, public transport and improvement to road network infrastructure to support housing growth
- enhanced and more vibrant smaller town main streets serving multiple purposes
- facilitating well-planned last-mile freight access to service a growing population.

### Challenges we will face to meet these outcomes:

- incorporating transport needs of higher density housing in existing centres
- development occurring in greenfield areas, growth areas and smaller centres
- smaller town main streets serving multiple purposes.

These challenges will be discussed more in [Chapter 5](#).

Transport will measure the success and prioritise actions for achieving these objectives using indicators including:

- increasing the number of new residents within 800 metres of frequent and convenient public transport services
- increasing the number of people with improved walking and cycling connections to urban centres
- stabilising traffic volumes in urban areas and regional centres
- increasing public and active transport usage in new growth areas.

A full list of indicators is included in the appendix.

### 3.2.4 A thriving and diversifying economy



An efficient transport network to support a diversifying and growing economy, including tourism and freight movement

Outcomes for 'A thriving and diversifying economy' include:

- the transport network facilitating the efficient and safe movement of people and goods throughout the Central Coast region and to and from global, national and state gateways such as those in Sydney and Newcastle
- Transport monitoring and continuing to plan for growth in road and rail freight movements required to support economic activity on important corridors such as the M1 Pacific Motorway and Main North Railway Line

- adequate infrastructure, such as rest stops, safety, and capacity improvements on important roads, supporting heavy vehicle operators and drivers
- residents living and working in the Central Coast being able to access local jobs through public and active transport as well as private vehicles, particularly for employment precincts such as CBDs, hospitals, shopping centres and industrial areas
- the tourism industry being supported by a range of multimodal travel options for visitors and workers.

### Challenges we will face to meet these outcomes:

- competitiveness of rail access to global gateways for passengers and freight
- increasing numbers of heavy vehicles leading to congestion around key freight attractors and industrial precincts
- lack of multimodal access to local jobs
- balancing seasonal visitor peaks while supporting local communities.

These challenges will be discussed more in [Chapter 5](#).

Transport will measure the success and prioritise actions for achieving these objectives using indicators including:

- increasing capacity for key freight road and rail corridors across the Central Coast
- increasing the number of kilometres of state road available to PBS 2 vehicles
- increasing public and active transport access to employment lands and centres
- multimodal access for travel to major events and tourist destinations.

A full list of indicators is included in the appendix.

### 3.2.5 A safe transport network



Reduce fatal and serious injuries on the transport network and address safety concerns for active and public transport passengers

Outcomes for 'A safe transport network' include:

- treating existing high-risk crash locations
- rolling out consistent safer speeds and treatments across the road network, including urban centres and regional roads
- people observing the speed limit while driving
- managing and mitigating perceived risks posed by an increasing number of heavy vehicles
- Improving customer personal safety on board public transport services, including egress and access
- reducing fatalities on the network by 50 per cent by 2030 and serious injuries by 30 per cent.



Passenger who uses a motorised wheelchair seated in the accessible seating area on Mariyung train and charging phone at charging point

#### Challenges we will face to meet these outcomes:

- speeding exposing people to increased risk of fatal and serious injury in the event of a crash on our road network
- planning for safe heavy vehicle movement is essential in creating successful urban places
- urban streets and intersections not being safe for everyone
- actual and perceived safety concerns for people walking, cycling, on public transport, and at transport interchanges
- safety concerns for navigable waterways in the Central Coast.

These challenges will be discussed more in [Chapter 5](#).

Transport will measure the success and prioritise actions for achieving these objectives using indicators, including:

- reducing the number of people killed and seriously injured in crashes in the Central Coast
- reducing the number of people killed and seriously injured in specific crash types, including vulnerable road users, run-off road crashes, and speed-related crash types across the Central Coast
- reducing the number of people killed and seriously injured on navigable waterways in the region
- increasing the AusRAP star rating on state roads
- reducing personal safety and crime incidents on public transport.

A full list of indicators is included in the appendix.

### 3.2.6 Resilient networks



Reduce the impact of transport network shocks and stresses to service and network interruptions and proactively plan for future impacts

Outcomes for 'Resilient networks' include:

- identifying time and cost exposure to shocks and stresses on critical areas of the network
- identifying vulnerability of the network and undertaking risk assessment
- identifying and investing in appropriate treatment in critical areas of the network
- supporting and educating transport network users in planning for shocks and stresses.

#### Challenges we will face to meet these outcomes:

- topographical and environmental constraints
- low levels of resilience to increasingly frequent shocks impacting road and rail reliability
- ageing infrastructure assets.

These challenges will be discussed more in [Chapter 5](#).

Transport will measure the success and prioritise actions for achieving these objectives using indicators including:

- reducing the likelihood and duration of road and rail network closures and disruptions due to flood and bushfire events
- increasing real time journey information availability and accessibility
- reducing the number of public transport and freight service disruptions.

A full list of indicators is included in the appendix.

### 3.2.7 Net zero emissions



Contribute to achieving the emissions reductions targets as outlined in the Net Zero and Climate Change Policy

Outcomes for net zero emissions include:

- 100 per cent of Transport's light passenger vehicle fleet transitioning to all-electric by 2030
- 65 per cent reduction in Transport's operational emissions by 2030 (compared to 2018-19)
- net zero in Transport's operational and fleet emissions by 2035
- fossil fuel-free Transport construction and maintenance by 2040
- net zero in Transport's annual embodied emissions by 2045
- net zero in transport sector emissions by 2050
- considering climate change risk in all our key, relevant decisions.

#### Challenges we will face to meet these outcomes:

- reducing Transport's operational emissions
- reducing Transport sector emissions
- prioritising sustainable investment decisions and reducing Transport's construction emissions.

These challenges will be discussed more in [Chapter 5](#).

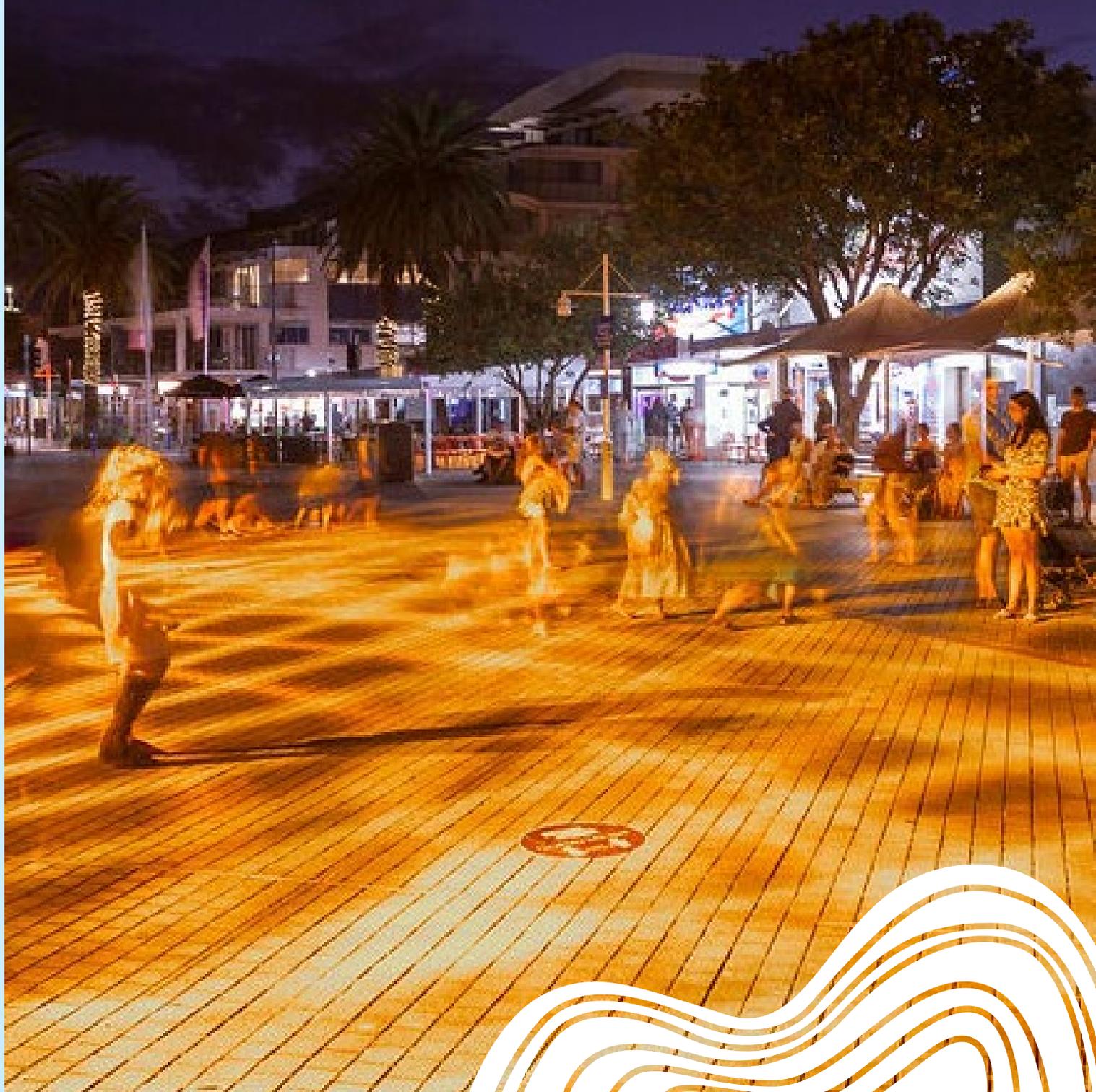
Transport will measure the success and prioritise actions for achieving these objectives using indicators including:

- increasing the number of zero emission buses serving the Central Coast
- increasing electric vehicle charging infrastructure within the region
- increasing active and public transport usage
- increasing zero and low emissions freight kilometres.

A full list of indicators is included in the appendix.

# 04

## Understanding the Central Coast region

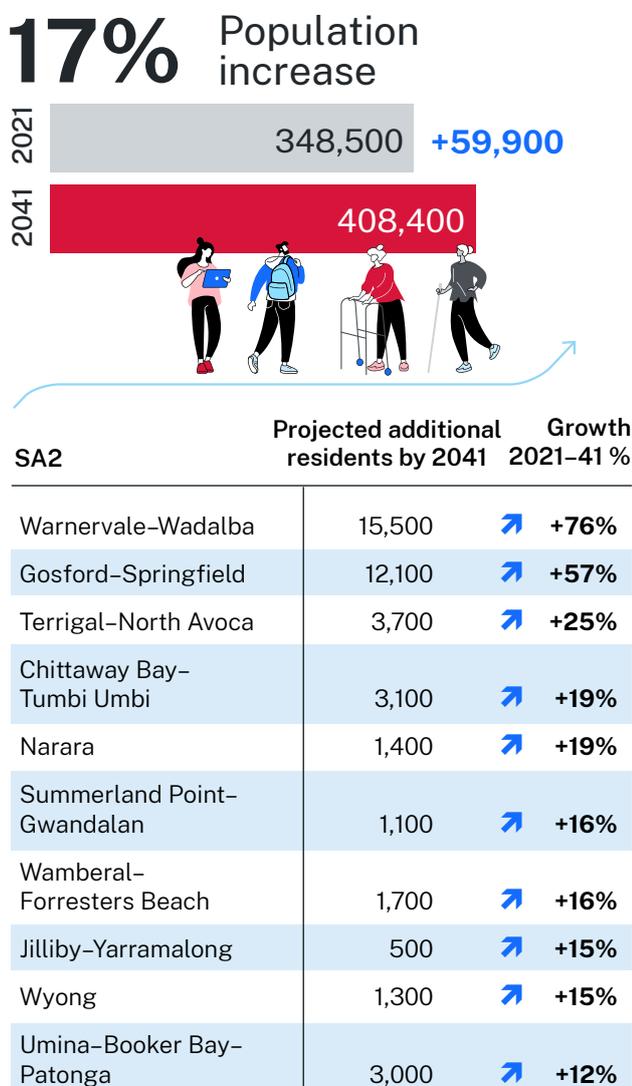


The Central Coast region is located between the global gateways of Sydney and Newcastle. Over the next two decades, the region will become a significant economic and population hub, attracting many families seeking new lifestyle and employment opportunities.

## 4.1 People and communities of the Central Coast

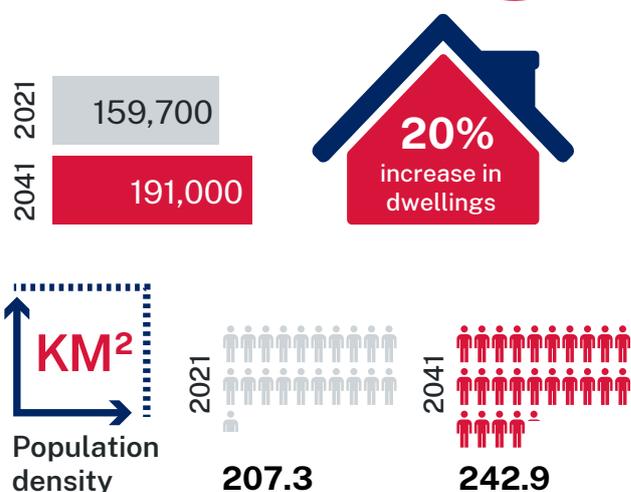
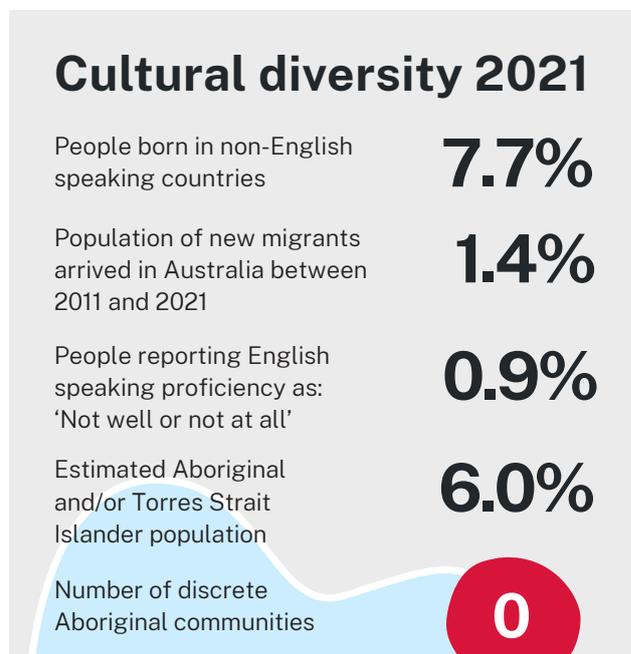
The Central Coast is known for its natural beauty and proximity to the Hunter and Sydney regions. As of 2021, the population was 348,500. This is projected to rise by 59,900 to approximately 408,400 by 2041, marking a 17 per cent increase over 20 years. Although the region's growth will be lower than Greater Sydney's projected 28 per cent,

it will align closely with the 18 per cent growth rate expected across regional NSW.<sup>1</sup> Projections suggest that the most significant growth in the Central Coast will occur among individuals aged 60 years and older, accounting for 37 per cent of the total growth.<sup>2</sup>



Sources: ABS - 2021 Estimates of Aboriginal and Torres Strait Islander Australians, TZIP24 Employment Projections dataset, TZIP24 Population, Housing and Dwelling dataset, 2021 Census Data to ABS 2021 Census [General Community Profile], NSW CPA Population and Dwelling Projections and NSW Planning and Environment.

Figure 5. The population now and 2041 projections



1 Consisting of the Hunter, Central Coast and Illawarra Shoalhaven regions  
2 Local Government Areas (ASGS 2020) Projections

The population of the Central Coast is distributed primarily around the lakes and coastal areas of the region, including Brisbane Water, Broken Bay, Tuggerah Lake and Budgewoi Lake. In contrast, employment is more concentrated in key employment, industrial and commercial centres such as Gosford, Tuggerah and Erina. The population and employment densities are shown in Figure 7.

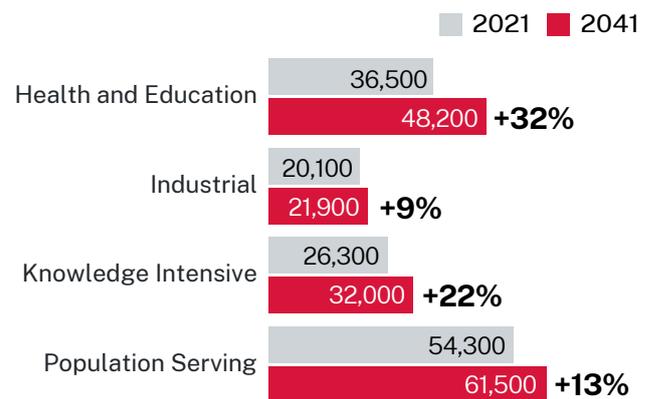
Approximately six per cent of the population of the Central Coast are Aboriginal and Torres Strait Islanders, with the highest population in the Gorokan–Kanwal–Charmhaven SA2<sup>3</sup> (Statistical Areas Level 2). Notably, there are no discrete Aboriginal areas in the region.

The Central Coast experiences comparatively low overseas and interstate migration rates, with only 1.4 per cent of the population moving from overseas between 2011 and 2021.<sup>4</sup> In 2021, about seven per cent of residents spoke languages other than English at home. Among them, 0.9 per cent reported having poor or no English skills, which matches the average in regional NSW. English proficiency varied across the Central Coast region, with West Gosford having the highest deficiency at 2.9 per cent. The main languages spoken, apart from English, are Cantonese, Mandarin, Italian, Filipino and Spanish.

Transport disadvantage prevents people from being able to access the destinations they need to and affects many, particularly women, Indigenous people, young people, the elderly and those with lower English proficiency. The Central Coast is positioned in the 70th percentile for socio-economic disadvantage, with certain suburbs, including Long Jetty, Woy Woy and Wyong, experiencing more significant barriers to employment and education. Factors contributing to this include reliance on others for transportation, high travel costs, and a lack of accessible or convenient services.<sup>5</sup>

The area's complex topography and reliance on car-centric development result in dispersed settlements, complicating public transport access. While 55 per cent of households own two or more cars, six per cent do not own a vehicle, with variations seen across different locations. The areas with the highest percentages of vehicle-free households include West Gosford, Woy Woy and Wyong, which indicates a strong need for better active and public transport infrastructure and services in these areas. Car ownership affects access to services and employment and is influenced by age structure, household type, and income.

In 2021, the Central Coast's gross regional product (GDP) was about \$18.4 billion, or 2.7 per cent of the State's GDP. Furthermore, employment is projected to rise from 133,500 jobs in 2021 to approximately 163,600 by 2041, marking a 19 per cent growth. As shown in Figure 6, the greatest growth is projected in health and education, and population-serving jobs.



Source: TZIP24 Population, Housing and Dwelling Dataset.

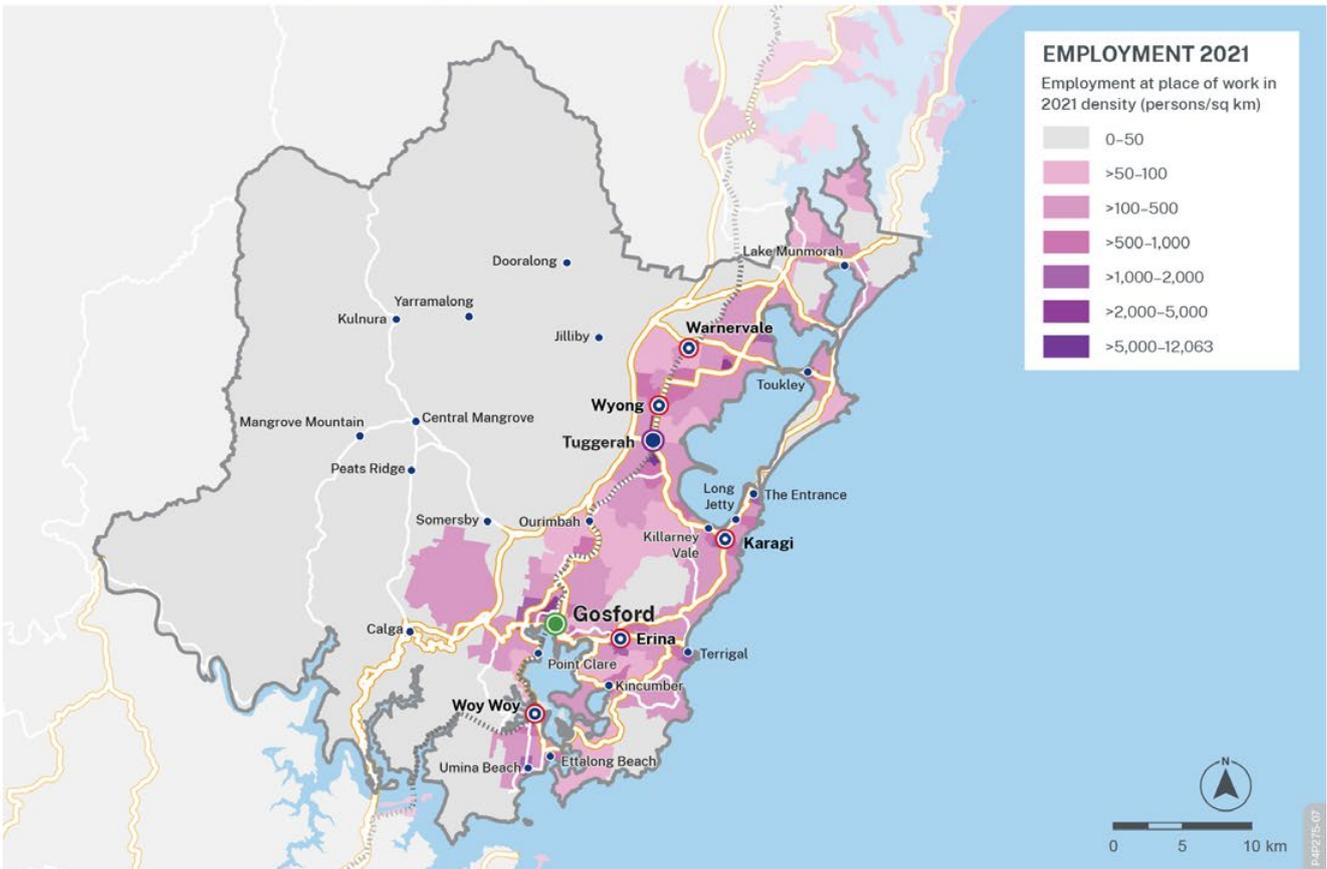
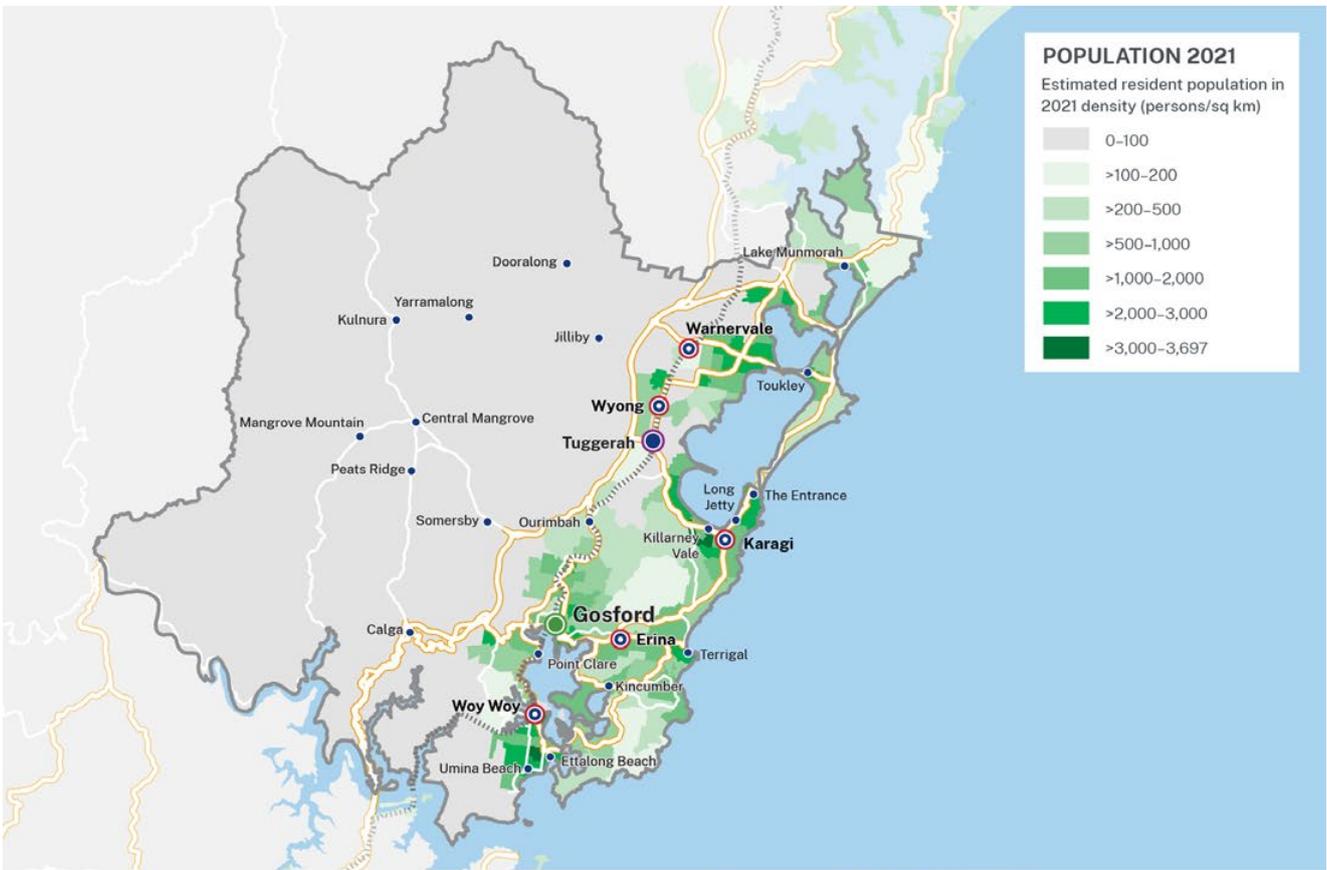
Figure 6. Industry breakdown for the Central Coast region<sup>6</sup>

<sup>3</sup> ABS – 2021 Estimates of Aboriginal and Torres Strait Islander Australians

<sup>4</sup> Australian Bureau of Statistics, [Census of Population and Housing 2021](#)

<sup>5</sup> Australian Bureau of Statistics, [Census of Population and Housing 2021](#)

<sup>6</sup> Source: TZIP24 Population, Housing and Dwelling Dataset



**KEY**

- Metropolitan centre
- Regional city
- Strategic centre
- Centre
- Regional boundary
- Railway line
- State roads
- Regional roads

Source: Transport for NSW, 2024 Travel Zone Projection Estimated Resident Population.

Figure 7. Population and employment densities, 2021



Low floor bus parked by Gosford Waterfront

## 4.2 Travel in the Central Coast region

Over 90 per cent of trips that start on the Central Coast also end on the Central Coast. Approximately 50 per cent of trips are less than five kilometres and 80 per cent are under 20 kilometres, showing that most journeys are relatively short.<sup>7</sup> Those who live in the Central Coast and also work in the region account for 71 per cent of workers, while 18 per cent travel to Greater Sydney and five per cent travel to Newcastle for work.<sup>8</sup>

The number of trips in the Central Coast region has grown consistently in the past five years in line with population growth. While public transport patronage was growing consistently before COVID-19, patronage fell due to the pandemic, likely due the growth of working from home and improved digital infrastructure. In contrast, driving, walking and other modes increased, as

shown in Figure 8.<sup>9</sup> Public transport trips have continued to recover strongly and are nearly back to pre-pandemic levels.

In 2022–23, 80 per cent of all trips were made in private vehicles, including 28 per cent of these as passengers, demonstrating the region's dependence on private vehicles. Public transport made up about eight per cent of all trips, fluctuating over the past few years because of COVID-19. About 10 per cent of trips were made by walking only and many trips included a combination of walking and other modes.<sup>9</sup>

Over 90 per cent of work trips involved commuting in private vehicles, while public transport made up nearly four per cent, and active transport accounted for about 2.5 per cent of trips.<sup>8</sup>

<sup>7</sup> DSpark Mobility Data 2024

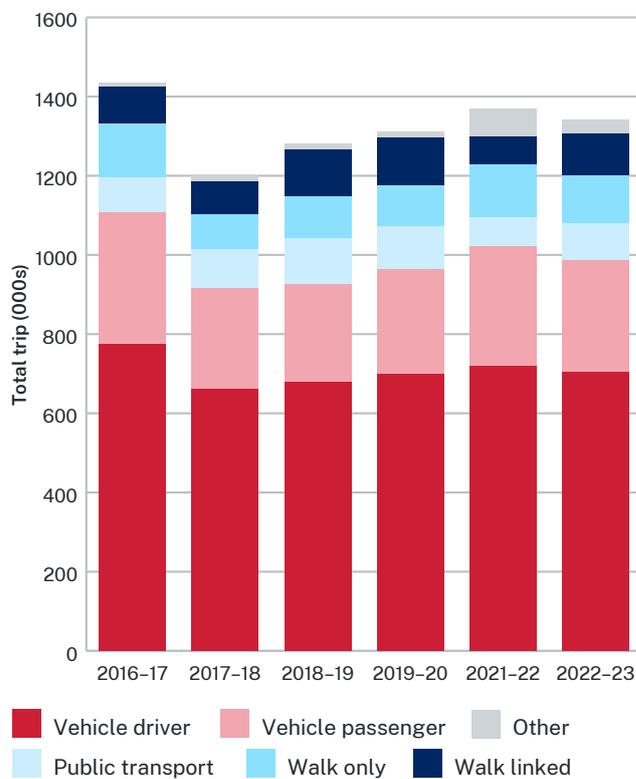
<sup>8</sup> ABS Census 2021

<sup>9</sup> NSW Household Travel Survey, 2016 to 2023.



Most trips during the week on the Central Coast were for social and recreational purposes (26 per cent), with a further 21 per cent for shopping and 15 per cent for commuting to work and work-related business.<sup>9</sup> Regarding trip timing, the majority of trips on weekdays occurred in the morning and afternoon peaks, while on weekends these peaks were more spread throughout the day.

Travel times on the Central Coast have also changed in recent years, depending on the purpose of the trip. From 2016-17 to 2022-23, average commuting times dropped by 16 per cent, while work-related travel decreased by nine per cent. In contrast, travel times for education and childcare increased by almost 22 per cent in 2022-23 compared to 2016-17.<sup>9</sup> These changes are likely due to the growth of working from home, as well as new housing developments outside town resulting in residents travelling further for needs such as education or childcare.



Source: Household Travel Survey

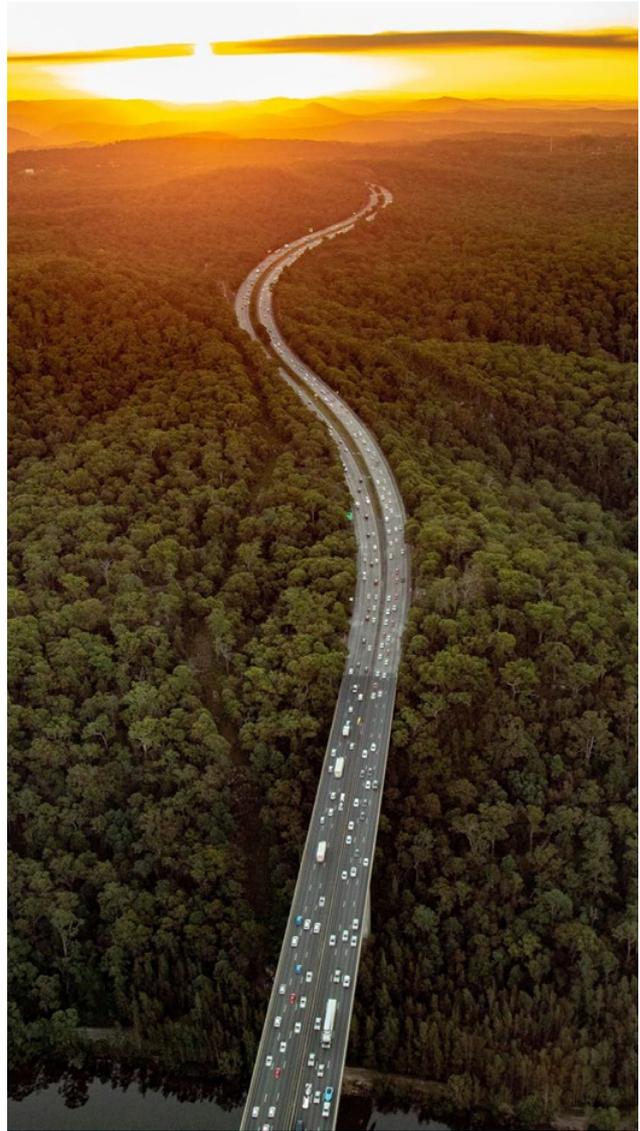
Figure 8. Total trips by travel mode – Household Travel Survey

## Road network

The road network is the backbone of the Central Coast's development and connectivity. Roads are critical movement corridors for people walking and cycling, buses, freight, and private vehicles.

Important roads include:

- the M1 Pacific Motorway is the primary north-south corridor between Sydney and Newcastle. Central Coast residents use it to access destinations such as Sydney and Newcastle, and it is the main freight link on Australia's east coast for road-based movement of goods. Despite population growth, average daily traffic on the M1 Pacific Motorway has fluctuated over the past five years, due to the COVID-19 pandemic and growth of working from home, among other factors. However, heavy vehicle traffic has risen<sup>10</sup>
- the Central Coast Highway is a primary east-west road connecting Kariong and Gosford in the west to The Entrance in the east
- the Pacific Highway (B83) is a primary north-south corridor parallel to the M1 Pacific Motorway that connects Central Coast towns such as Gosford, Ourimbah and Wyong. It predominantly serves local trips and provides first and last-mile access to town centres and industrial precincts while connecting the region with Sydney and Newcastle
- Wyong Road (A49) is a major east-west arterial road linking Tuggerah and Wyong with the M1 Pacific Motorway and Central Coast Highway. It is a vital route for commuters and provides access to Westfield Tuggerah, Tuggerah Business Park, and the Central Coast residential areas
- Sparks Road is a classified road that provides regional connections between the M1 Pacific Motorway and Pacific Highway. It is a primary east-west movement corridor that allows access to the Warnervale Airport and the Warnervale growth area
- Great Northern Road is a rural route connecting Gosford and Bucketty via the Central Mangrove and Peats Ridge hinterland. It is an alternative route for inland areas and provides access to agricultural regions and rural communities
- Wisemans Ferry Road is a scenic rural road that links the Central Coast with the Hawkesbury River region, running through areas such as Mangrove Mountain and Spencer. It is essential for residents and provides access to the Wisemans Ferry river crossing.



Aerial of Pacific Motorway, M1, near Mooney Mooney Creek



**KEY**

- |  |                     |  |                   |   |             |                        |             |
|--|---------------------|--|-------------------|---|-------------|------------------------|-------------|
|  | Metropolitan centre |  | Regional airport  | <b>Traffic volumes AM Peak 7am to 9am</b> |             | <b>Number of lanes</b> |             |
|  | Regional city       |  | Regional boundary |   | 0-500       |                        | 2,001-4,000 |
|  | Strategic centre    |  | Roads             |   | 501-1,000   |                        | 4,001-8,872 |
|  | Centre              |  | Railway line      |   | 1,001-2,000 |                        | 3           |

Source: Transport for NSW Strategic Transport Model (STM).

Figure 9. Traffic volumes – 2021 base year (AM peak 7am to 9am)<sup>11</sup>

<sup>11</sup> Transport for NSW Strategic Transport Model (STM)

## Public transport

The Central Coast public transport service offering includes buses, trains and ferries, and serves about eight per cent of all the journeys in the region.<sup>12</sup> The Central Coast and Newcastle railway line connects Sydney and Newcastle with 12 local stops. Express trains serve Wyong, Tuggerah, Gosford and Woy Woy.

Buses provide access to train stations, and options include walking, being dropped off, or park-and-ride facilities. Additionally, NSW TrainLink trains serve Gosford and Wyong, connecting the region to Sydney, Newcastle and other destinations across NSW.

The Central Coast's bus services provide essential, community connections that support mobility and provide an alternative to private vehicle travel. These routes are managed under Outer Sydney Metropolitan Bus Service Contracts. Major bus hubs in the area include Gosford, Tuggerah and Wyong, offering transfers to the Main North Rail Line, as well as Erina Fair, Lake Haven and The Entrance.

The busiest bus routes connect to Gosford, the Central Coast's metropolitan hub, which offers the largest hospital, shopping areas and job opportunities. The most used routes include:<sup>13</sup>

- 55: Ettalong Beach to Gosford via Woy Woy and Umina Beach
- 21: The Entrance North to Gosford via Bateau Bay East
- 19: Wyong to Gosford
- 64: Woy Woy to Gosford via Empire Bay and Kincumber
- 79: Lake Haven to Tuggerah via Woongarah, Hamlyn Terrace and Wattanobi.

The ferry service with the highest patronage on the Central Coast connects Ettalong Beach and Wagstaff with Palm Beach on Sydney's Northern Beaches, serving commuters, students and tourists.

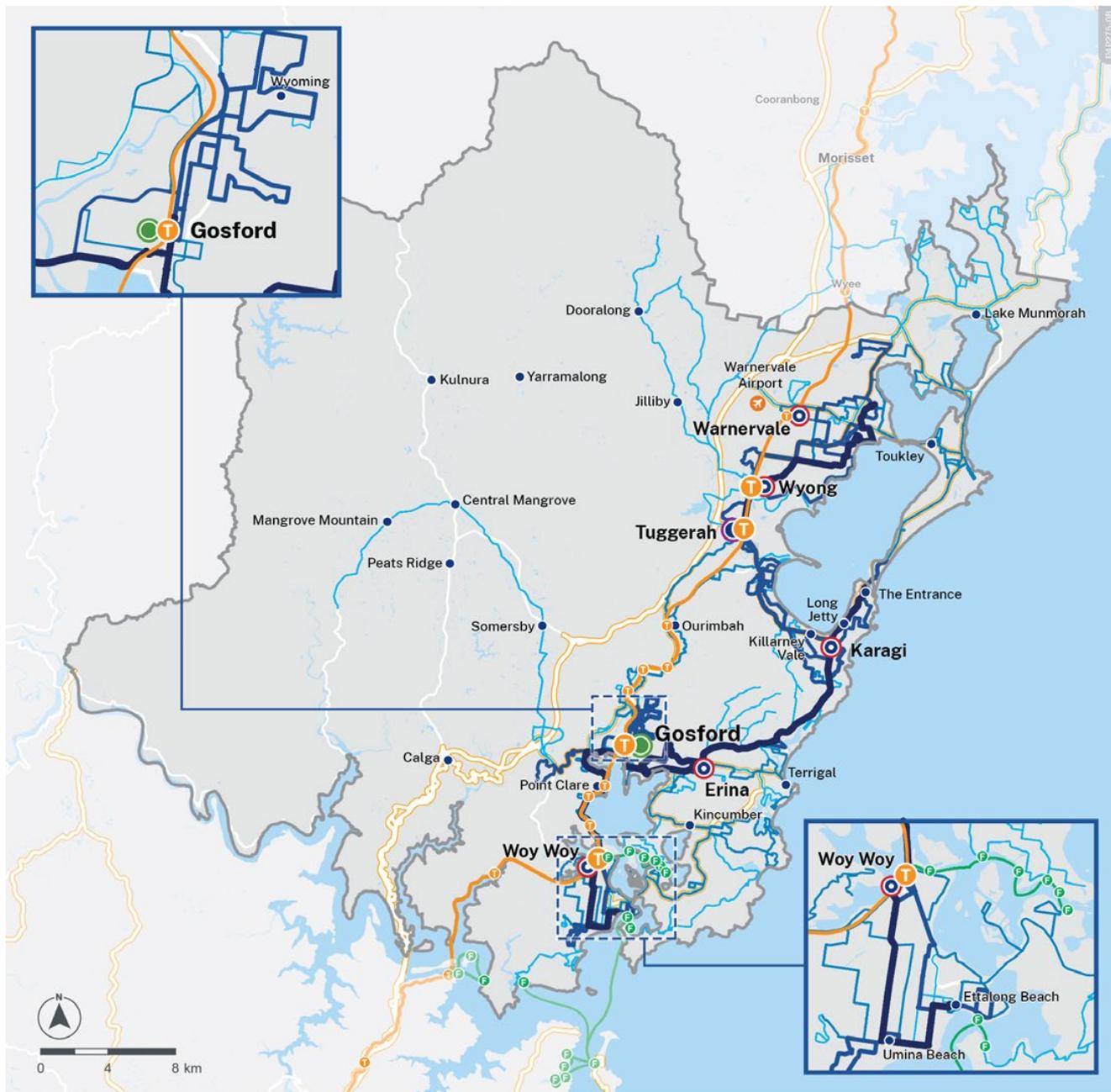
Ferry routes from Woy Woy reach various destinations along Brisbane Water and smaller centres like Patonga, providing convenient access for locals and visitors.



Passenger tapping opal card while getting on bus at Gosford Train Station Bus Interchange

<sup>12</sup> NSW Household Travel Survey 2022/23

<sup>13</sup> Transport for NSW Opal data for the full 2024 calendar year



**KEY**

- |                     |                   |                             |                                       |
|---------------------|-------------------|-----------------------------|---------------------------------------|
| Metropolitan centre | Regional boundary | Existing passenger networks | Bus trip frequency per day per route* |
| Regional city       | State roads       | High frequency station      | 1-5 trips                             |
| Strategic centre    | Regional roads    | Low frequency station       | 6-10 trips                            |
| Centre              |                   | Bus                         | 11-15 trips                           |
| Regional Airport    |                   | Ferry                       | 16-20 trips                           |
|                     |                   |                             | 21-28 trips                           |

Interventions are shown indicatively and may not be to scale.  
 \*Routes shown based on most trips per day.  
 Source: Open data GTFS network, January 2025.

Figure 10. Existing public transport network

## Active transport

The Central Coast has numerous walking and cycling paths, but the network has significant gaps, reducing its usage and impacting safety. Only 2.5 per cent of people walk or ride as a mode of transport to commute to work.<sup>14</sup> In town centres, footpaths are generally provided on at least one side of the road, but many residential streets do not have any footpaths, forcing pedestrians to share the road with cars. About 16 per cent of residents live within a 15-minute walk of a centre, highlighting the area's car dependency, low density and challenging geography.

The region has less than one kilometre of dedicated bicycle paths, and most of the network consists of shared paths and road shoulders that don't suit all riders. Much of the Central Coast's walking and cycling infrastructure is centred around its natural assets, such as Brisbane Water and Tuggerah Lake. This infrastructure connects residents to their local destinations but is also used for recreational and sightseeing purposes by residents and visitors to the region.

Active transport infrastructure is often disconnected. For instance, when riding a bike from Gosford to Terrigal, a shared path is available for more than half the trip, but areas like Terrigal Drive lack dedicated paths, forcing cyclists to ride alongside cars. This lack of connectivity makes it difficult for people to walk or cycle.

## Freight

The Central Coast is traversed by two national transport corridors, the M1 Pacific Motorway and the Main North Rail Line, which deliver freight access beyond the Central Coast to international gateways in Sydney and Newcastle. The Central Coast Highway, Wyong Road, Sparks Road, Doyalson Link Road and Peats Ridge Road also support the circulation and movement of goods through and within the Central Coast.

However, at present no freight or industrial precincts – other than those related to coal or power generation – are connected to the rail network in the region. Freight that originates or is destined for the Central Coast is not contestable by rail.

## Aviation

The Central Coast Airport, operated by Central Coast Council, is located in Warnervale. Roughly one hour north of Sydney and south of Newcastle via the M1 Pacific Motorway, it primarily serves leisure and recreational purposes, including community events, flight training and firefighting support during bushfire incidents.

In February 2025, Central Coast Council approved the Central Coast Airport Masterplan after extensive engagement with industry and the community. The masterplan promotes and supports general aviation activities, including aerial work, instructional flying and recreational flying. It also seeks to establish the airport as a vital hub for emergency services. Furthermore, the plan highlights future opportunities to use technology more efficiently, to create new jobs and to bolster emergency services, aviation education and robust economic growth.

<sup>14</sup> 2021 Census, excludes people who worked at home or did not state their travel mode

### 4.3 Current, planned and committed projects

The NSW and Australian governments have committed funding for a range of transport infrastructure and service improvements across the Central Coast to maintain safe and efficient travel options and serve the area’s growing population.

Recent projects completed on the Central Coast include M1 Pacific Motorway upgrades, safety improvements and train station upgrades. Building upon this, several projects are underway including the Wyong town centre upgrade and the Avoca Drive upgrade through Kincumber.

Transport is developing a range of projects to address identified problems on the network and to support government priorities including increasing housing supply. Projects in areas such as Budgewoi and Blackwall are progressing through the development stages with community consultation planned or underway to keep people informed and to help refine the solution to better serve the community.

The Australian Government is also planning for a future high speed rail network to connect Brisbane, Sydney, Canberra, Melbourne and regional communities across the east coast of Australia. The first stage is the Sydney to Newcastle connection.



**KEY**

- Metropolitan centre
- Centre
- ▭ Regional boundary
- State roads
- Regional city
- ✈ Regional airport
- ⋯⋯⋯ Railway line
- Regional roads
- Strategic centre

Figure 11. Current, planned and committed projects

# 05

## The transport challenge and opportunity





The Central Coast region has many beaches, waterways, national parks and a rich cultural heritage, making it an attractive place to live, work and play. These features make the Central Coast a desirable location. However, they constrain the transport network's ability to serve the broader region adequately. The Central Coast is also home to areas of socio-economic disadvantage and mortgage and rental stress, with lower individual and household incomes than Greater Sydney.

The Central Coast is located between the global gateways of Sydney and Newcastle, which will drive significant change in the region. As shown in Figure 12, while there are important regional and inter-regional connections to Sydney and Newcastle along the M1 Pacific Motorway and Main North Rail Line, many settlements are in small coastal villages and communities that are dependent on limited east-west links. There is also growing demand for developing more industrial precincts and freight facilities around key M1 Pacific Motorway interchanges due to the advantageous location between Sydney and Newcastle, while passenger trains share the Main North Rail Line with freight services, which impact service provision and cascade impacts to other users if a particular service is delayed.

The central coast New South Wales town of The Entrance on Tuggerah Lakes.

With a population still growing, and development to occur in TOD sites and Low and Mid-Rise Housing Policy areas across the region as well as continuing to appear in many greenfield areas, more pressure will be placed on the road network if not well planned for. Population growth will further add to road congestion on parts of the network, with many towns already sharing their high streets as main traffic thoroughfares. A lack of public transport coverage away from major centres and high car use further compounds difficulties in accessing local and strategic centres and limits fast and reliable travel to essential facilities such as health and education, as well as to local jobs and areas of employment.

Resilience of the transport network is also challenged as the region is expected to continue to experience adverse weather events that impact the operation and reliability of the networks, with many communities only accessible by one road in and out.

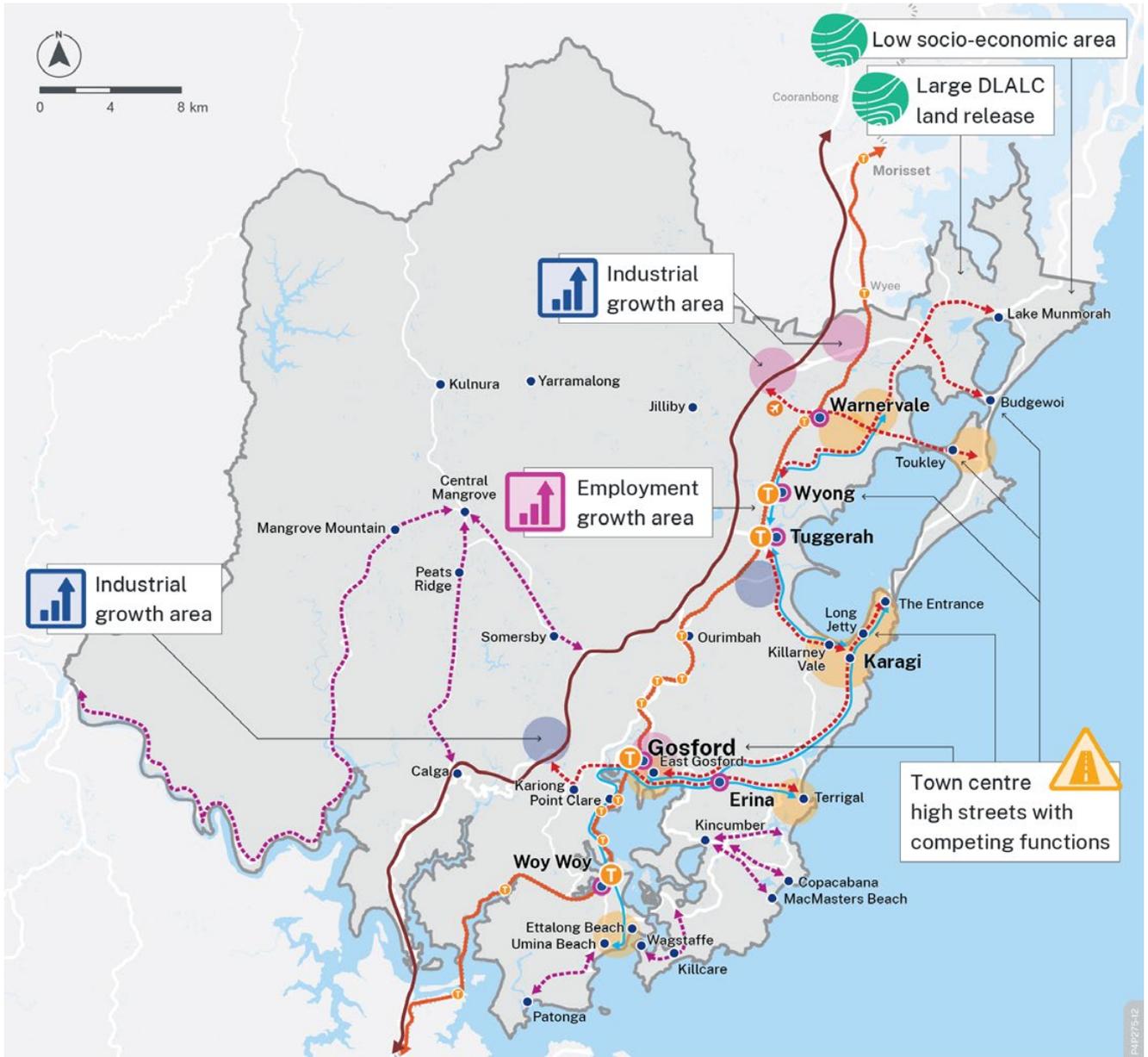
The transport sector is also adapting to a move towards net zero emissions, which requires planning for infrastructure improvements, policy interventions and behavioural change.

The Central Coast is seen as alternate to living in larger cities such as Sydney and Newcastle, while still benefitting from day return access, a lifestyle many people are seeking. The increase in housing demand and supporting industries and services, means the region is evolving rapidly. However, as the region grows and many thrive, we need to ensure that the most vulnerable are not left behind.

The following transport opportunities and challenges for the Central Coast were identified through extensive engagement across the region together with data analysis to validate the priorities for action and delivering change. This change will be achieved through an action plan of initiatives identified for the short and medium-term, and outcomes for the longer-term.



City centre at night, Terrigal © NSW Department of Planning, Housing and Infrastructure / Don Fuchs



**KEY**

- |  |                              |   |            |
|--|------------------------------|---|------------|
| Key population centres                                 | Regional boundary            | Regional rail corridor                              | Aboriginal |
| Centres  | Roads                        | Regional road corridor                              | Growth     |
| Regional airport                                       | Area with population growth  | Key intermediate road links                         | Traffic    |
| Railway line and station                               | Industrial areas             | Limited access communities                          |            |
| Key Transport Oriented Developments and train stations | Areas with employment growth | Tier 1 bus priority corridors (under investigation) |            |

Figure 12. Overview of Central Coast challenges and opportunities

## 5.1 Starting with Country

### All investment in the transport network, services, policy, and technology take a Country-centred design approach

The Central Coast region is the lands and waters of the Darkinjung people who have a continuous, deep, physical and spiritual connection to these lands. Many of the transport routes we use today follow the ancient traditional Songlines, trade routes and ceremonial paths. Today, over 21,000 Aboriginal and Torres Strait Islanders live in the Central Coast, representing approximately six per cent of the population.<sup>15</sup> The Central Coast LGA has the highest number of Aboriginal and Torres Strait Islander people in NSW. Areas with high proportions include Gorokan, Kanwal, Charmhaven, Bateau Bay, Killarney Vale, The Entrance, Toukley, Umina, Gosford, Woy Woy, Warnervale, Wadala and many others. It is forecasted that the number of Aboriginal and Torres Strait Islander people in the Central Coast will increase by over 125 per cent between 2021 and 2041.<sup>16</sup>

Starting with Country aims to ensure that all planning and development in the Central Coast occurs with respect to the special cultural significance and meaning of the lands and waters to Aboriginal people. It also aims to break down the transport related barriers that prevent Aboriginal people in the Central Coast from accessing services and improving their wellbeing in line with various other initiatives such as Transport for NSW's Reconciliation Action Plan 2022–2025 and the National Agreement on Closing the Gap.

#### What we heard

- There needs to be more than listening; the Aboriginal community expect to see improvements on the issues that they identify.
- Transport issues are preventing Aboriginal people from moving forward, particularly in terms of accessing health, education and job opportunities. Better public transport services are directly linked to a greater ability to participate in the workforce.
- Long travel times, low frequency and low reliability are the top barriers to greater public transport use. Communities living further away from the train line and people with limited mobility are most at risk.
- Public transport services can be difficult to catch, particularly for people who do not have access to a smartphone with credit or data to check timetables, plan routes and get updates.
- Lack of cultural safety and fear of racism are an ongoing issue when on board public transport, with many Aboriginal people stating that they do not feel culturally safe on-board public transport, which reflects statewide sentiment.<sup>17</sup>
- Bus stops, footpaths and shared paths are often poorly lit and feel unsafe after dark.
- There is a need to increase the number of Aboriginal businesses on approved prequalified panels and schemes, delivering greater employment and business opportunities.
- Ensuring that new developments are supported by high-quality transport infrastructure is a critical concern for the community.
- There is a strong sense of support for Aboriginal-led community transport services.

<sup>15</sup> ABS – 2021 estimates of Aboriginal and Torres Strait Islander Australians

<sup>16</sup> Aboriginal Affairs NSW – 2024 NSW Aboriginal population projections

<sup>17</sup> <https://www.transport.nsw.gov.au/system/files/media/documents/2024/NSW-Bus-Industry-Taskforce-Third-Report.pdf>

### 5.1.1 Limited access for Aboriginal communities

Aboriginal communities in the Central Coast often have a lack of transport choices, which impacts their access to a broad range of services and exacerbates social and economic inequity. In 2023, Transport for NSW and the Barang Regional Alliance collaborated to undertake a community sentiment research report to understand underlying attitudes among the Aboriginal community towards transport options on the Central Coast. This report has informed the development of this Draft Plan and various other initiatives led by Transport for NSW. According to this report:

- 48 per cent of respondents felt that it takes too long to get where they need to go
- 40 per cent of respondents didn't feel culturally safe when using public transport
- 51 per cent of respondents wished there were other types of transport available to them.

Transport limitations disproportionately impact the Aboriginal community, especially by restricting access to employment hubs that are vital for increasing economic participation. Due to inadequate public transport options, long travel times, low reliability and low frequency, many Aboriginal people face challenges in reaching employment, particularly for shift work or jobs in more remote locations. Aboriginal households living without a car can be particularly vulnerable. Ensuring that services can be accessed without the need for a mobile phone or internet access can help make public transport a more viable choice for the Aboriginal community.

Access to healthcare is another critical concern. Aboriginal communities often experience higher rates of chronic illness and mental health challenges, yet many live far from primary healthcare services and specialist facilities. The lack of frequent and direct public transport routes to medical centres, hospitals and clinics further entrenches disparities in health outcomes. Educational institutions play a pivotal role in supporting economic self-determination. Yet, inadequate transport links to schools, TAFEs and universities limit opportunities for young Aboriginal people to be better engaged in education and training.

#### Opportunities

Improving Aboriginal community access can transform the lives of Aboriginal people, such as through:

- facilitating an Aboriginal-led community transport service to provide a reliable and flexible service catering to the community
- improving public and active transport provision, particularly in areas with high proportions of Aboriginal people
- prioritising targeted service planning in collaboration with the Aboriginal community to ensure that the right services connect to the right places at the right times
- improving public and active transport provision to health, education, employment hubs and areas with economic opportunities
- reducing the need to have a mobile phone or access to internet in order to access services.



## 5.1.2 Ensuring collaboration with the Darkinjung Local Aboriginal Land Council and Aboriginal community-controlled organisations to help develop land and support the community

The Darkinjung Local Aboriginal Land Council (DLALC) is one of 120 local Aboriginal land councils in NSW established under the Aboriginal Land Rights Act 1983. It is a unique and significant landowner on the Central Coast, and it is responsible for improving, protecting and fostering the best interests of Aboriginal people within the region.

The Aboriginal Land State Environmental Planning Policy (SEPP) ensures that land owned by the DLALC will be developed with their interests at heart. Transport will continue to support the development of DLALC land and other initiatives.

Transport will also continue to collaborate with Aboriginal community-controlled organisations (ACCO) such as the Barang Regional Alliance, which brings together Aboriginal community-controlled service delivery organisations, Aboriginal owned businesses and individual Aboriginal community members and leaders.

In 2023, Transport for NSW partnered with the Barang Regional Alliance to donate a 16-seater bus to Yerin Eleanor Duncan Aboriginal Health Services (YEDAHS), an ACCO that provides vital medical, health and support services to over 4000 Aboriginal and Torres Strait Islander people each year. This is an example of the ongoing collaboration between Transport and the Aboriginal community. Transport can also help play a role in giving greater employment and business opportunities to the Aboriginal community.

### Opportunities

Collaboration between Transport for NSW and organisations responsible for delivering services and improvements to the Aboriginal community can make a big difference, such as through:

- supporting the development of land owned by the DLALC for potential housing, employment, environmental conservation or other uses
- collaborating and partnering with Aboriginal community-controlled organisations to support the Aboriginal community
- delivering employment and business opportunities to the Aboriginal community.

### Koori Knockout 2023

The Koori Knockout is one of the largest gatherings of Aboriginal and Torres Strait Islander people in Australia. In 2023 it was hosted by the Newcastle All Blacks at the Central Coast Regional Sporting and Recreational Complex in Tuggerah and was attended by over 47,000 people.<sup>18</sup>

Transport for NSW partnered with the Newcastle All Blacks to host an interactive display at the event with activities, safety information and staff available to talk to attendees on a range of road and maritime safety issues. Transport has supported the event since 2014 as an opportunity to connect with the Aboriginal community on topics including road safety and potential opportunities to work for Transport.

<sup>18</sup> <https://www.centralcoast.nsw.gov.au/council/2023-koori-knockout-huge-success>



### 5.1.3 Reflecting Aboriginal heritage and increasing cultural identification on the transport network

Incorporating Aboriginal heritage and cultural identification on the transport network can help foster a sense of connection and belonging for both Aboriginal and non-Aboriginal communities. By embedding Aboriginal culture, stories, language and history into the transport network, Transport can acknowledge the enduring relationship that Aboriginal people have with Country and the thousands of years that Aboriginal people have travelled across the lands and waters of NSW. It can also help encourage cultural understanding, respect, inclusivity and understanding of Aboriginal languages, helping to create a more cohesive society where Aboriginal history and presence are visibly acknowledged. For non-Aboriginal people, it provides an opportunity to learn and appreciate the rich cultural heritage of Australia's First Nations, fostering mutual respect and a deeper connection to the places they travel through.



Examples of cultural identification on the transport network

In recent years, Transport for NSW has increased the level of cultural identification on the network through several initiatives. These have included the new Intercity fleet which has been named the 'Mariyung', the Darug word for emu in acknowledgement of the local Aboriginal community. These trains will help connect the Central Coast region to Newcastle and Sydney in coming years. In 2020, Transport installed signs on the Central Coast at Bushells Ridge, Catherine Hill Bay, Cheero Point, Doyalson, Empire Bay and Ourimbah to reflect the Darkinjung Country that motorists were driving through.



Darkinjung Country sign and an example of a QR code, accessing stories of the history of the Awabakal and Darkinjung lands

In 2022, Transport also embedded Aboriginal heritage on the Central Coast and Newcastle rail line. QR codes have been rolled out on trains travelling through the Central Coast between Sydney and Newcastle which allow travellers to access up to 13 Aboriginal stories that tell some of the history of the Awabakal and Darkinjung lands. As well as relating to places connected with the train's journey, the stories reflect the broader theme of Country and the important link between Aboriginal culture, nature and land.

#### Opportunities

Transport for NSW has many opportunities to increase the level of cultural identification on the transport network, such as:

- naming of places, facilities, vehicles and other Transport assets to consider and reflect Aboriginal culture, stories, language and history
- incorporating signage, artworks, murals and educational displays across the transport network to acknowledge and celebrate Aboriginal culture, stories, language and history
- embracing opportunities for celebrating Aboriginal heritage through storytelling.

## 5.2 Access to transport for all

### A transport network that provides a range of travel choices to all people living, working in or visiting the Central Coast region

Barriers to accessing transport can significantly impact a person's ability to participate in employment, education, healthcare and social and leisure activities. Examples of those who face significant barriers include older people, residents in rural and regional areas, individuals with disabilities or temporary injuries, culturally and linguistically diverse (CALD) communities, and people travelling with dependents. Improved transport access and choice can perform a transformational role in improving the wellbeing of communities across the Central Coast.

The Central Coast population is forecast to grow and change in the coming decades, with over 56,000 new residents and an increasingly ageing population by 2041, with 37 per cent more people aged over 65 than today.<sup>19</sup> Inclusive transport options are needed to meet the needs of the growing and changing Central Coast community.

Serving the needs of socio-economically disadvantaged individuals and communities is a particular consideration of this Draft Plan. People who are reliant on public transport, walking and cycling for access to employment, education and social activities are particularly disadvantaged in a region where many destinations are more difficult to reach without a car.

For the Central Coast, improving the service offering and attractiveness of the active and public transport networks are critical to reducing car dependency in the region. These services need to meet customer needs more directly, particularly for coastal towns and villages in areas west of the M1 Pacific Motorway.

The future productivity, liveability, health and sustainability of the Central Coast region depends upon a transport network that provides a range of travel choices to people, regardless of where they live or their circumstances.

#### What we heard

- The ageing population is an important trend in the region.
- The Central Coast has transitioned from a quiet country area to a more urbanised area, but public transport services have not always kept up to pace with this growth, particularly in new developments. The community is keen to use public transport in greater numbers if it is made available.
- Local connections need to be prioritised over links to Sydney and Newcastle.
- Low frequency public transport services have limited use. If one service is missed, there may be a substantial wait until the next service, making it unattractive in the first place.
- Buses are often slow, unreliable and take circuitous routes, particularly outside of peak hours and on weekends. These factors limit their effectiveness as a potential alternative for those who have access to a car.
- The cost of living crisis means some people are reducing car vehicle ownership, so other travel modes are becoming increasingly important.
- The Central Coast and Newcastle rail line lacks passenger capacity in peak hours and is often too slow or unreliable.
- There is an opportunity for more water-based public transport, including at Brisbane Water.
- The region needs more safe and connected options for walking and cycling. Many streets currently lack a footpath, discouraging active travel.
- Pedestrian access from public transport stops to key facilities such as hospitals and medical clinics can be lacking.

<sup>19</sup> TZIP24 forecasts



Couple enjoying evening drinks at The BOX on the Water restaurant and bar, Ettalong Beach © Destination NSW

## 5.2.1 Serving the diverse needs of a growing and changing population

The Central Coast's population is growing and changing. The region has transitioned from being a quieter country area to a more urbanised area. It is forecast that by 2041, almost 60,000 additional people will live in the Central Coast, an increase of 17 per cent compared to the 2021 population of 348,500. This population growth will be natural but also driven by international and domestic migration, as people are attracted by lifestyle, natural beauty and relatively lower housing costs compared to Sydney.

The population of the Central Coast will also continue to change and look different in the future. Decreasing fertility rates and increasing life expectancy will result in an ageing population, with the old-aged dependency ratio – the ratio of people aged 65+ to people aged 15–65 – set to increase from 36 per cent in 2021 to 41 per cent by 2041.<sup>20</sup> As a result, older individuals may work longer and retire later, in line with NSW trends. Meanwhile, the Central Coast region faces the challenge of a low population density and limited employment opportunities.

20 NSW 2024 CPA Population and Dwellings Projections

Young adults in the Central Coast are living with their parents for longer than before, while household sizes are continuing to decrease. There is a slightly higher proportion of single-person households in recent years.<sup>21</sup> Additionally there is an ongoing need to increase children and young people’s access to transport in regional areas.<sup>22</sup>

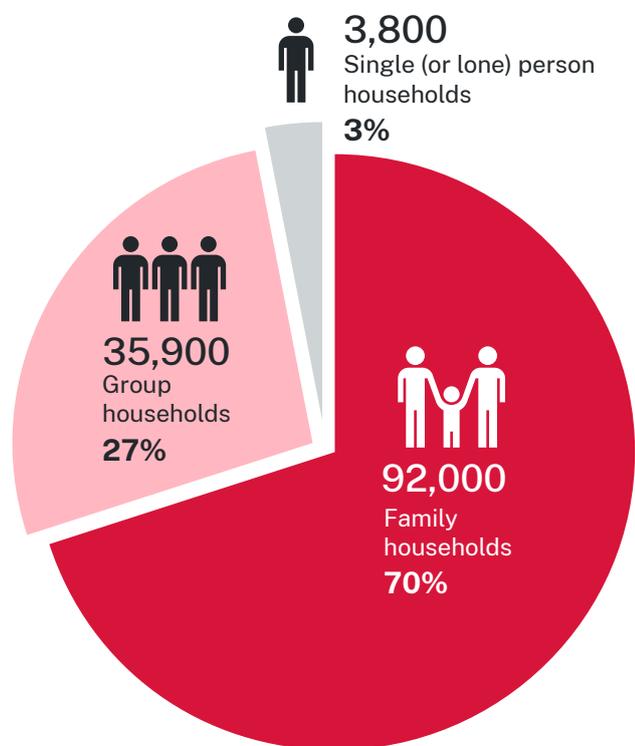
**The population of the Central Coast is also becoming increasingly culturally and ethnically diverse.**

These trends will influence how people travel around the Central Coast and combined with infrastructure development and changing consumption patterns such as a boom in e-commerce, they will also increase the demand for freight and last-mile deliveries.

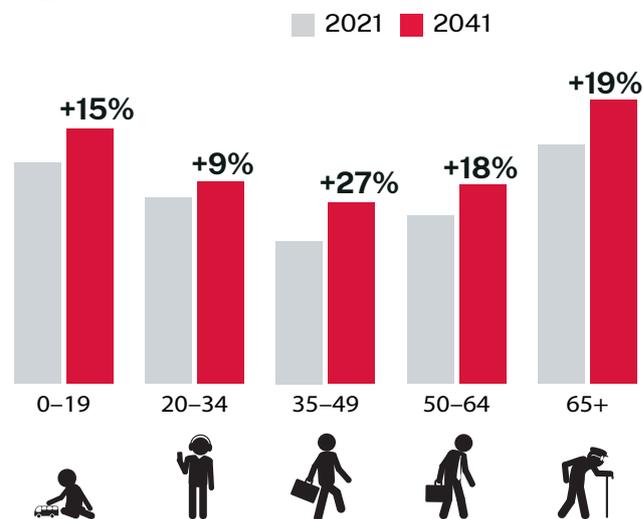
**Opportunities**

Transport for NSW can better serve the diverse needs of a growing and changing population in coming decades, such as by:

- delivering high-quality, convenient and well-connected sustainable transport modes from day one in new housing release areas and areas with the highest increases in population
- increasing provision of public transport and active transport options to essential services such as medical clinics, hospitals, grocery stores, transport interchanges and community facilities to reduce car dependency
- ensuring public transport is physically accessible to all users, such as the diverse range of older or mobility-impaired people. This could include ensuring well-lit, clearly signposted facilities, disability compliant access including the provision of ramps, elevators, tactile paving, accessible restrooms, seating, shelter, easy-to-read maps and timetables, and the prioritisation of relevant facilities such as healthcare providers or community facilities.



**Age bands**



Sources: TZIP24 Population, State of New South Wales and Department of Planning, Housing and Infrastructure, 2024 NSW Common Planning Assumption Projections

Figure 13. Changing population of the Central Coast

21 ABS Census 2021

22 Strategic Plan for Children and Young People 2022-2024

## 5.2.2 Reducing transport disadvantage

People who face persistent difficulties in accessing employment, education, healthcare, and social and leisure activities are commonly referred to as suffering from ‘transport disadvantage’. Examples of those who face significant barriers include older people, people with low incomes or other financial difficulties, people with disabilities, temporary injuries, neurodivergence, culturally and linguistically diverse (CALD) communities, and people travelling with dependents. People who cannot afford or who do not have access to a private vehicle, which accounts for approximately seven per cent of households in the region,<sup>23</sup> are also more likely to experience transport disadvantage. Areas with high levels of zero car ownership are shown in Figure 17. Transport disadvantage is compounded in the region due to the dispersed population and natural barriers such as national parks and water bodies.

General levels of advantage and disadvantage can be measured through the Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) and are shown for the Central Coast region in Figure 14. The level of disadvantage varies significantly across the region, with the highest levels of disadvantage typically around the northern parts of Tuggerah Lake, Lake Munmorah, Wyong, The Entrance, Bateau Bay, Woy Woy and Umina.<sup>24</sup> Providing improved public and active transport in areas with high levels of disadvantage can improve the outcomes for these communities.

Community transport operators play an important role in helping disadvantaged communities access essential services, such as hairdressing appointments, medical appointments and shopping trips. Consultation with community-led organisations is vital to ensure vulnerable communities can access essential services.

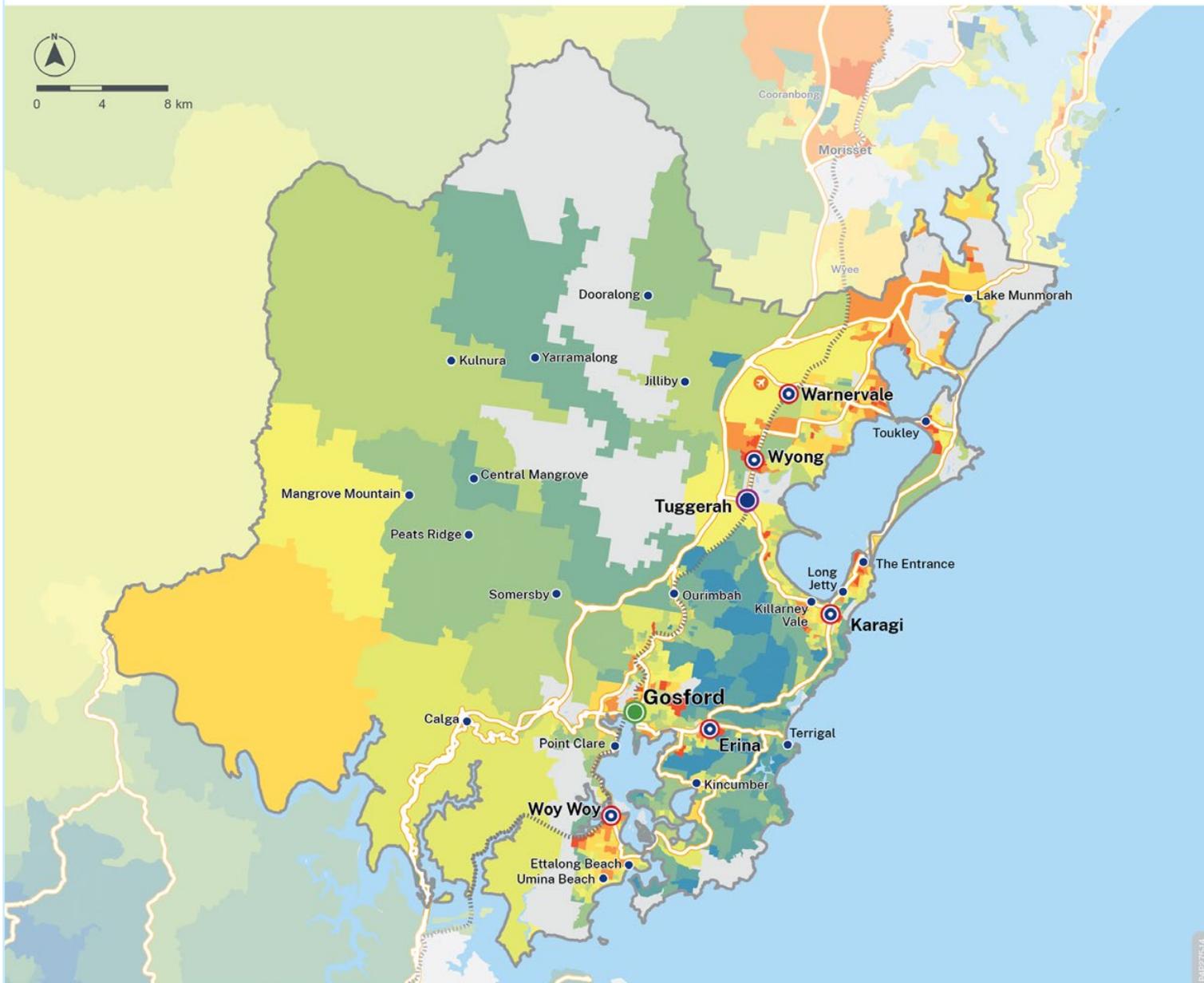
### Opportunities

Removing the barriers that cause transport disadvantage can have a transformative impact on a person's life. Transport can move towards reducing transport disadvantage by:

- prioritising active and public transport connectivity in areas with highest levels of disadvantage and improve connectivity to health, education, employment and social facilities
- ensuring public transport services are available, accessible and help connections to employment, specialist healthcare and disability service providers
- increasing public transport travel time competitiveness with private vehicles and increasing frequency to make public transport a more dependable choice
- increasing first and last-mile connectivity to public transport, such as improved feeder buses, footpaths, shared paths, and park and ride facilities to encourage patronage, particularly in disadvantaged areas
- investigating on-demand buses, particularly to lower density areas
- co-locating affordable housing in areas with good public and active transport infrastructure
- engaging and supporting community transport operators in disadvantaged areas.

<sup>23</sup> ABS Census 2021

<sup>24</sup> ABS Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) by SA2

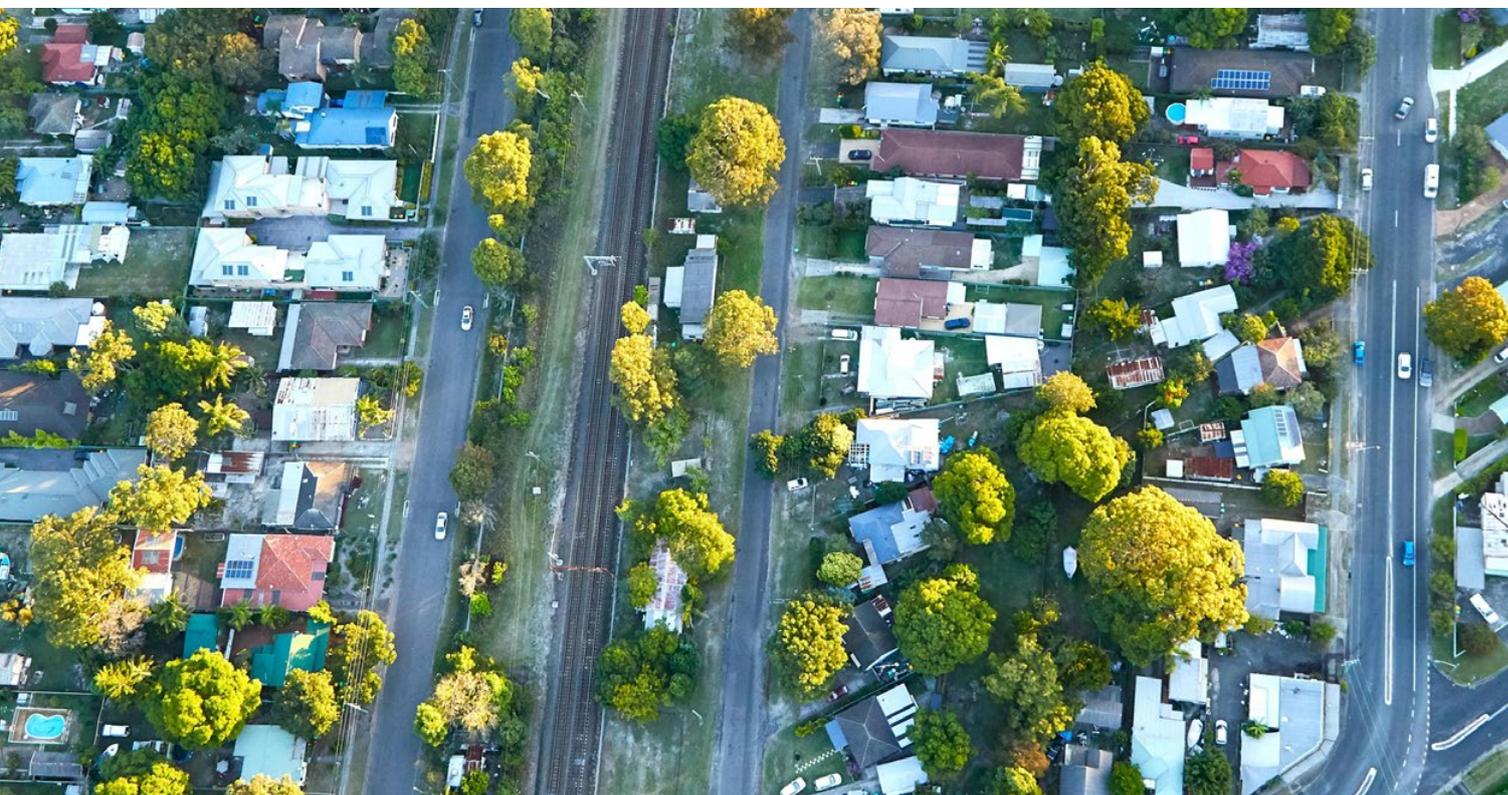


**KEY**

- |  |                     |  |                   |                                 |                        |
|--|---------------------|--|-------------------|---------------------------------|------------------------|
|  | Metropolitan centre |  | Regional airport  | <b>Rank within NSW (decile)</b> |                        |
|  | Regional city       |  | Regional boundary |                                 | 1 (most disadvantaged) |
|  | Strategic centre    |  | Railway line      |                                 | 2                      |
|  | Centre              |  | State roads       |                                 | 3                      |
|  |                     |  |                   |                                 | 4                      |
|  |                     |  |                   |                                 | 5                      |
|  |                     |  |                   |                                 | 6                      |
|  |                     |  |                   |                                 | 7                      |
|  |                     |  |                   |                                 | 8                      |
|  |                     |  |                   |                                 | 9                      |
|  |                     |  |                   |                                 | 10 (most advantaged)   |
|  |                     |  |                   |                                 | No data                |

Source: Australian Bureau of Statistics (2021)

Figure 14. SEIFA index for the Central Coast



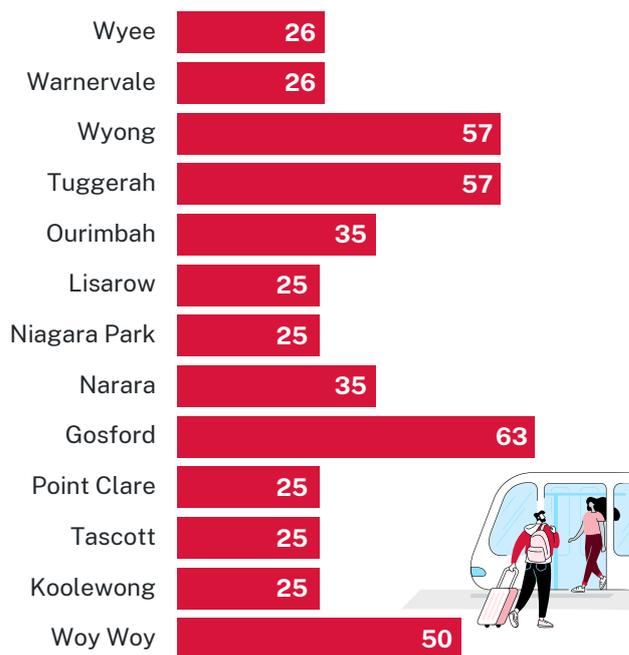
Rail track and suburb aerial, Central Coast

### 5.2.3 Infrequent, slow and unreliable public transport

Many residents and customers perceive public transport services on the Central Coast as being infrequent, slow and unreliable.<sup>25</sup>

The train is the preferred option for travel from the Central Coast to Sydney for work or leisure. However, this is a minority of overall trips and there is a range of barriers to greater uptake in train travel for these journeys or local trips within the Central Coast. Major stations have trains approximately every 30 minutes on weekdays, which remains a barrier for unplanned journeys or those dependent on connecting services. Most minor stations have services only every hour, causing passenger inconvenience if a service is missed or cancelled.

**‘I find the trains don’t stop at Lisarow with it being a small station, so it’s just easier to just use the car.’<sup>26</sup>**



Source: Weekday Timetable, October 2024.

Figure 15. Central Coast number of rail services per day (based on Newcastle Interchange to Central weekday timetable, October 2024)

<sup>25</sup> Central Coast Customer Research 2024 (Transport for NSW, May 2024)  
<sup>26</sup> Central Coast Customer Research 2024 (Transport for NSW, May 2024)

‘In the Central Coast, you don’t catch the train because you can’t beat the convenience of your car. The journeys are quite short, and the train isn’t useful.’<sup>27</sup>

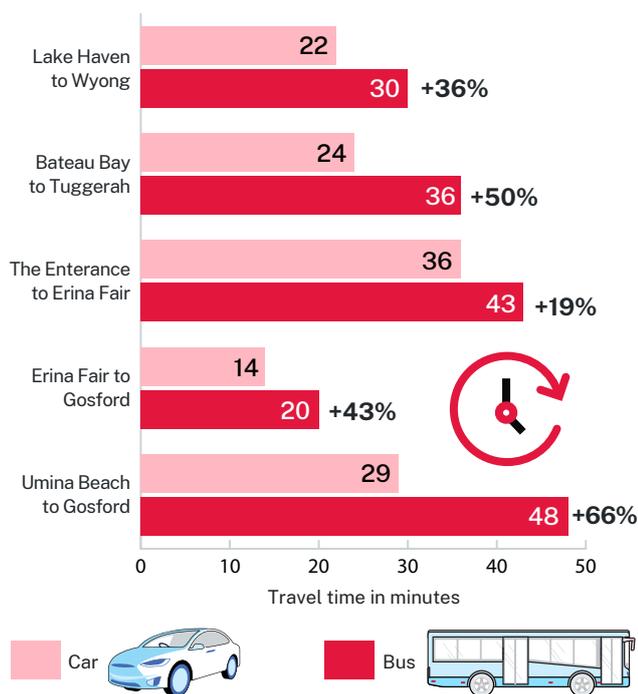
‘The bus is slow, it takes longer, because it has to make all those stops and that adds time. And I’m like, well, I could just be driving right now.’<sup>28</sup>

Only five per cent of people in the Central Coast live within a 15-minute walk of a train station, highlighting the challenge in accessing rail stations. Furthermore, journey times by bus to rail stations and major destinations on the Central Coast are generally much longer than those by car owing to circuitous routing. For example, a bus trip from Bateau Bay to Tuggerah can take 36 minutes, compared to about 24 minutes by car. This additional journey time reduces the convenience and practicality of public transport on the Central Coast for everyday travel. Buses can also be unreliable and have limited operating hours, particularly outside of weekday peak hours.

Beyond rail stations and major bus corridors, overall public transport service levels in many areas are infrequent and do not offer a viable option for everyday travel. Notable areas with low public transport access include parts of Umina away from the popular Route 55 bus, Bateau Bay, Chittaway Bay, and Noraville. Public transport service levels are shown in Figure 17.

Many residential areas on the Central Coast have bus services during peak times. However, there is a notable lack of reliable public transport throughout the day, evenings and weekends. Most buses run every 30 to 60 minutes, making travel inconvenient for appointments. For example, the 14X and 17X express routes to Tuggerah and Gosford do not operate in the middle of the day, in the evening or on weekends, reducing travel options outside peak hours.

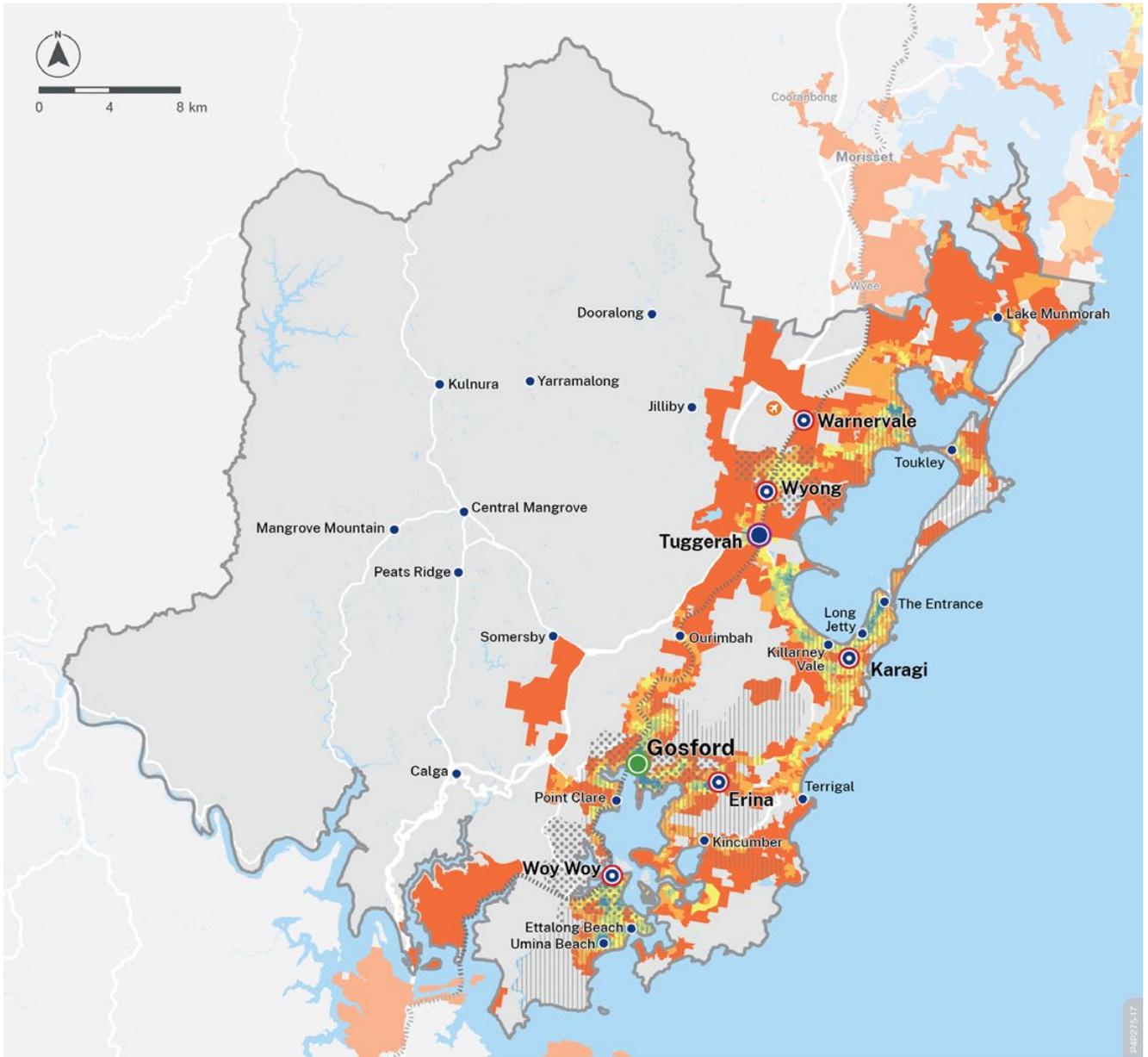
Inter-regional travel by public transport involves a lengthy interconnecting bus journey for most Central Coast residents travelling to other parts of the region, Sydney or Newcastle. For Central Coast residents travelling to leave the region using public transport, only between 11 per cent and 22 per cent are within a 30-minute bus ride of a Ferry services comprise a small component of the overall public transport service offering in the Central Coast. Ferries from Woy Woy and Palm Beach provide important connections between areas separated by major water bodies. Challenges relating to ferry services include a limited span of services into evenings and weekends.



Source: Analysis based on data from Google Maps, October 2024.

Figure 16. Weekday travel time comparison

27 Central Coast Customer Research 2024 (Transport for NSW, May 2024)  
 28 Central Coast Customer Research 2024 (Transport for NSW, May 2024)



**KEY**

- Metropolitan centre
- Regional city
- Strategic centre
- Centre
- ✈ Regional airport
- Regional boundary

- Roads
- Railway line

- Public Transport Accessibility Level (8-9am)\***
- 1 - Low
  - 2 - Low-medium
  - 3 - Medium
  - 4 - Medium-high
  - 5 - High
  - 6 - Very high

- Households not owning a car**
- 0-6%
  - 6-10%
  - 10-14%

\*Where an area does not show a PTAL score, the implication is that there is no public transport coverage for the given hour band.

Figure 17. Public transport accessibility level map

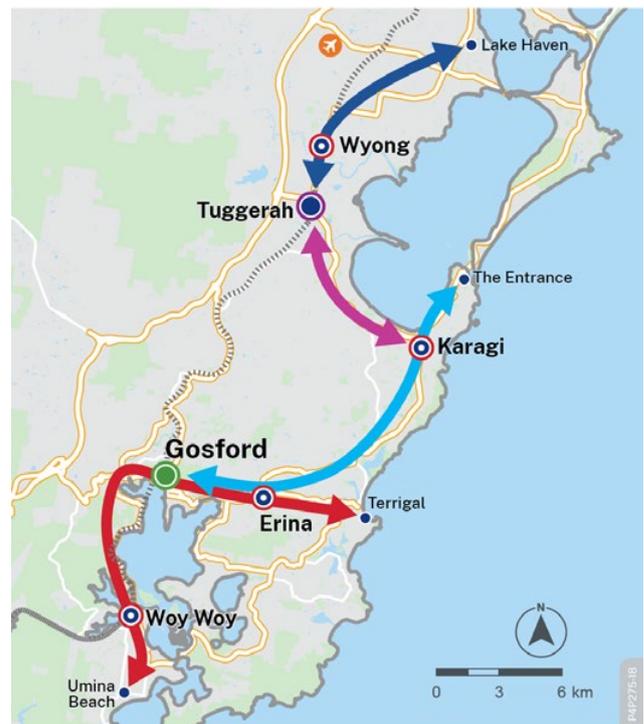


Passenger getting off bus at Central Coast Highway bus stop

## Opportunities

Opportunities include:

- providing more frequent and regular bus services to connect people to major train stations and destinations
- redesigning local bus services to ensure that residential areas are efficiently connected to their nearest town centres
- improving the availability of public transport travel options during daytimes, evenings and on weekends
- improving bus journey times and reliability by introducing bus priority measures to avoid traffic congestion and reviewing stop locations along routes
- upgrading bus stops, information and passenger amenities to improve the customer experience of using the bus system on the Central Coast
- increasing the potential for on-demand buses or other public transport options to support small communities or those with single-road and water access.



### KEY

	Metropolitan centre		Bus opportunity corridors
	Regional city		Tuggerah-Wyong-Lake Haven
	Strategic centre		Bateau Bay-Tuggerah
	Centre		Gosford-Erina-Bateau Bay-The Entrance
	Regional airport		Umina-Woy Woy-Gosford-Erina-Terrigal
	Regional boundary		
	State roads		
	Regional roads		

Figure 18. Public transport opportunities – proposed bus corridors

## 5.2.4 Limited infrastructure for active transport

Challenges and barriers to the uptake of active transport on the Central Coast include a range of issues relating to gaps in the availability of safe, attractive and well-connected options for walking and cycling. The lack of options means people avoid walking and cycling even for short trips.

There is a lack of footpaths and connected pedestrian networks in many residential and employment areas due to legacy subdivision developments that do not provide this infrastructure. Major roads and railways, which have limited crossing points, are a further barrier to increased walking. Often, important facilities such as hospitals and medical clinics do not have good connectivity between the front door and the public transport stop.

**‘I think the Central Coast is lacking in footpaths. I’ve never lived anywhere that just doesn’t have footpaths. When I go walking, I’m on the road for half the time.’<sup>29</sup>**

Aside from some popular recreational shared paths for cycling, there are significant challenges in accessing everyday destinations and rail stations by bicycle. Few routes in the Central Coast offer continuous and convenient bicycle access to major destinations, separated from road traffic. A historical preference for shared pedestrian and cycle paths means that even where bicycle routes are separated from road traffic, in popular areas there are impacts on comfort and safety for people walking and riding.

**‘I would never get on a bike. In my area there’s no path and I would get run over.’<sup>30</sup>**

Concerns about both actual and perceived safety hinder the increased use of walking and cycling, particularly for women, girls and gender-diverse individuals. These groups are more likely to feel unsafe while navigating urban centres and towns, and their travel behaviours often change based on their feelings of safety or insecurity.

Dispersed residential and employment areas and historical patterns of development mean that options for walking and cycling are limited in many areas.



Figure 19. Employment area in Somersby with no footpaths

<sup>29</sup> Central Coast Customer Research 2024 (Transport for NSW, May 2024)

<sup>30</sup> Central Coast Customer Research 2024 (Transport for NSW, May 2024)

## Opportunities

Opportunities include:

- improving walking and cycling connections to access centres, rail stations and other destinations, including where crossings are required at signalised intersections and roundabouts or across other significant barriers, such as the rail corridor
- improving active travel facilities for safe access to and secure bicycle storage at primary and high schools and working with local government, education providers and the Department of Education to identify and promote safe routes to schools
- leveraging opportunities for walking and cycling connections and wayfinding at tourism facilities and recreational areas including coastal village centres, beaches and natural attractions. Many areas have existing recreational shared walking and bicycle paths that can be extended and linked up to create larger networks able to support a wider range of journeys for access to education, employment and rail stations
- providing safe and connected walking and cycling access and secure bicycle parking at bus and train interchanges, improving options for people to cycle as part of a public transport journey
- developing strategic cycleway corridors to improve and close gaps in the existing cycle network to destinations including Gosford, Woy Woy, Tuggerah and Wyong
- increasing the network of paths that separate cyclists from other road users. Where separated cycle paths aren't practical, using other design strategies to create a safe road environment, including lowering speed limits on roads and improving signage and line marking
- supporting local area traffic calming and traffic speed controls to improve neighbourhood amenity, comfort and safety conditions for walking and cycling
- providing active transport connections in conjunction with major transport projects, for example, as part of future upgrades to the Pacific Highway.

'Council is working on doing a bike network around the lake. That opens up an option for an alternative commute.'<sup>31</sup>



### KEY

- Metropolitan centre
  - Regional city
  - Strategic centre
  - Centre
  - ▭ Regional boundary
  - Strategic cycleway corridor\*
  - - - Corridor extension
  - Future growth area (indicative)
- \*Local links developed by councils are not shown on the map.

Figure 20. Network of strategic cycleway corridors

## 5.3 Well-located housing and successful places

### Support the delivery of housing and successful places through sustainable transport options to address growth in the Central Coast

The Central Coast's population is projected to grow by 17 per cent to 408,400 people by 2041, requiring 31,300 additional dwellings. In the short-term, the best way to provide homes with different travel options is to maximise existing transport infrastructure.<sup>32</sup> As freight is a derived demand, a growing population and economy will still generate additional servicing and delivery requirements supported by efficient freight distribution centres and well-located industrial land.

The DPHI Central Coast Regional Plan 2041 recognises the region's changing nature. It emphasises planning for infrastructure development and growth. The plan prioritises infrastructure-led planning for future growth, overseen by place delivery groups. This aims to provide certainty to the community regarding significant changes and aims to identify essential infrastructure.

The NSW Government has also set five-year housing completion targets for 43 councils across NSW. The target for the Central Coast region is 9400 new completed homes by 2029. This target prioritises the development of diverse and well-located homes in areas with sufficient existing infrastructure capacity, such as transport and water servicing.

A Central Coast Urban Development Program committee has been established to help with infrastructure delivery, which considers infrastructure contribution schemes where relevant.

#### What we heard

- Land release areas and new developments need to be supported by timely infrastructure upgrades.
- The Transport Oriented Development (TOD) program is a priority, and higher densities close to train stations and strategic bus corridors are critical to delivering sustainable housing.
- Topography, including lakes, environmentally sensitive areas and the Great Dividing Range, is a key challenge for the Central Coast.
- A lot of growth is happening in the north of the region around Tuggerah, Wyong and Warnervale. However, housing diversity is currently limited on dominated by detached single housing.
- Gosford has large numbers of additional dwellings delivered recently or to be delivered in the next five years. This will increase the number of people in the region and could result in increased traffic congestion if alternative options are not provided.
- The region is home to important rural, semi-rural and agricultural land uses and new transport projects and land release areas need to help maintain these land uses into the future.

<sup>32</sup> Source: Department of Planning and Environment 2022 NSW population and household projections, <https://www.planning.nsw.gov.au/Research-and-Demography/Population-projections#:~:text=The%202022%20NSW%20Population%20Projections,to%203.7%20million%20in%202041.TZP22>

### 5.3.1 Incorporating transport needs of higher density housing in existing centres

The Transport Oriented Development (TOD) program is an initiative of the NSW Government to create housing around transport hubs. The program aims to increase housing supply and density near existing and planned public transport locations. It focuses on developing mid-rise residential flat buildings and shop-top housing within 400 metres of stations, while also promoting the construction of affordable housing. The program involves collaboration between Transport, Central Coast Council and DPHI to address transport infrastructure planning and support master planning and infill developments, including TODs.

The stations in the Central Coast region to which the TOD provisions apply are:

- Gosford Station (Gosford City Centre regionally significant growth area)
- Wyong Station
- Tuggerah Station
- Woy Woy Station.

Delivering higher-density housing at established transport hubs can lead to more sustainable travel choices, encourage reduced private vehicle usage, lower car ownership, and decrease the demand for road space and parking.

Addressing several significant challenges currently hindering the integration of transport and the urban environment is crucial to effectively promoting the TOD concept:

- Gosford is in a valley with steep hills on either side, with the Main North Rail Line traversing the western side of the CBD, creating a physical barrier to east-west movement. The topography flattens south of the train station towards Brisbane Water. However, the waterfront is almost one kilometre from the station. There is also little current provision of active and public transport infrastructure or other priority forms on main streets such as Mann Street. The Central Coast Highway also acts as a barrier to quickly accessing the waterfront.



Aerial view of Woy Woy © stock.adobe.com

- At Woy Woy Train Station, the existing bus interchange is not conveniently linked to the surrounding residential and commercial areas due to the physical barrier created by Railway Street. Improvements to the road crossing are essential to facilitate more fluid movement between the town centre and the transport interchange. Upgrading this crossing will benefit commuters and support local businesses by increasing foot traffic and accessibility.
- In Wyong, the situation is similarly challenging. The Pacific Highway is a significant barrier that divides the train station and future higher-density residential developments from the town centre. By introducing more safe and convenient crossing options through the Wyong town centre upgrade, we can encourage greater use of public transport and promote a sense of community among residents.
- Tuggerah Station is located at a complicated intersection of the Pacific Highway and Wyong Road. This positioning creates access issues, making it difficult to navigate to and from the station safely. Addressing these access challenges is vital for improving the user experience and encouraging greater ridership.

Overall, there is a pressing need at these stations to implement improved provisions for active transport. This includes enhancing pathways for pedestrians and cyclists, promoting a healthier lifestyle and reducing reliance on cars, ultimately supporting sustainable and connected urban development.

**Facilitating well-planned, last-mile freight access will also be necessary to service a growing population and new centres.**

Planning and approving authorities can secure economic, social and environmental benefits by ensuring that freight and servicing vehicle movements are well-planned and well-managed. The [Last Mile Toolkit](#) and [Urban Freight Forecasting Model](#) have been developed as resources to support this process.

In addition, many of the identified TOD locations in the Central Coast region interface with freight infrastructure and freight rail lines. These interfaces must be well planned to minimise potential amenity impacts for residents through appropriate setbacks and noise and vibration treatments.

### Opportunities

Opportunities include:

- improving the modal share of public and active transport modes for communities near future TOD stations by providing public and active transport options. This could include separated and protected cycling facilities connecting Wyong CBD with Lake Haven shopping centre via Wyong Hospital. Alongside active and public transport upgrades, this could consist of duplication of the Pacific Highway
- encouraging more people to use public transport, particularly for communities outside areas served by TOD sites, and commuter car parks, such as at Tuggerah Station. The intersection upgrade at Wyong Road and Bryant Drive presents an opportunity to add a second access point to the area and implement bus priority measures
- collaborating with Central Coast Council and DPHI to address transport infrastructure planning and support master planning and development control plans for infill developments, including TODs
- enabling better access for freight delivery to serve a growing population and new centres, which can lead to economic, social and environmental benefits by ensuring well-planned and well-managed freight and servicing vehicle movements. The Last Mile Toolkit and Urban Freight Forecasting Model have been created as resources to support this process.

## 5.3.2 Development occurring in greenfield areas, growth areas and smaller centres

### Low and Mid-Rise Housing Policy

State planning regulations permit the construction of dual occupancies, terraces, townhouses and residential flats in 171 town centres and next to stations across the Greater Sydney, Central Coast, Lower Hunter, Newcastle, and Illawarra Shoalhaven regions.

The Low and Mid-Rise Housing Policy is aimed at areas within 800 metres of town centres and train and light rail stations. In contrast, the TOD program focuses on locations within 400 meters of train stations.

In the Central Coast region, key sites include Erina Fair Shopping Centre, Gosford Station and town centre, Green Point village shopping centre, The Entrance town centre, Westfield Tuggerah shopping centre, Woy Woy Station and town centre, and Wyong Station and town centre. These areas require adequate public and active transport options to fully utilise their proximity to train stations, town centres and shopping centres.

### Regional significant growth areas

The Somersby to Erina growth corridor focuses on housing and job growth and encompasses six areas connected by the Central Coast Highway: Somersby, Mount Penang, Kariong, West Gosford, Gosford City Centre, East Gosford and Erina. The growth corridor will help develop affordable housing, health services, education, research, Aboriginal community and cultural services, high-tech and food manufacturing, and clean technologies. However, it needs to be complemented by improved walking, cycling and public transport options.

The Tuggerah to Wyong economic corridor, including the Tuggerah Business Park, Tuggerah Straight, Mardi, Wyong and Wyong North, aims to create local job opportunities and establish the area as an essential business hub focusing on stimulating economic growth and attracting investment as one of Central Coast's primary commercial and economic centres.

The regionally significant growth area of Karagi includes The Entrance, Long Jetty, Bateau Bay and Killarney Vale. However, this area around Tuggerah Lakes can experience flooding, coastal hazards and rising sea levels. Housing density could be doubled if these issues can be addressed, focusing on infill projects to create compact, walkable centres supporting 15-minute neighbourhoods. Enhanced public transport connections to and between Karagi's local centres are essential as the area's population – approximately 30,000 – currently has about 23,000 privately owned motor vehicles.

### Development occurring in smaller centres

Designing mixed-use neighbourhoods allows residents to conveniently walk or cycle to essential services and amenities, promoting a more sustainable lifestyle. Infill development is critical in reducing car dependency for daily trips, even in older suburban areas and smaller centres.

Several suburbs and townships, such as San Remo, Lake Munmorah, Blue Haven (west), Lake Haven, Charmhaven, Mannering Park and Chain Valley Bay, were planned and delivered as separate developments with many cul-de-sac streets. This now presents challenges due to limited street connectivity, which pushes traffic onto state roads to make short trips to nearby destinations



Building new apartments, Central Coast © NSW Department of Planning, Housing and Infrastructure / Mikey Matthews

and requires buses to enter and exit via the same street. This increases bus travel time and makes these suburbs challenging to serve by scheduled fixed-route bus services.

Another challenge is ensuring efficient freight transport links to support housing and infrastructure construction in existing centres.

### Greenfield areas

Many greenfield developments around the Central Coast lack adequate public transport options delivered in a timely manner, leaving residents with limited access to essential services and amenities. New housing estates are often positioned far from existing town centres, train stations and major bus stops, making it challenging for residents to use rail and bus services. The current placement of public transport infrastructure is primarily designed to align with the broader transport network's needs rather than address the specific accessibility concerns of these new communities. This challenge is driven by the topography of the region, which includes lakes, environmentally sensitive areas and the Great Dividing Range.

Emerging residential areas such as Warnervale and Lake Munmorah are experiencing rapid development, yet they face significant challenges with low public transport accessibility. Many of these new or developing neighbourhoods are not located near train stations or high-frequency bus stops, making it difficult for residents to access regional rail services. This lack of proximity to high-frequency bus routes also hinders daily commutes and restricts more local access to essential services such as healthcare, education and shopping facilities.

### Opportunities

Opportunities to address these challenges include:

- developing efficient and rapid bus routes with supporting infrastructure to support the growth of the Somersby to Erina growth corridor, the Tuggerah to Wyong growth corridor, Greater Warnervale and Karagi. Such routes could connect centres in these growth areas, including Gosford, Erina, Woy Woy, Tuggerah, Wyong and Warnervale. Establishing a rapid bus service would enhance public transportation options, reduce travel times, and encourage greater accessibility for residents and visitors
- establishing direct, safe and easily accessible active transport links to support the development of 15-minute neighbourhoods in these growth corridors. These active transport links should seamlessly connect new residential and commercial developments to essential infrastructure, including Warnervale Station and Wyong Hospital
- coordinating infrastructure and services to better support housing growth in smaller centres and greenfield areas. This includes targeted road network capacity upgrades, facilitating suitable freight access to support productivity during construction, more direct connections, and prioritising efficient construction traffic
- introducing on-demand bus routes to better accommodate the growing transportation needs of residents in rapidly growing greenfield areas. Such routes could provide short-term benefits by connecting residents to transport hubs and essential services. These solutions could be tailored to the specific demands of the community, offering a more responsive approach to public transport until permanent and comprehensive transport solutions are developed
- prioritising pedestrian and cycling pathways in smaller centres and greenfield areas to encourage sustainable transportation options that reduce car reliance. This would enhance the overall convenience for residents and promote a healthier lifestyle and a stronger sense of community. Additionally, incorporating well-designed signage, lighting and landscaping along these routes would ensure safety and usability for all users, including families, elderly residents and commuters.

### 5.3.3 Smaller town main streets serving multiple purposes

In the Central Coast region, neighbourhoods that developed in the mid-20th century were primarily designed for cars, catering to long and short trips. Consequently, existing residential areas, land uses, urban design and transport infrastructure have made car driving the most appealing option – and often the only realistic option.

However, it is essential to recognise that roads and streets serve multiple purposes. They facilitate the efficient movement of people and goods, contributing to the economy through longer journeys. Additionally, they provide access to various functions and adapt to our changing needs and values, shaping how we experience cities and towns. This is particularly significant for smaller towns like Long Jetty (Central Coast Highway), Budgewoi (Central Coast Highway) and Toukley (Main Road), and centres like East Gosford (Central Coast Highway), which rely on major highways as their primary thoroughfares. This dependency can create conflicts between roadway uses, making walking and cycling less attractive (Figure 21).



Figure 21. Central Coast Highway at East Gosford with multiple uses

### Opportunities

Improving walking, cycling and the public transport network is essential to address these challenges. Enhancing these networks can foster better community connections, encouraging more people to engage in and feel part of community life, by:

- creating opportunities for people to reach their destinations without driving, which can save time and money while freeing up valuable street space for safer and more sustainable transportation options. As preferences shift towards alternative ways of getting around, streets must accommodate everyone. By efficiently managing kerb space, we can enhance amenities and optimise usage for parking, new mobility options, delivery and freight. This facilitates reliable driver access and creates opportunities for those who do not drive. For instance, cycling infrastructure requires less space than many roads, allowing for improvements in tree canopy and urban areas. Additionally, cycling routes can be designed to enhance access to both built and natural environments, including parks, bushland, employment centres and educational facilities
- ensuring Central Coast Council—through local strategic transport plans along with Transport-led integrated transport plans—can significantly implement Transport’s Road User Space Allocation policy. These plans offer holistic approaches to managing the needs related to place, function and movement for all users
- ensuring Transport’s Movement and Place Framework considers outcomes for place making and urban amenities alongside the need to optimise how the transport network facilitates the movement of people and goods via different transport modes. It focuses on vulnerable users by allocating physical and temporal road use space. Transport acknowledges that managing the dynamic between movement and place varies across different locations in the region
- considering the last-mile needs of freight. Creating suitable freight facilities in commercial areas can reduce congestion and free up kerbside space from cars. With a growing local population and economy, efficient servicing and delivery require well-located industrial land and effective freight distribution centres.

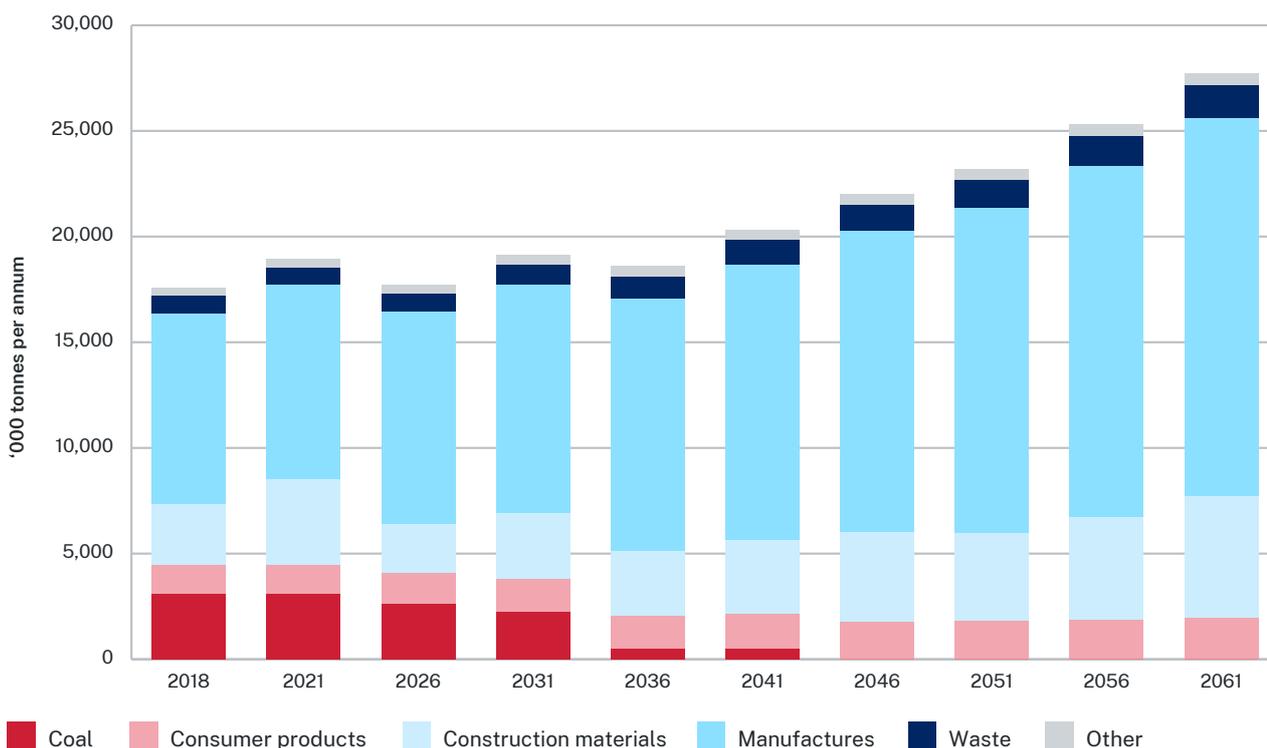
## 5.4 A thriving and diversifying economy

### An efficient transport network to support a diversifying and growing economy, including tourism and freight movement

The transport network plays a critical role in supporting the Central Coast's economy by providing connectivity, supporting diverse employment opportunities and enabling the efficient movement of people and goods. About 30 per cent of people living in the Central Coast currently work outside the region and depend on the quality and reliability of road and rail links to surrounding regions to access their jobs. For people living and working in the Central Coast,

convenient and reliable access to their place of work through multiple modes is critical to reducing car dependency and barriers to employment while improving economic opportunities.

The Central Coast is also a popular and attractive tourist destination, which serves a critical role in the region's economy. Freight transport to and from the region is primarily moved by road, and the numbers of heavy vehicles have increased in past years. The total freight volume coming in and out of the region – excluding through movements – is forecasted to increase significantly in the coming years, as shown in Figure 22. These trends outline the importance of investing in infrastructure improvements to support freight productivity and safety, tourist destinations on the Central Coast and access to jobs in coming years.



Source: Transport for NSW Strategic Freight Model (SFM) v47.

Figure 22. Total freight volume by sector for the Central Coast ('000 tonnes per annum, generated and received in the Central Coast)<sup>33</sup>

## What we heard

- Accessing employment without the use of a private car can be difficult, particularly for those working outside key employment hubs and for people starting or ending shifts outside peak hours.
- There are opportunities to strengthen the business precincts on the Central Coast and reduce the number of people who travel outside the region for work.
- The M1 Pacific Motorway corridor is a key strategic corridor for freight, particularly given the region's strategic location between Greater Sydney and Newcastle and the Hunter region.
- Road capacity needs to be maintained around key freight generating precincts such as industrial and commercial areas.
- There is strong demand for industrial land and freight and logistics opportunities on the Central Coast as the region is increasingly being seen as well located for access to Sydney and the Western Sydney Airport as well as Newcastle and the Hunter region.
- There will be more higher education opportunities offered in the region due to the new university campus and potential new TAFE in the Gosford CBD.

### 5.4.1 Competitiveness of rail access to global gateways for passengers and freight

The Central Coast region has a fortunate position, bordered by Greater Sydney to the south and Greater Newcastle to the north. In the 2021 Census, 18 per cent of workers who travelled to work from the Central Coast worked in Greater Sydney, while 5.2 per cent worked in the Hunter region.<sup>34</sup> Furthermore, of the approximately 27,000 workers who lived on the Central Coast and worked in Greater Sydney, only 27 per cent worked in the City of Sydney LGA where the Sydney CBD is located, with the remaining 73 per cent distributed across Greater Sydney. Fast, convenient and reliable rail travel to both Greater Sydney and Greater Newcastle is critical for ensuring a positive future for the Central Coast region.

The Central Coast is connected to Sydney, Newcastle and beyond by the Main North Rail Line, which is a critical national transport corridor for both freight and passengers. However, these rail services are often impacted by service disruptions and cancellations that almost always have flow-on effects to many services. The existing shared arrangements on the Main North Rail Line impact both freight and passengers, with insufficient capacity to be able to meet increased passenger and freight demand into the future. This has resulted in intercity services regularly falling short of the 92 per cent intercity passenger reliability target, sitting below 80 per cent overall since the 2022–23 financial year.<sup>35</sup> Without intervention, the reliability, frequency and capacity issues that are already impacting customers on the rail network are expected to worsen.

The Main North Rail Line is one of the busiest freight rail corridors in NSW. While there are no intermodal terminals in the Central Coast, a significant amount of through freight traffic passes through the region. Over 50 tabled freight paths can operate each day in each direction. In the past 10 years, the North Sydney Freight Corridor Program has improved freight train capacity and reliability by providing additional train paths. Despite this, the interaction between freight rail services and passenger services is

<sup>34</sup> ABS (2024) Census 2021

<sup>35</sup> <https://www.transport.nsw.gov.au/data-and-research/data-and-insights/sydney-trains-and-nsw-trainlink-intercity-performance-reports>

a significant challenge and continues to limit reliability, speed and frequency within the Central Coast.

Catching the express trains on the Main North Rail Line is slower than driving, particularly for areas outside the Sydney and Newcastle CBDs, as shown

in Table 2. The rail line's corridor constraints provide limited opportunities to reduce passenger travel times, even for shorter and more highly patronised trips, such as between the Transport Oriented Development sites in the Central Coast and Greater Sydney.

**Table 2: Driving versus train travel times to inter-regional destinations<sup>36</sup>**

Journey	Driving travel time (approx.)*	Train travel time (approx.)*
Woy Woy–Central	70 minutes	75 minutes
Gosford–Newcastle	70 minutes	75 minutes
Tuggerah–Parramatta	65 minutes	100 minutes
Wyong–Macquarie Park	60 minutes	85 minutes
Gosford–Kingsford Smith International Airport	75 minutes	100 minutes

\* Note: Travel time based on a typical weekday, November 2024

## Opportunities

Improving rail travel to global gateways for both passengers and freight can be achieved in many ways, including by:

- targeting operational improvements and upgrades to existing rail infrastructure to improve reliability, resilience, frequency and travel times
- increasing the variety of stopping patterns for passenger services (express, all stops etc)
- improving first and last-mile services, including better active transport infrastructure to stations, and faster and more frequent buses to the coastal parts of the Central Coast
- investigating the feasibility and demand for an intermodal (containerised or bulk) rail freight terminal in the Central Coast to enable freight rail to the region.

### High speed rail from Newcastle to Sydney

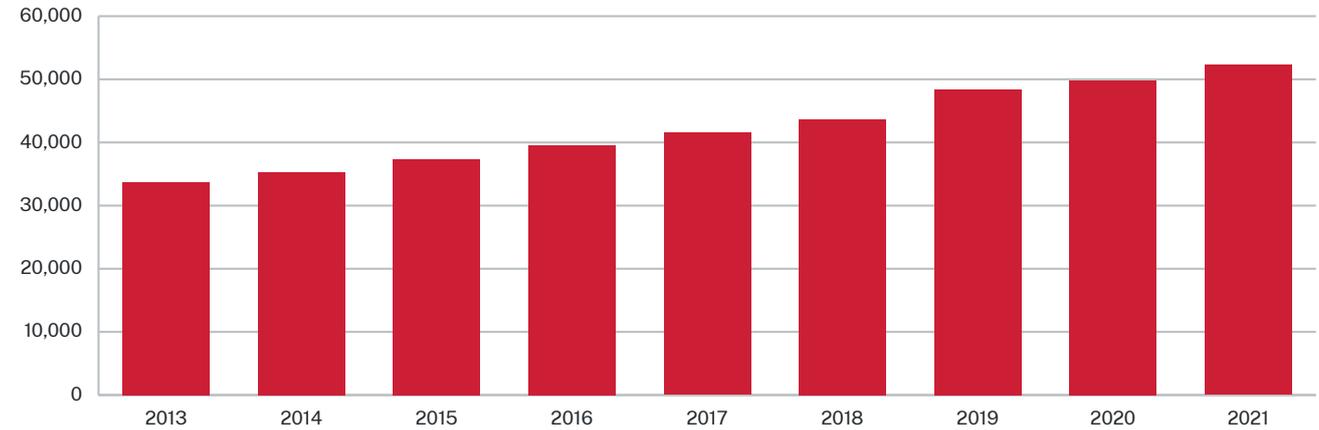
The Australian Government, in collaboration with Transport for NSW, is planning for a potential future high speed rail network to connect Brisbane, Sydney, Melbourne and regional communities across the east coast of Australia. The first stage is the Sydney to Newcastle connection, which would pass through the Central Coast region and provide a 30-minute journey from the Central Coast to Newcastle or Sydney.

<sup>36</sup> Based on Google Maps estimated driving times and Sydney Trains timetable

### 5.4.2 Increasing numbers of heavy vehicles leading to congestion around key freight attractors and industrial precincts

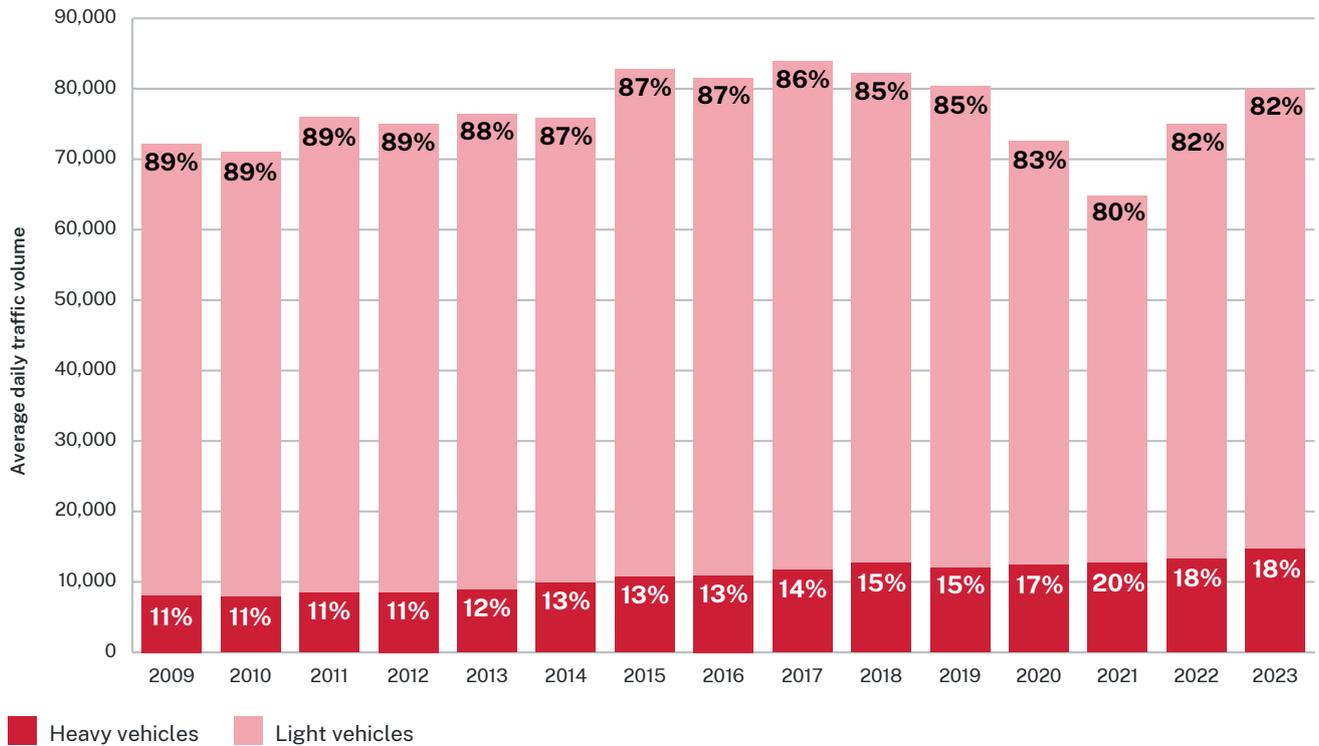
All freight coming in and out of the Central Coast currently travels by road. The number of heavy vehicles in the Central Coast has increased from

approximately 34,000 in 2013 to over 52,000 in 2021, as shown in Figure 23. Furthermore, the proportion of heavy vehicles versus all vehicles increased from about 11 per cent in 2009 to about 18 per cent in 2023, as shown in Figure 24. It is forecasted that the total freight volume in the Central Coast will increase for all sectors except coal in coming years as local power stations are decommissioned, as shown in Figure 22.



ABS Motor Vehicle Census 2013–2021. Heavy vehicles include Vehicle Types: Light Commercial Vehicles, Light Rigid Trucks up to 4.5t GVM, Heavy Rigid Trucks > 4.5t GVM & Prime Movers.

Figure 23. Heavy vehicles registered in the Central Coast region<sup>37</sup>



Source: Transport for NSW Traffic Volume Viewer – station ID F3FWY003

Figure 24. M1 Pacific Motorway traffic volumes near Mooney Mooney Bridge – light and heavy vehicles<sup>38</sup>

37 ABS Motor Vehicle Census 2013–2021. Heavy vehicles include vehicle types: light commercial vehicles; light rigid trucks up to 4.5t GVM; and prime movers

38 Transport for NSW Traffic Volume Viewer – station ID F3FWY003

Heavy vehicles are essential for the Central Coast, supporting the region's economy by transporting goods and materials critical for local industries, construction and services. The Central Coast Regional Plan aims to create job opportunities close to home by developing new or expanded industrial areas near interchanges on the M1 Pacific Motorway. These areas will be connected to the efficient movement of freight to markets and will help generate local job growth.

Key to supporting improved safety and productivity for heavy vehicles is providing certainty and expanding access for high-productivity vehicles (HPV) to freight routes to enhance connectivity with interregional and interstate markets. HPVs can move more goods for the same kilometres travelled. HPVs that meet 16 safety standards under the Performance Based Standards (PBS) Scheme perform the same or even better than their traditional heavy vehicle counterparts.

According to the National Heavy Vehicle Regulator, from 2008 to 2022 national PBS benefits included:<sup>39</sup>

- removing 5400 trucks from roads and reducing 2.7 billion in vehicle kilometres travelled, saving over \$11.8 billion in transport and logistics costs
- preventing over 100 deaths and over 9200 crashes, saving over \$1 billion in health costs
- reducing 3.2 million tonnes of carbon emissions, saving \$23 million in societal costs related to air and noise pollution.

The M1 Pacific Motorway corridor is a key strategic corridor for freight, particularly given the Central Coast's location between Greater Sydney and Newcastle. PBS access on the M1 corridor is an important target. Facilitating PBS Level 3 access will require associated infrastructure to support vehicles of this class operating on the Pacific Highway. However, the Central Coast may become the terminus for the Level 3 network unless constraints at Mooney Mooney Bridge can be resolved.

It is also critical to support heavy vehicle drivers by providing additional rest areas to support wellbeing and reduce fatigue-related crashes. Heavy vehicle rest areas are located in Mooney Mooney and Wyong along the M1 Pacific Motorway. Transport is investigating additional facilities such as rest areas at Somersby for use as a heavy vehicle rest area and decoupling facility, upgrades to the Hawkesbury rest area along the M1 Pacific Motorway and potential new and upgraded service stations with heavy vehicle parking.

### Opportunities

Congestion around freight attractors and industrial precincts can be addressed in many ways, such as by:

- continuing to prioritise land close to freight corridors such as the M1 Pacific Motorway for industrial and other freight generating land uses
- supporting more productive freight vehicles to enable greater freight efficiency
- supporting initiatives such as the Central Coast Food Manufacturing and Innovation Precinct located in Ourimbah through efficient and safe freight connections
- targeting road improvements to support freight vehicles safety and efficiency, including the upgrade of the M1 Pacific Motorway to PBS 3 standards, as well as interchange upgrades to support an increase in trips from new industrial areas
- providing adequate rest stops for heavy vehicle drivers.

<sup>39</sup> National Heavy Vehicle Regulator, 2024, PERFORMANCE BASED STANDARDS Removing Roadblocks to Reform (p.6), available: [Removing Roadblocks to Reform](#)

### 5.4.3 Lack of multimodal access to local jobs

Those who live and work in the Central Coast account for 71 per cent of workers in the region.<sup>40</sup> By 2041, the number of jobs in the region is expected to increase by 19 per cent. Important employment areas in the region include Gosford, Tuggerah and Wyong, hospitals such as Gosford and Wyong Hospital, shopping centres such as Erina Fair and Westfield Tuggerah, and industrial areas such as West Gosford, Somersby, North Wyong, Berkley Vale, Tuggerah and Erina. Employment growth areas in coming decades include the Central Coast Food Manufacturing and Innovation Precinct at Ourimbah, the new University of Newcastle Gosford campus, as well as lands surrounding interchanges on the M1 Pacific Motorway and the Waratah Super Battery located on the site of the former Munmorah Power Station.

Most people who live and work in the Central Coast region currently drive to work, with a driving mode share of 94 per cent, followed by walking and cycling (three per cent) and public transport (two per cent).<sup>41</sup> Jobs in the Central Coast are located across the region and often not along the main passenger rail spine, as shown in Figure 26. Industrial areas typically have bus services, but these are often slow, infrequent and not competitive with driving, particularly outside peak hours for people working evening or night shifts. Typically, footpaths in industrial and commercial areas are missing from one or both sides of the road, leading to an uninviting and challenging environment for people walking to and from work or to and from public transport, particularly at night and during inclement weather.

The current dependency on private vehicles to access jobs contributes to traffic congestion, increases the likelihood of crashes, contributes to poor place outcomes and is a significant barrier to employment for those who cannot access a private vehicle, such as younger people and those who cannot afford a vehicle. While commuting travel times have reduced in recent years from an average commute time of 40 minutes in 2016–17 to 33 minutes in 2022–23,<sup>42</sup> the Central Coast region

needs to provide better multimodal access to local jobs so people have a greater degree of choice when it comes to accessing employment.

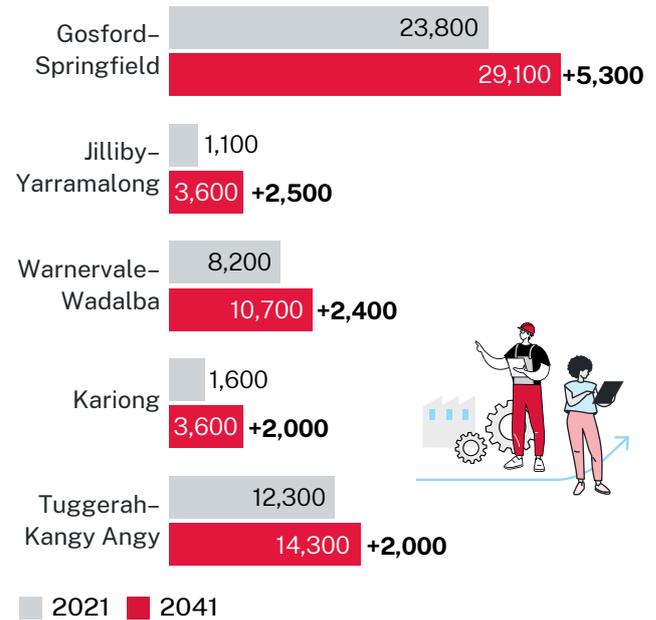


Figure 25. Employment growth areas

#### Opportunities

Improving access to local jobs through a variety of modes can be achieved by:

- improving walking, cycling and public transport accessibility between where people live and where they work including industrial and commercial precincts such as West Gosford, Somersby, North Wyong, Berkely Vale, Tuggerah and Erina, as well as within these precincts
- increasing the number of workers living and working within the region
- supporting initiatives such as the Central Coast Food Manufacturing and Innovation Precinct in Ourimbah through multimodal access for workers
- improving interchanges, including timetable integration between buses and trains, as well as first and last-mile connectivity to bus and rail stations.

<sup>40</sup> ABS (2024) Census 2021

<sup>41</sup> ABS (2024) Census 2021 – excludes people who worked at home or did not go to work and mode not stated

<sup>42</sup> Transport for NSW (2024) Household Travel Survey; Central Coast; 2016–17 – 2022–23

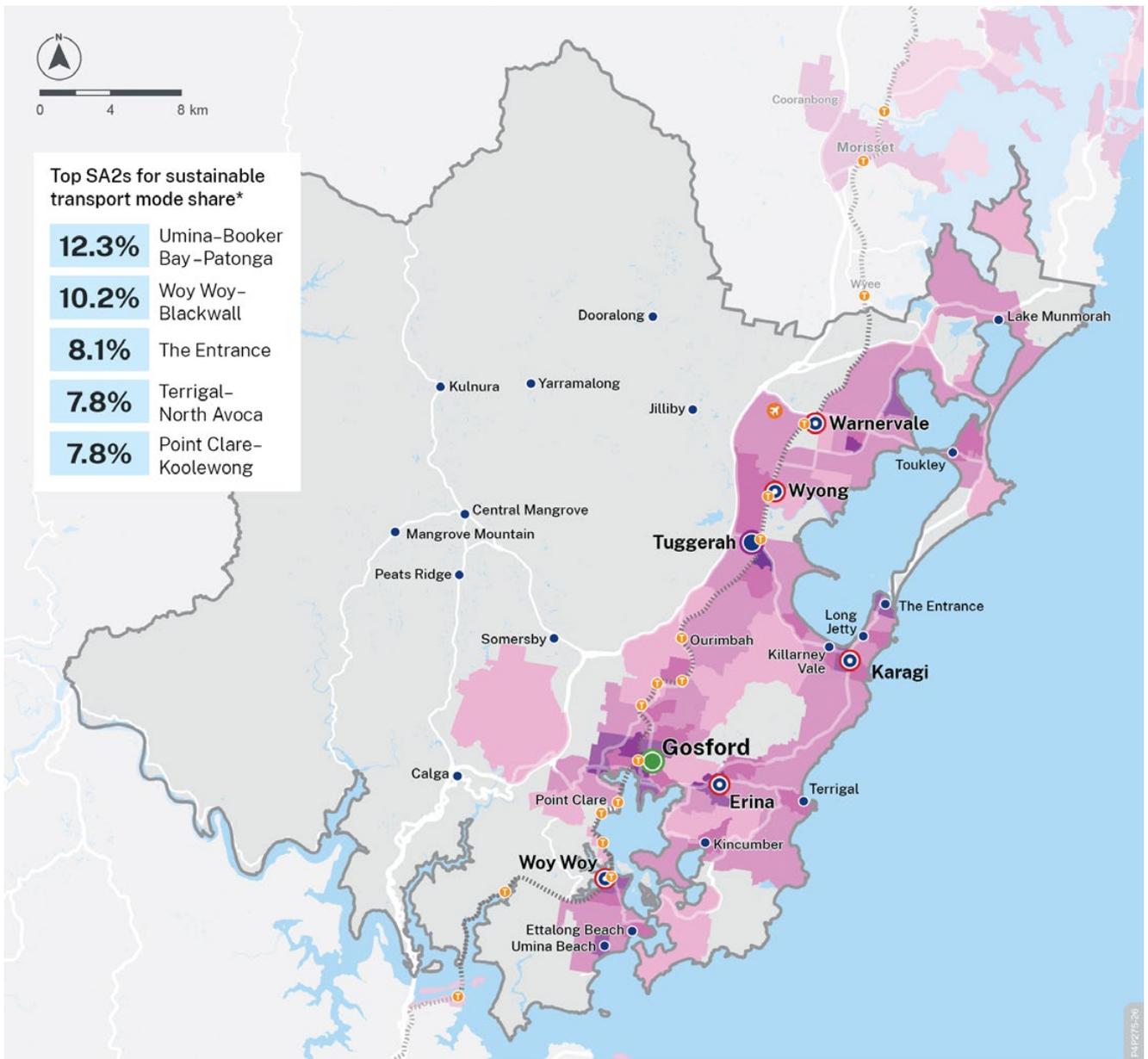


Figure 26. Employment density map



## 5.4.4 Balancing seasonal visitor peaks while supporting local communities

The Central Coast is famous for its coastal towns, including Terrigal, The Entrance, Ettalong Beach, Budgewoi and Bateau Bay. It also features smaller coastal communities such as Copacabana, MacMasters Beach, Killcare and Patonga, which offer resorts and holiday parks. These towns are known for their beaches, coastal tracks and scenic views. They serve as focal points for tourism, comprising a mix of centres, villages and main streets that act as gateways to surrounding areas.

Across the 2023–24 period, over five million visitors accessed the Central Coast region.<sup>43</sup> This vibrant tourism sector contributes approximately \$880 million annually, making up about nine per cent of the total tourism expenditure in regional NSW.<sup>44</sup> Total tourism sales in the Central Coast region was estimated at almost \$2.5 billion. Tourism accounts for 7.6 per cent of the Central Coast economy compared to 6.5 per cent across the state. As of 2023, the tourism industry in the Central Coast employed about 11,500 people, both directly and indirectly.<sup>45</sup> For the year ending September 2024, the average spend by domestic travellers on overnight trips in the region was \$493, which is lower than the regional NSW average of \$715.<sup>43</sup>

The Central Coast region is easily accessible from Sydney and Newcastle, making it a convenient destination for visitors from other parts of the state, whether travelling by road or rail. The M1 Pacific Motorway is a major route for travellers from Sydney, Melbourne, Canberra and Brisbane, with a driving time of approximately one hour from either Sydney or Newcastle. The Central Coast and Newcastle Line also connects the region to both cities, with train journeys taking between 1.5 and two hours to reach Gosford from Sydney or Newcastle, which would require further travel to a specific destination.

A significant percentage of visitors (64 per cent) come from Sydney, and the summer season sees the highest travel frequency, with 71 per cent of travellers visiting for day trips.<sup>46</sup> Due to its

proximity to Sydney, many domestic visitors use private vehicles, which offer the flexibility to explore various attractions and select direct routes to popular tourist destinations.

The nearest airports are in Sydney and Newcastle, about 1.5 hours away by car. After leaving the M1 Pacific Motorway, visitors may require additional signs for navigation, as finding their way around the area can be difficult for those unfamiliar with it, including travellers from other states and countries.

Seasonal demand on the transport network, particularly during the summer, often increases due to long weekends and school holidays, creating predictable pressure on the system.<sup>43</sup> Enhancing accessibility and offering various travel options for visitors and tourism workers, especially during peak times, is essential to improving the visitor experience and supporting the local tourism economy.

### Opportunities

Opportunities include:

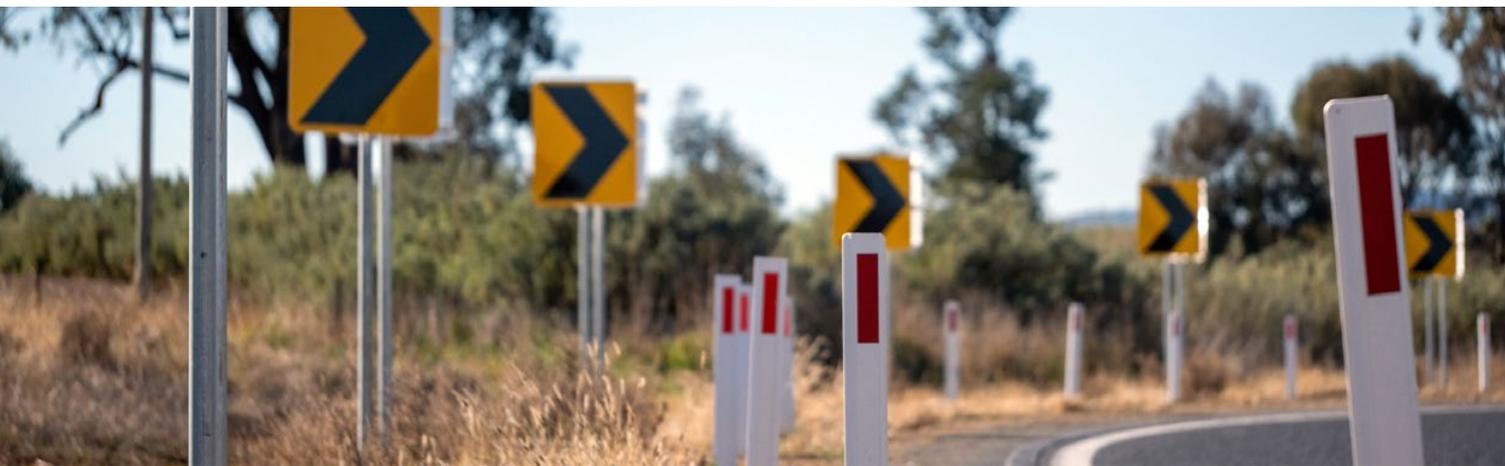
- supporting tourism peaks through special (increased) public transport services and improved active transport connectivity to benefit local communities
- investing in public transport, especially between the coast, hinterland and coastal towns
- developing touring routes connecting the coast and hinterland
- providing public facilities, amenities, lighting and infrastructure to maintain high-quality spaces
- improving walking trails, pathways and cycling routes to enhance accessibility and diversity.

<sup>43</sup> [Central Coast | Destination NSW](#)

<sup>44</sup> [Climate change in the Central Coast | AdaptNSW](#)

<sup>45</sup> <https://economy.id.com.au/central-coast-nsw/tourism-value>

<sup>46</sup> <https://www.destinationnsw.com.au/insights/regional-statistics/Regions/central-coast>



Signs and marking on rural and regional roads

## 5.5 A safe transport network

### Reduce fatal and serious injuries on the transport network and address safety concerns for public transport passengers

Transport is committed to achieving zero trauma on the road network by 2050 and zero trauma on waterways by 2056. The NSW Government has adopted the internationally recognised Safe Systems approach to transport safety. This approach recognises that users and those who design, maintain and regulate the transport network share responsibility for reducing risk. It acknowledges that people make mistakes and machines can fail. It helps users reduce both the risk of incidents and the consequences when they occur.

A safe transportation network is vital for mobility across the Central Coast region. Transport's 2026 Road Safety Action Plan targets reducing fatalities on NSW roads by 50 per cent and serious injuries by 30 per cent by 2030 as part of the broader vision to eliminate road trauma by 2050. Transport's Maritime Safety Plan 2026 seeks to reduce waterway fatalities and serious injuries by 30 per cent by 2026 (based on 2019–2021 average levels).

Central Coast residents rely heavily on private vehicles and often travel long distances to get to work, services and social infrastructure. This increased exposure time to road safety risk is reflected in relatively high road trauma rates per 100,000 from 2019 to 2023 on the Central Coast with 62.2 fatal and serious injury (FSI) crashes per 100,000. This is well above 45.3 FSI crashes per 100,000 for Greater Sydney. As shown in Figure 27, from 2019 to 2023, 47 people were killed in crash events on Central Coast roads, and 1047 people were seriously injured.<sup>47</sup>

Aboriginal people are twice as likely to be killed on NSW roads as non-Aboriginal people and are four times more likely to be involved in crashes on country roads.<sup>48</sup> Transport continues to work closely with Aboriginal communities to promote programs and initiatives under the 2026 Road Safety Action Plan.

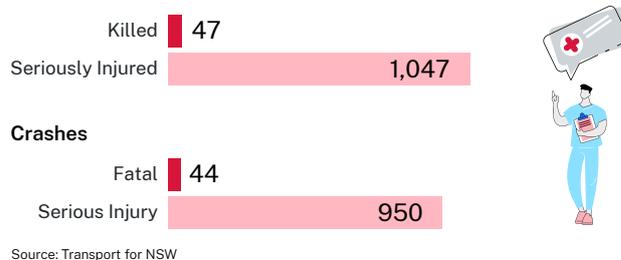


Figure 27. Fatal and serious injury crashes in the Central Coast region, 2019 to 2023

47 Source: Centre for Road Safety, 2019–23

48 Source: Centre for Road Safety <https://www.transport.nsw.gov.au/roadsafety>

## What we heard

- There is a need to continue to upgrade roads across the region to improve safety, including on high-speed regional roads and local roads. Typically, safety related grants focus on new capital projects, rather than maintenance or improvement works.
- Pedestrian safety is lacking with infrastructure such as footpaths and crossings, particularly near bus stops, often missing or inadequate. It can be dangerous for children on the way to school.
- Transport needs to provide more funding for safe and separate walking and cycling facilities to make people feel safer and reduce the risk of crashes.
- Safer speed limits are needed to support place and urban design outcomes, including where state arterial towns and also function as main streets.
- More compliance facilities, such as safe places to pull over for drug and alcohol testing, are needed in the region.
- Heavy vehicle rest stops are an essential part of the transport network, but many have limited basic amenities.
- Anti-social behaviour on trains and buses results in a lack of real and perceived safety, limiting public transport use overall.
- There are safety concerns when accessing and leaving train stations and bus stops at night, with women more affected than men.

### 5.5.1 Speeding exposes people to increased risk of fatal and serious injury in the event of a crash on our road network

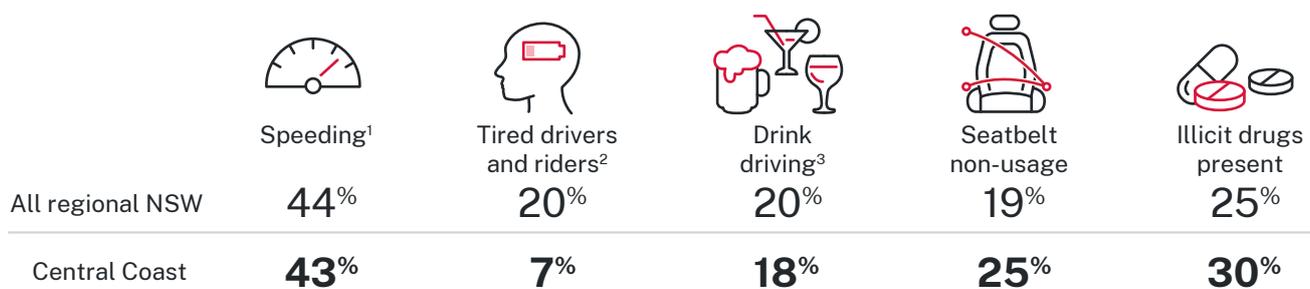
Several high-risk behaviours<sup>49</sup> contribute to fatal crashes. However, driving at excessive and inappropriate speed is consistently the most significant contributor to deaths on Central Coast roads. From 2019 to 2023, speeding was recorded as a contributing factor in 43 per cent of fatal crashes on Central Coast roads (Figure 28), relatively consistent with the regional NSW average of 43 per cent but well above the Greater Sydney average of 33 per cent. Speeding is not just travelling above the designated speed limit but also driving too fast for the conditions, such as in wet weather and when there are curves in the road. Speeding also reduces place and urban design outcomes, such as on main streets that pass through the centre of towns, where speeding can make people feel uncomfortable or unsafe.

Driving at higher speeds on rural roads with limited safety treatments and urban roads with speed limits of 80km/h and below gives drivers the sensation of being in a higher-speed road environment, increasing the risk to drivers, passengers and other road users. Speed increases the risk of having a crash, as well as the severity of the crash.

Motorcycle riders are unprotected in a crash event and very vulnerable to serious and fatal injury outcomes in the event of a crash. From 2019 to 2023, six motorcycle riders were killed and 198 motorcycle riders (including motorcycle passengers) were seriously injured in crashes. Over half of these motorcycle FSI crashes were single-vehicle, run-off road crash types, often indicative of inappropriate travel speed.<sup>50</sup>

<sup>49</sup> The behavioural factors recorded as contributing to fatal crashes are speeding, fatigue, drink driving and illicit drug driving.

<sup>50</sup> Source: Centre for Road Safety, 2019-23



<sup>1</sup> Speeding is recorded as a contributing factor in a crash if at least one motor vehicle in the crash was speeding.

Source: Transport for NSW, 2023

<sup>2</sup> Fatigue is recorded as a contributing factor if at least one motor vehicle controller in a road crash was fatigued.

<sup>3</sup> Determined by whether any of the vehicle drivers or riders in the crash had an illegal level of alcohol.

Figure 28. Behavioural factors of fatal and serious injury crashes in the Central Coast region, 2019 to 2023

## Opportunities

Speed is the critical variable within a safe system. The Safe System approach to speed management focuses on reducing trauma by setting appropriate speed limits, designing safer roads, and recognising human error. It emphasises shared responsibility among all stakeholders to enhance overall road safety for all users.

Opportunities to improve road safety include:

- identifying priority locations for speed zone reviews
- ensuring all new development has appropriate speed settings from day one, incorporating self-explaining road design to communicate appropriate speed and driver behaviour intuitively through layout and features
- identifying priority locations for high pedestrian activity areas (HPAA), including reviews of existing 40km/h HPAA's down to 30km/h
- identifying priority locations for town entry gateway treatments to create a visual difference in the road environment, encouraging driving speed reduction at speed zone changes
- continuing to collaborate with the NSW Police Force as part of the road safety partnership, including supporting and providing safe spaces to pull over for the Enhanced Enforcement Program, random breath testing, and mobile drug testing, along with other on-road activities that improve road safety



- partnering with the Central Coast Council through the Local Government Road Safety Program to develop local road safety initiatives targeting inappropriate speeds
- ensuring all work involving reviewing, determining and implementing speed zones on NSW public roads refers to the principles and guidance in the NSW Speed Zoning Standard.

## 5.5.2 Planning for safe heavy vehicle movement is essential in creating successful urban places

Because of their size and weight, heavy vehicle crashes are often severe, regardless of who is at fault. Heavy vehicles in urban areas present a high risk for all road users, particularly those walking and riding bicycles.

From 2019 to 2023, there were 67 heavy vehicle<sup>51</sup> FSI crashes on Central Coast roads resulting in 75 FSI casualties, including one death. Of the 67 heavy vehicle FSI crashes, 41 occurred on urban roads with posted speed limits of 80km/h and below.<sup>52</sup>

**As the Central Coast population grows and the economy generates servicing and delivery needs, freight demand will increase.**

This demand will become particularly apparent in the commercial and retail centres of the Central Coast, where the planned uplift for active movement is incompatible with the projected increase in heavy vehicle traffic. Spatially separating heavy vehicle movement by ensuring that commercial development provides off-street loading dock facilities will minimise conflict between road users and provide vibrant urban places with safe and attractive pedestrian and cycling amenities. Facilities at heavy vehicle rest stops can also be limited, increasing fatigue risks for drivers.

In NSW, the number of heavy vehicles registered each year is increasing, and the age of the heavy vehicle fleet is steadily increasing over time. Although the impact of a concurrently ageing and growing heavy vehicle fleet is not easily quantified in terms of road crash trauma,<sup>53</sup> newer trucks are likely to have design improvements<sup>54</sup> that support a better-equipped and more focused driver, reducing crash risk. Newer trucks are also more likely to incorporate safety-specific features ‘as standard’ such as electronic stability control and roll stability control, whereas a 20-year-old vehicle is unlikely to have these or other safety systems.

Achieving sustainable growth will require improved and expanded bus services. However, customers must be assured of their physical safety when accessing bus services at local stops and public transport interchanges. From 2019 to 2023, 11 people were seriously injured in bus crashes<sup>55</sup> on urban roads<sup>56</sup> on the Central Coast, including one pedestrian and one person on a bicycle. Central Coast residents have told us they need more confidence to let school children in their care use school bus services due to perceptions regarding road safety and buses.<sup>57</sup>

### Opportunities

Opportunities for improvement include:

- ensuring that new developments provide suitable off-street loading dock facilities that separate heavy vehicles from other movement modes, especially people walking or cycling, by providing safe walking and cycling facilities such as separated paths and safe crossings
- working with stakeholders, including local government and industry partners, to improve the safety of the freight task on the Central Coast

51 A heavy vehicle crash involves a heavy truck, which can be either a heavy rigid truck, an articulated truck, an articulated truck, or an articulated truck, as well as a heavy bus

52 Source: Centre for Road Safety, 2019-23

53 Source: [Austroads Research Report AP-R637-21](#)

54 Including design features (improved windscreens, mirrors, lights, cameras), better controls (steering, brakes, gearshift), more comfort and connectivity (hands-free phone dialling etc) supporting a better-equipped and more focused driver

55 Bus crash includes Light bus or Heavy bus

56 Roads with speed limits of 80km/h and below

57 Central Coast Customer Research 2024, Transport for NSW

- ensuring route planning for freight vehicles through urban areas reduces conflict with other road users, in particular pedestrians and cyclists, and ensuring a focus on maintenance and progressive improvements as well as capital expenditure
- supporting and advocating uptake of technology options to improve heavy vehicle driver safety and increase vulnerable road user detection
- leveraging the [Heavy Vehicle Rest Stop Implementation Plan](#) to improve the quality and number of HVRS sites across the Central Coast to help heavy vehicle drivers manage fatigue
- supporting and raising awareness of the Construction Logistics and Community Safety – Australia (CLOCS-A) Program to manage the risks of increased construction vehicle movements and their interactions with vulnerable road users, such as pedestrians and bicycle riders
- working in partnership with Central Coast Council through the [Local Government Road Safety Program](#) to develop local road safety initiatives targeting road user behaviour around heavy vehicles through the ‘[Be Truck Aware](#)’ and ‘[Be Bus Aware](#)’ campaigns
- implementing the [NSW Bus Industry Taskforce](#) recommendations relating to the safety of both passengers and drivers.

### 5.5.3 Urban streets and intersections are not safe for everyone

Everyone has the right to safe mobility, regardless of age, ability or mode of transport. Ensuring everyone can move around safely is a cornerstone of creating inclusive and accessible communities.

From 2019 to 2023, five pedestrians were killed and 73 pedestrians were seriously injured in Central Coast crashes. Four people riding bikes were killed in crashes over this same period and 44 cyclists (including passengers) were seriously injured. Of these 126 FSI crash casualties, 42 were people aged 60 years and over and 29 were children aged 16 and under, highlighting the vulnerability of the young and old who may have less choice in transport mode.<sup>58</sup>

Central Coast residents have raised the need for more suitable infrastructure for pedestrians and cyclists. There is currently a strong disincentive to choosing active modes. Community concerns exist regarding the lack of crossings across major roads, including Terrigal Drive and Central Coast Highway, exposing pedestrians to significant road safety risks when accessing essential services, including shopping centres and hospitals, on foot. Parents and carers raise road safety concerns when describing their reluctance to let their children walk or cycle to school. Safe crossing opportunities can also be lacking or inadequate around bus stops used by children on their way to or from school.

Intersections present significant challenges to road safety due to complex traffic patterns, limited visibility and multiple vehicle movements. High vehicle speeds elevate the risk of crashes, underscoring the need for adequate safety measures to protect all road users at intersections. Central Coast residents describe locations such as the roundabout on The Entrance Road at Shelly Beach, T-intersections including Terrigal Drive and Jesse Hurley Drive, and intersections around Central Coast shopping centres as particularly challenging.

From 2019 to 2023, there were 321 FSI crashes at Central Coast intersections. In these crashes, 347 people were killed and seriously injured. Good intersection design responds to, anticipates and guides user movement to improve amenities within the context of both local and broader communities, helping cities and neighbourhoods become safer and more liveable.

<sup>58</sup> Source: Centre for Road Safety, 2019–23





Figure 29. Fatal and serious injury crash locations on the Central Coast

## Opportunities

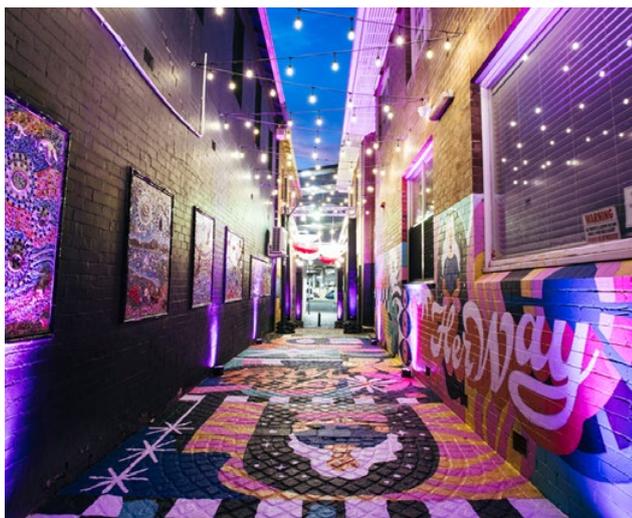
There are many opportunities to improve road safety, including by:

- ensuring every urban intersection creates safe crossing opportunities for all road users, including pedestrians and cyclists
- improving urban streets and intersections to separate and protect vulnerable road users
- separating and protecting vulnerable road users in line with the principles of Movement and Place
- identifying priority locations for high pedestrian activity areas (HPAA), including reviews of existing 40km/h HPAA to 30km/h
- working in partnership with Central Coast Council through the Local Government Road Safety Program to develop local road safety initiatives, including working with local schools and older people to promote pedestrian and cyclist road safety
- delivering the region-wide Strategic Cycling Corridors program.

## 5.5.4 Actual and perceived safety concerns for people walking, cycling, on public transport, and at transport interchanges

The Safer Cities Survey Report revealed that 42 per cent of women feel unsafe ‘most of the time’ or ‘all of the time’ in public spaces after dark, compared to only 17 per cent of men who reported similar feelings. Furthermore, 59 per cent of women rate their sense of safety at night as ‘not so safe’ or ‘not at all safe’ while 31 per cent of men feel the same way. Additionally, 92 per cent of women and 75 per cent of men agreed that a sense of safety influences their choice of routes. Lighting was identified as the most important factor by all participants, as after dark, only eight per cent of women said they feel safe at bus stops and 12 per cent at train stations.<sup>59</sup> These findings are repeated by young people, who often feel unsafe on public transport and in parks and other public spaces, with poorly lit pathways being highlighted.<sup>60</sup>

In December 2023, Central Coast Council received \$1 million from Transport for NSW for the Safer Cities: Her Way program, with 76 per cent of participants reporting they feel unsafe in Gosford at night, and 65 per cent reporting they have changed their route or method of travel due to feeling unsafe.<sup>61</sup>



Mann Laneway Transformation in Gosford CBD as part of the Safer Cities Her Way program © Central Coast Council

As a result of the program, there has been an increased feeling of safety for women, girls and gender-diverse people through improved lines of sight, better lighting, wayfinding, laneway activation and the installation of public art.<sup>62</sup>

Addressing issues of physical safety and psychosocial incidents on public transport is crucial to ensuring that Aboriginal people feel safe and included while travelling. Safety concerns are particularly prominent when individuals consider leaving their vehicles at train stations, especially at night. In particular, passengers feel unsafe when accessing or leaving train stations and bus stops at night.

**‘I wouldn’t leave my car at the train station because I’ve heard about many break-ins.’<sup>63</sup>**

Many passengers need clarification on the reliability and safety of late-night bus services, leading them to depend on family members or friends for rides home after dark. This reliance on private transportation is especially pronounced among women, who often face additional safety risks when navigating the public transport system at night.

**‘[Buses] that came every 20 minutes would encourage more use in my area. Having buses that only come once an hour is not convenient.’<sup>64</sup>**

The perceived lack of staff presence at train stations during late hours can heighten passengers’ insecurity. The absence of visible personnel can create an environment where individuals feel vulnerable, potentially leading to increased antisocial behaviour among those waiting for transport.

59 Safer Cities Survey Report: Perceptions of safety in public spaces and transport hubs across NSW, TfNSW, July 2023

60 NSW Strategic Plan for Children and Young People 2022–2024

61 [Safer Cities: Her Way Program evaluation – impressive results delivered | Central Coast Council](#)

62 [Safer Cities: Her Way Program evaluation – impressive results delivered | Central Coast Council](#)

63 Central Coast Customer Research 2024, Transport for NSW

64 Central Coast Customer Research 2024, Transport for NSW

**‘You can’t look a certain way; they’ll pick a fight. I told my daughter, no eye contact, sit with your head down. Don’t get involved in anything. Try to stay where there’s a train worker, I know how unpredictable people are.’<sup>65</sup>**

Furthermore, numerous station car parks have inadequate lighting, exacerbating the perception that these areas are unsafe. Poor visibility can deter individuals from using these facilities as concerns about potential theft or other criminal activities arise. Consequently, individuals may adjust their travel plans by opting to conclude their journeys earlier than initially intended or preferring to arrange for car pickups rather than using the station’s car park or public bus services.

**‘I wouldn’t say I like the idea of her catching the bus home; it’s a 400-metre walk to the bus stop and not the safest place in the evening, so I’d much rather pick her up.’<sup>66</sup>**

Overall, these safety concerns profoundly impact personal travel choices. They significantly influence public transport usage patterns, as well as the engagement of communities with their local areas. This highlights an urgent need for enhanced security measures at train stations and providing a safe, vibrant surrounding environment for passengers as they get to and from public transport. Addressing these issues could improve passenger confidence and encourage greater reliance on public transport as a safe and viable option for commuting.

## Opportunities

**‘Make it safe. A lot of the time as a young woman, I get harassed by men as I am alone, and it makes me not travel.’<sup>67</sup>**

There are many opportunities to improve safety on public transport and in interchange precincts and public spaces, including by:

- improving lighting systems at bus stops and parking areas. This includes installing bright, energy-efficient LED lights as well as decorative and atmospheric lighting to ensure that waiting areas are well-lit and visible, deterring crime and increasing passenger comfort
- developing the active transport network through dedicated pathways that physically separate vulnerable individuals, such as pedestrians and cyclists, from traffic and high-speed vehicles. This could involve the construction of safe cycling paths, sidewalks and active transport crossings that are strategically located to minimise interaction with vehicular traffic
- ensuring train staff members are easily visible and accessible throughout the journey. This can be achieved by providing bright and distinct uniforms and enhancing the lighting in trains and stations. Additionally, security measures such as surveillance cameras and emergency call buttons should be implemented to enable passengers to report any issues quickly and effectively
- emphasising women’s safety and security during nighttime hours. This includes implementing well-lit waiting areas with seating, offering security escorts for women travelling alone, and ensuring staff are present at interchanges and on board services. Establishing dedicated hotlines or support services for women can further enhance their sense of safety during these vulnerable periods
- supporting the development of vibrant town centres, especially in connection with transport hubs, bus stops and parking areas.

<sup>65</sup> Central Coast Customer Research 2024, Transport for NSW

<sup>66</sup> Central Coast Customer Research 2024, Transport for NSW

<sup>67</sup> Central Coast Customer Research 2024, Transport for NSW

### 5.5.5 Safety concerns for navigable waterways in the Central Coast

The Central Coast, known for its recreational boating and commercial maritime operations, faces safety challenges due to rising visitor numbers and local maritime traffic. Issues include crowded waterways during peak periods, increasing demand for access to boating infrastructure and the need for better safety awareness among both recreational and commercial users.

The Central Coast region reported one fatality on its waterways from 2018 to 2023. However, boating is not the only maritime safety risk; in the 12 months to 30 June 2024, four people drowned in the Central Coast region at beaches, coastal waterways and the ocean, according to Surf Life Saving NSW data.<sup>68</sup>



Two kayaking males wearing lifejackets

Surf Life Saving NSW is expanding the emergency response beacon (ERB) network at identified high-risk sites. The ERBs include a telephone and camera and are designed to be activated by a bystander who identifies a person in difficulty to request assistance. The sites for the Central Coast include Budgewoi, The Entrance and Pearl Beach.

#### Opportunities

Managing the state's waterways is crucial to ensuring their sustainability and the safety of people on the water. Transport for NSW recently updated the Maritime Safety Plan 2026, which outlines the strategic direction for maritime safety for the next four years. The plan aims to achieve zero fatalities and serious injuries on NSW waterways by 2056. It focuses on four priority areas:<sup>69</sup>

- Safer lifejacket wear and equipment
- Safer boating through technology
- Safer waterway access and infrastructure
- Growing our safety culture together.

Addressing these challenges is vital to preventing accidents and ensuring compliance with safety regulations as the region's popularity grows.

Furthermore, education on vital water safety skills and knowledge, particularly the beach, inland water, and rock fishing safety, is essential to ensure all community members can enjoy the water safely.

Providing safe and sustainable access to Central Coast waterways is also critical to delivering the economic and social benefits of boating for the region. Programs such as the \$44 million Boating Infrastructure and Dredging Program and initiatives under the Marine Estate Management Strategy, for which Transport is a partner agency, help to ensure boaters can access the water safely while minimising environmental impacts.

68 [New-South-Wales-Coastal-Safety-Report-2023.pdf](#)

69 [Transport for NSW Maritime Safety Plan 2026](#)

## 5.6 Resilient networks

### Reduce the impact of network shocks and stresses to service interruptions and proactively plan for future impacts

The Central Coast has many lakes, waterways, hills and environmental areas. These geographic and environmental features have created peninsulas of dispersed urban areas. These urban areas typically have long single routes in and out and are often constrained by the area's topography. Due to the dispersed settlement patterns, travel within the Central Coast is north-south and east-west. The routes in and out of the peninsulas are often congested, making the network unreliable during peak times.

The Central Coast is also facing an increasing occurrence of natural disasters and severe weather events. Disruptions on the transport network impact how and when customers and passengers can travel, restricting access to health, education and employment as well as interrupting supply chains and connections with ports and airports in Sydney and Newcastle. Increasing population growth and seasonal travel demands put additional pressure on the transport network.

While planned disruptions are anticipated and prepared for in advance of an event, unplanned disruptions require a dynamic response in real time. With travel increasing on the transport network in the Central Coast as the population grows and with the cost of maintaining ageing assets increasing, improved resilience of the transport network is critical. Strengthening the network's resilience can help it better manage disruptions and minimise the social, economic and connectivity impacts on regional communities and businesses. Moreover, reliable freight access is crucial for waste removal and rebuilding during disaster recovery efforts.

#### What we heard

- Road and rail corridors are vulnerable during floods and fires, which sever connections for communities. These impacts are likely to increase in severity and frequency due to climate change impacts.
- Single access communities are particularly vulnerable to disruptions. Single-road access locations can have restricted access to essential services and precincts.
- It is easier for general traffic to be diverted to alternative routes, but much harder or near impossible for trucks and rail.
- Improvements can be made to the way incidents are managed and coordinated, and to response times and decision-making during emergencies.
- Flooding occurs on major roads such as the Pacific Highway, Central Coast Highway and Wisemans Ferry Road.
- Flood-free access is desirable to enable housing growth in greenfield areas and improve resilience in the Central Coast.
- When planning new transport infrastructure, consideration should be given to flooding and ensuring upgrades do not exacerbate existing flooding, as well as any new connections being able to act as emergency evacuation routes.

## 5.6.1 Topographical and environmental constraints

Geographic constraints on the Central Coast limit the frequency, capacity, journey time and reliability of both passenger and freight movements on both roads and rail.

River systems including the Hawkesbury River, Brisbane Water and Wyong River, require significant bridge infrastructure to navigate. Crossing locations are only possible at a few locations due to the environment.

The southern Central Coast has complex topography with undulating plateaus. The plateaus with indirect ridge lines are intersected by a dense and irregular pattern of weathered gullies and valleys. This presents constraints to road and rail alignments and grades.

These constraints exist until the topography gives way to an infilled coastal basin characterised by rivers, floodplains and the Central Coast lakes system. The floodplain is easier to navigate, but the significant number of river and creek crossings present constraints to rail and road alignments.

The natural topography has influenced the alignment of the Main North Rail Line, and to a lesser extent the M1 Pacific Motorway. The Main North Rail Line from Berowra and Cowan, down the Cowan Bank, has long sustained steep grades, which impact both passenger and freight speeds. Some sections of track, including both sides of the Hawkesbury River, also have tight curvature that further limit speed.

Wisemans Ferry Road, the Pacific Highway and the Central Coast Highway between Wamberal and The Entrance have also had several flood impacts resulting in delays for the community and limited windows for safe evacuation during significant flood events. Flooding can have many cumulative impacts and was identified as the most significant risk to Australia's road and rail supply chains, reflecting its ability to cover a widespread geographic area and cause disruption – including precautionary closures – across multiple jurisdictions at one time, such as during national flooding events in January and October 2022.<sup>70</sup>

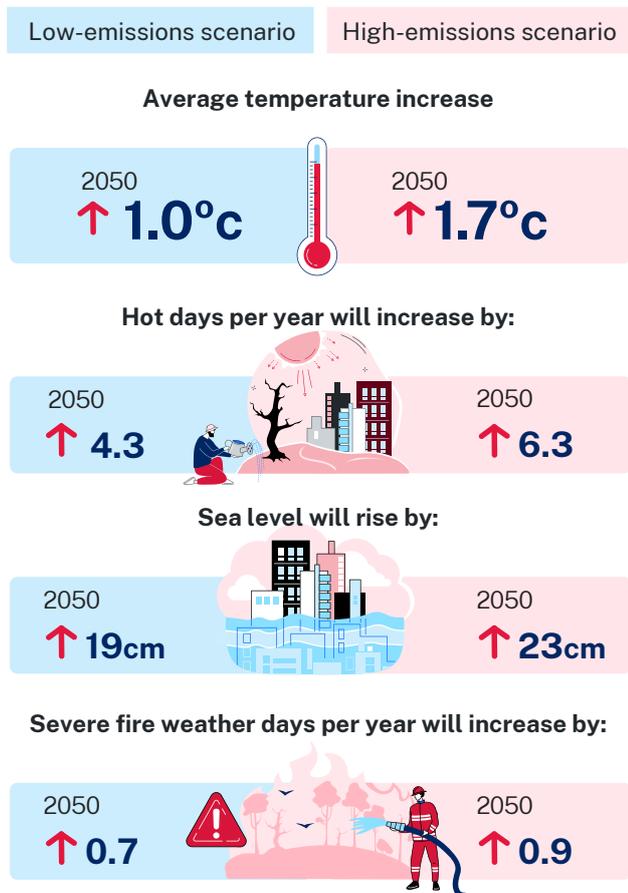
Freight is uniquely impacted by natural disasters as light vehicles can be rerouted more easily than heavy vehicles or rail.



Woy Woy, NSW, Australia – March 20, 2021: Cars affected by flood waters on the Central Coast of NSW, Australia © Adam Marshall/Shutterstock.com

<sup>70</sup> [https://www.bitre.gov.au/sites/default/files/documents/Road%20and%20Rail%20Supply%20Chain%20Resilience%20Review\\_Final.pdf](https://www.bitre.gov.au/sites/default/files/documents/Road%20and%20Rail%20Supply%20Chain%20Resilience%20Review_Final.pdf)

The Central Coast LGA had 10 natural disaster declarations between 2019–20 and 2023–24, with nine storms and floods and one bushfire. This was the equal most in any NSW LGA over this time.<sup>71</sup> The Central Coast region is expected to continue to warm with temperatures projected to increase by 1.0°C under a low emissions scenario and by 1.7°C under a high emissions scenario by 2050. As shown in Figure 30, on average, the annual number of hot days is projected to increase between four to six days per year, sea levels are projected to rise by 19–23 centimetres and severe fire weather days are projected to increase by 0.7–0.9 per year by 2050.<sup>72</sup>

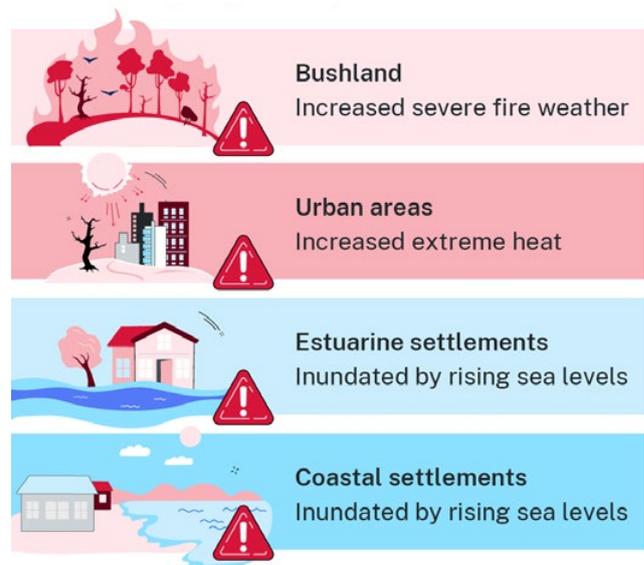


Source: Data is based on NARCIIM2.0 (2024) projections for SSP1-2.6 (low-emissions) and SSP3-7.0 (high-emissions) and is presented relative to the historical climate baseline of 1990–2009. The projections for 2050 represent averaged data for 2040–2059. Values presented are averages across the NARCIIM2.0 model ensemble, and do not represent the full range of plausible climate futures. Regional climate change impacts are used to highlight how the region is likely to be affected by climate change, and impacts are not limited to the examples provided. Sea-level rise data is from the IPCC's Sixth Assessment Report is presented relative to a baseline of 1995–2014.

Figure 30. Climate change impact on the Central Coast<sup>73</sup>

Several areas in the region are highly vulnerable to coastal erosion over the next 50 to 100 years, including The Entrance, Toukley, Wyong and Woy Woy. Significant development areas around tidal lakes such as Tuggerah Lakes and Brisbane Water, and along the coastline around Wamberal are only slightly above current high-tide levels and will be highly susceptible to inundation from rising sea levels.

The regional impact caused by climate change is outlined in Figure 31.



Source: <https://www.climatechange.environment.nsw.gov.au/my-region/central-coast>

Figure 31. Climate change regional impacts for the Central Coast<sup>74</sup>

Rural towns and coastal towns that are only accessible via a single road are particularly susceptible to network disruption. For example, many inland communities such as Peats Ridge and Mangrove Mountain, and southern coastal communities such as Patonga, Wagstaffe, Killcare and Macmasters Beach have very limited accessibility. Maintaining general traffic network access in these areas will allow first and last-mile access to public transport and local centres as well as access to employment areas.

71 <https://www.nsw.gov.au/emergency/recovery/natural-disaster-declarations>

72 NARCIIM2.0 NSW Central Coast climate change snapshot

73 NARCIIM2.0 NSW Central Coast climate change snapshot

74 <https://www.climatechange.environment.nsw.gov.au/my-region/central-coast>



Aerial shot of coastal erosion along Ocean View Drive, Wamberal, Central Coast, NSW after severe storms in 2020  
 © Chris Drummond/NSW Department of Planning, Housing and Infrastructure

## Opportunities

To facilitate successful growth, improved resilience of the transport network is needed during natural disaster events such as floods, fires and landslides. Opportunities include:

- considering the impacts of recurring incidents on the transport network when planning for areas with new development and if the transport network intended to support the development will be of a sufficient standard to withstand natural disaster events such as floods
- building greater resilience into the transport network, including more inter-regional travel by rail if the inter-regional road network is impacted
- planning infrastructure upgrades and proposed transport corridors to consider the impacts of climate change, sea level rise and increased rainfall intensity. This would allow users more options during unplanned disruptions in the event of floods and fires
- improving incident management, response times and decision-making during emergencies
- ensuring the wider distribution of real-time information to support informed decision-making, improving safety and creating greater network resilience and freight efficiencies
- continuing to work with other stakeholders to ensure the adequate protection and conservation of environmentally sensitive areas.

## 5.6.2 Low levels of resilience to increasingly frequent shocks impacting road and rail reliability

On the Central Coast, incidents such as flooding, bushfires and smoke, fallen trees and landslides regularly occur on major throughfares such as the M1 Pacific Motorway, the Pacific Highway, Central Coast Highway and other roads including Empire Bay Drive, Wyong Road and Scenic Drive. The Main North Rail Line is also regularly impacted by incidents.

Inadequate first and last-mile options are also driven by geographic constraints in the region. Brisbane Water, Tuggerah Lake, Budgewoi Lake and Lake Munmorah isolate many towns and villages on peninsulas or the coast. Direct transport links are often difficult due to this topography, especially as public transport services aim to strike a balance between route coverage (catchment area) and direct connections to centres (travel time savings).

Transport recognises that these geographic challenges will continue to shape how land is used and transportation works in the Central Coast region. Events in recent years have reinforced the importance of the transport network in supporting alternative routes and evacuation, which is a primary response strategy to many climate and human-induced emergencies.

Figure 32 shows the frequency of incidents on the Central Coast road network over the past 10 years.

The shared use of the Main North Rail Line by regional, freight, and intercity and suburban passenger services contributes to capacity and reliability challenges, as a disruption to one type of service often cascades to others. The tunnels between Brooklyn and Woy Woy are long and have steep grades, with limited clearance. Breakdowns of freight trains in the tunnels can lead to significant damage to the infrastructure in the tunnels, such as wiring. Rockfalls and steep slopes are also an issue along the line and the challenging geography results in a lack of passing opportunities for trains. Crossovers have been used to address this constraint and as a resilience measure but have significant maintenance and inspection burdens.

Regular commuters report frequent disruptions and delays on trains. Frustration over these delays affecting connections, compounded by a lack of real-time information, create a negative experience for any travel that is time critical. When there are train disruptions, replacement bus services are viewed as inconvenient, further impacting a poor perception of buses on the Central Coast and reinforcing reliance on car travel.<sup>75</sup>

‘Pretty much every time I’ve gotten a train back home from Sydney, there’s been massive delays.’<sup>76</sup>

‘You can’t be late. It’s your work, you need to be there at a particular time.’<sup>77</sup>

From a freight perspective, the issue of resilience is more complex. For road incidents, options may still be available, such as transferring to an alternative mode or vehicle. However, for freight, particularly rail, the ability to change modes to respond to long delays or sustained incidents affecting the route or network is far more limited. An intermodal terminal would be required for a stranded rail service to be able to transfer its load to the road, or vice versa. There are few places to do this or to hold trains until incidents are resolved without issues backing up across the network, while detours are often not available to heavy vehicles due to the size or weight of the vehicles, or for freight rail.

### Opportunities

While we cannot eliminate disruption, we can improve the resilience of passenger and freight transport and build redundancy into our network infrastructure and service provision. Opportunities include:

- developing a Transport-led Customer Journey Resilience Plan for the Central Coast that will identify and assess areas of vulnerability, risks of natural hazards and the impact of natural disasters on journeys

<sup>75</sup> Central Coast Customer Research 2024 (Transport for NSW, May 2024)

<sup>76</sup> Central Coast Customer Research 2024 (Transport for NSW, May 2024)

<sup>77</sup> Central Coast Customer Research 2024 (Transport for NSW, May 2024)

- building climate and hazard resilience into the network’s infrastructure supported by adaptive management strategies that maintain emergency access along important routes and bring the network back on line quickly following planned or unplanned disruption
- delivering improved multimodal connections to enable resilience of the network, driving productivity and supporting economic success
- continuing to investigate new tools and ways of communicating the status of network disruptions across the Central Coast to enable customers to make more informed decisions about their travel needs and safety.



**KEY**

- Metropolitan centre
- Regional city
- Strategic centre
- Centre
- Regional airport

- Regional boundary
- State roads
- Regional roads
- Railway line

- Incident frequency - Yearly average of total incidents on each road segment divided by kilometres
- >0-0.2
  - 0.2-0.4
  - 0.4-1
  - 1-2
  - >2

Source: road hazards from 2012 to 2022 including fallen tree, fire/smoke, landslide/rock fall, snow/ice, other adverse weather and other hazard. In lower populated areas, incidents may not always be reported in Live Traffic.

Figure 32. Hazard incident frequency on the Central Coast road network, 2012–2022

### 5.6.3 Ageing infrastructure

To support and ensure customer journey resilience across the Central Coast region, transport assets must be maintained and improved, regardless of ownership, to provide alternative options for critical journeys. While there are very few road bridges in the Central Coast built before 1960, ageing bridges across the region can be susceptible to damage during natural disasters and weather events or require ongoing maintenance.

Resilience of the network is a challenge due to maintenance requirements and increasing congestion from local traffic, housing growth and tourism, which limit several bridges on the Central Coast from receiving regular maintenance. Freight connectivity can also be impacted with potentially long detours in place resulting in economic impacts and disruption to the community.

Replacing or upgrading bridges with modern materials improves their resilience and provides safer, more reliable travel and access for regional communities. One of these road bridges is the

Wallarah Creek Bridge, which opened in 1930. It has become substandard in terms of traffic and walkway widths, as well as safety barriers. The Hawkesbury River Rail Bridge is also a significant constraint for operators, as the age and spans of the bridge limit the weight of trains that can use the bridge and the speed of travel. There are limited alternatives for any closures needed to enhance the bridge.

#### Opportunities

Maintenance issues and structural failures have the potential to disrupt customers and passengers on the transport network, resulting in economic and social impacts. Opportunities include:

- improving the resilience of the road network by closing network gaps to ensure improved access for the broader community
- working with stakeholders to identify a maintenance pipeline across the region to improve the resilience of the transport network for the community.



Train crossing Hawkesbury River Bridge

## 5.7 Net zero emissions

### Contribute to achieving the emissions reductions targets as outlined in the Net Zero and Climate Change Policy

Transport is committed to achieving net zero emissions consistent with Australia’s commitment under the 2016 Paris Agreement. This involves achieving a series of decarbonisation targets, as shown in Figure 33. Transport sector activities account for 19 per cent of NSW’s emissions. However, by 2030 it is projected to be the largest single source of emissions.<sup>78</sup> The Central Coast region accounts for approximately five per cent of the total transport sector emissions of NSW.<sup>79</sup> Achieving net zero emissions in the transport sector will require a coordinated and determined change in the way that Transport operates and in the way that customers across NSW carry out their journeys.

**What we heard**

- The growth of the region needs to be decoupled from growth in emissions to ensure the transport network continues to work towards net zero targets.
- Projects that help the State Government achieve net zero targets are critical, including sites such as the Waratah Super Battery.
- More public transport and active transport options are needed to reduce reliance on private vehicles.
- The rollout of fast charging stations has not kept up with the increase in electric vehicles.

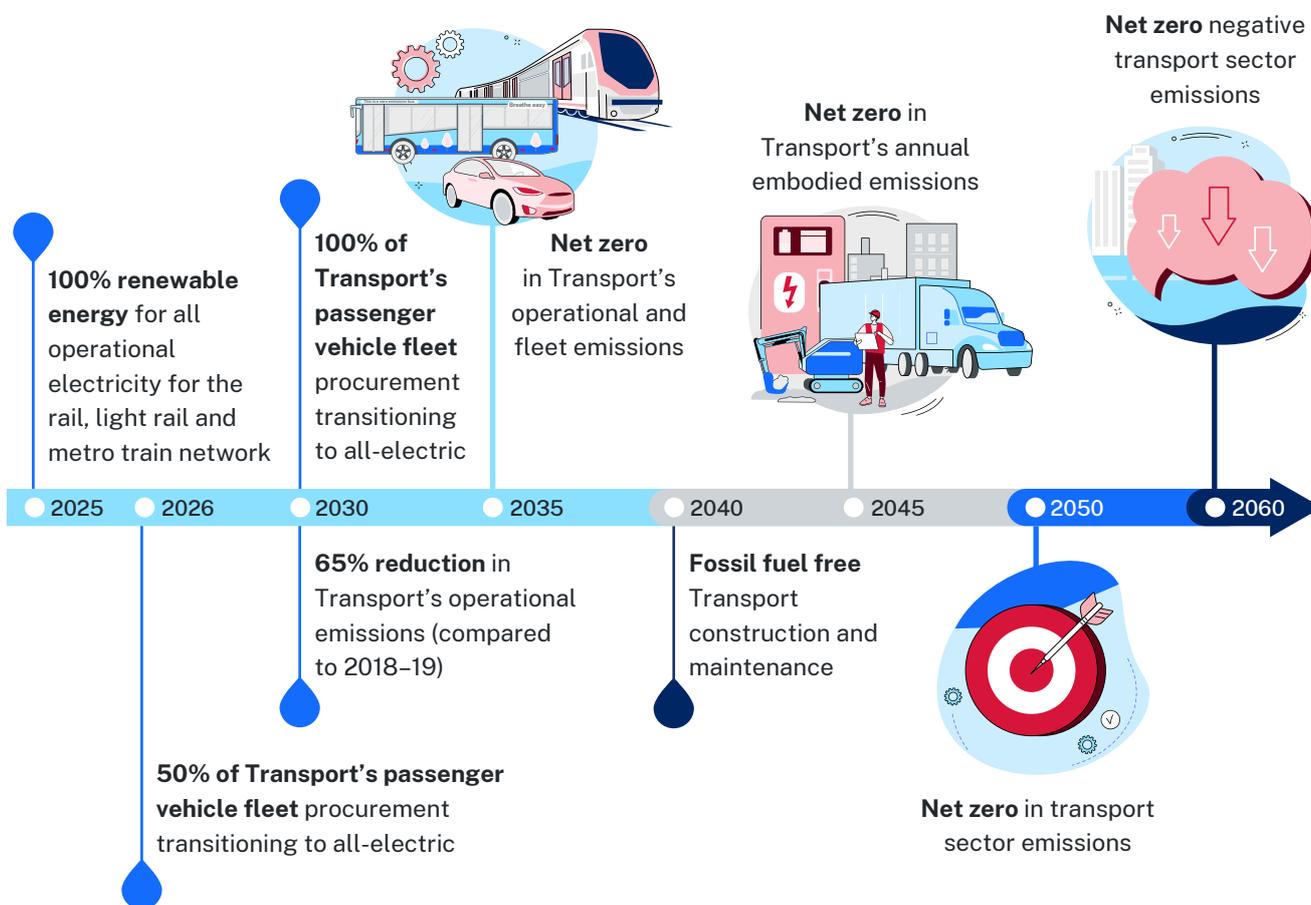


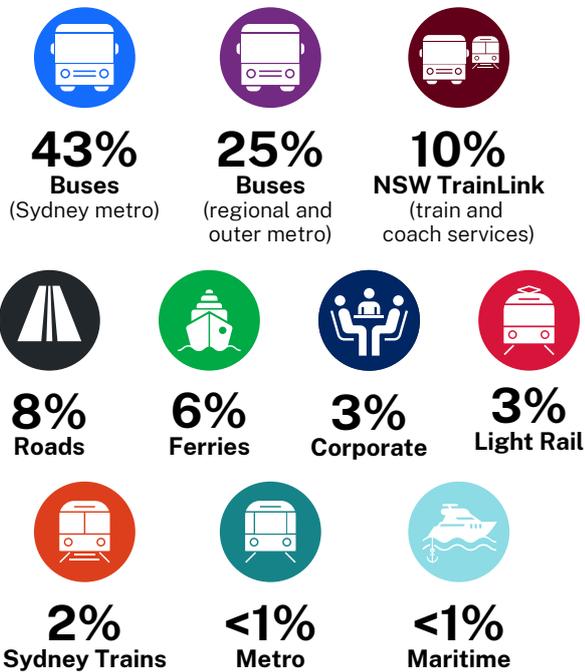
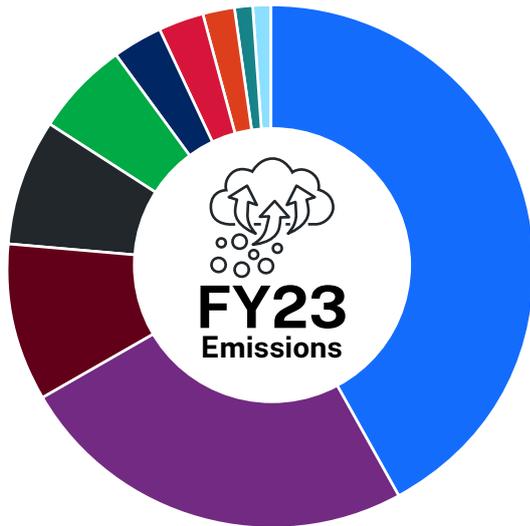
Figure 33. Transport Net Zero and Climate Change Policy targets

78 Transport Sustainability Report 2022–23

79 NSW Net Zero Emissions Dashboard

### 5.7.1 Reducing Transport’s operational emissions

Transport’s operations emissions account for approximately five per cent of the transport sector’s emissions.<sup>76</sup> Under the Net Zero and Climate Change Policy, Transport has committed to achieving a 65 per cent reduction in operational emissions by 2030 and net zero operational and fleet emissions by 2035. A breakdown of Transport’s emissions is shown in Figure 34.



Buses currently account for the greatest single source of Transport’s emissions, with buses in regional and outer metropolitan NSW accounting for a quarter of Transport’s total operations emissions. While buses are an efficient transport mode, there is a significant opportunity to reduce their emissions. Under the Zero Emission Buses Transition Plan, Transport is aiming for all buses in the Central Coast to be zero emission buses by 2040. These buses are likely to use battery electric or fuel-cell electric technology powered by renewable energy. They would also have added benefits including contributing to better air quality, more comfortable journeys and quieter operation. A hydrogen fuel-cell bus trial was successfully undertaken in the Central Coast in 2023 to test hydrogen as a fuel source and help deliver valuable learnings.

Aside from buses, a significant challenge for Transport will be to achieve net zero emissions for other modes such as ferries, non-electrified trains and roads. Transport is continuing to partner with industry to run trials and prioritise the rollout of zero emissions technology for these operations.

Net zero transport operations also requires net zero energy. The NSW Government is investing in renewable energy zones (REZ) which combine renewable energy infrastructure, storage and transmission infrastructure to deliver cheap, reliable and clean electricity for homes and businesses across NSW. Planning for a REZ in the Hunter and Central Coast is underway to capitalise on existing transmission infrastructure, strong transport links to the Port of Newcastle and an existing skilled workforce. The Hunter-Central Coast REZ includes the Waratah Super Battery located on the site of the former Munmorah Power Station within the Central Coast. Transport is continuing to support the Hunter-Central Coast REZ, such as by supporting the transportation of large renewable energy components where needed.

Figure 34. Transport’s operational emissions, FY2023<sup>80</sup>



Mariyung train pulling into platform at Gosford Train Station

In 2021–2022 Transport significantly reduced its operational greenhouse gas emissions by transitioning the Sydney Trains and NSW TrainLink electrified network to zero emissions electricity, accounting for about 1.3 per cent of NSW's entire electricity consumption and 83 per cent of Transport's total electricity consumption in 2023.<sup>81</sup>

Transport has taken the first step towards decarbonising the NSW TrainLink regional rail fleet by announcing that the new R set trains, which will replace the Xplorer and XPT trains that currently run through the Central Coast, will be powered by bi-mode technology. Bi-mode trains can run on overhead power where it is available, such as through the Main North Rail Line, which runs through the Central Coast region. It is estimated that this will help reduce carbon emissions by 540 tonnes annually across the network and lead to quieter operation.

## Opportunities

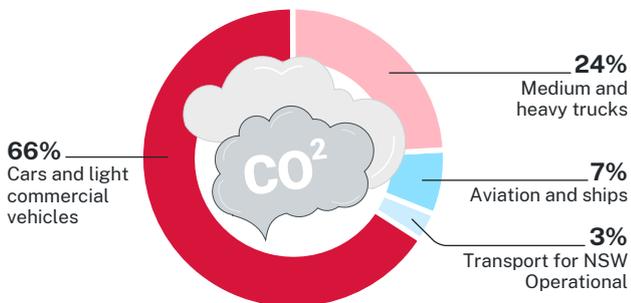
Transport's operations emissions are largely within Transport's control and can be reduced by:

- continuing to work towards the goal of net zero Transport fleet and operations emissions by 2035
- improving fuel efficiency and investigating zero emissions technology for ferries, non-electric trains and other Transport operated vehicles
- investing in energy efficient technology such as efficient lighting at Transport sites
- continuing to support the Hunter-Central Coast REZ and other renewable energy projects.

81 [Feel good getting there | transportnsw.info](https://www.transportnsw.info)

## 5.7.2 Reducing Transport sector emissions

Transport sector greenhouse gas emissions represent 19 per cent of NSW's total emissions,<sup>82</sup> with most of the sector's emissions coming from road vehicles (90 per cent) as shown in Figure 35.



Source: Future Transport Strategy

Figure 35. Transport sector emissions<sup>83</sup>

Transport has committed to achieving net zero transport sector emissions by 2050 and net negative transport sector emissions by 2060. Key to achieving these goals is reducing the Central Coast's dependence on private vehicle travel and promoting sustainable alternatives. There is a risk that, as the region grows, transport sector emissions could grow unless more sustainable behaviours and technologies are adopted. Private vehicles currently account for approximately 80 per cent of all trips in the region.<sup>84</sup> While public transport usage is recovering following reductions in patronage during the COVID-19 pandemic, customer research reveals that it does not fully meet the community's needs, such as due to limitations in frequency, reliability, speed and personal safety.

Additionally, increasing the percentage of journeys carried out by walking and cycling is a critical opportunity, with 16 per cent of residents in the region living with a 15-minute walk to a centre, and 75 per cent within a 15-minute cycle ride to a centre. Increasing the sustainable transport mode share will reduce transport sector emissions and will have additional benefits such as healthier communities, less traffic congestion and improved place outcomes.

Managing and reducing travel demand can also help reduce the need to travel, such as through better integration of transport, and land-use planning reducing the need to travel longer distances for essential services. Shared transport, such as carsharing and carpooling can also help to reduce the amount of emissions per passenger. While carpooling is an important strategy used by many in the Central Coast, such as for travel to Sydney and Newcastle, there is a strong opportunity to increase carsharing, particularly in more dense areas and areas with better public transport accessibility.

A substantial increase in electric vehicle (EV) adoption will also be critical in reducing emissions. In 2024, 2.5 per cent of vehicles registered in the Central Coast were battery electric or hybrid/PHEV vehicles. While this is a substantial increase since 2021 when they represented only 0.9 per cent of registered vehicles, the region is lagging behind the NSW statewide average of 3.7 per cent,<sup>85</sup> revealing that more incentives are needed to encourage Central Coast residents to adopt EVs. Kerbside charging will also be critical to support households without access to off-street parking to take up electric vehicles.

The Central Coast is well positioned for both day trips and multi-night trips from Sydney, underscoring the importance of providing reliable and adequate charging infrastructure. A significant amount of through traffic passes through the Central Coast, particularly on the M1 Pacific Motorway. Ensuring that through-traffic on the M1 Pacific Motorway can stop and charge along this corridor will be essential as the number of EVs increase in coming years. Based on the NSW EV Charging Infrastructure Masterplan, the number of charging plugs required in the Central Coast will increase from 24 in 2023 to 130 by 2031, as shown in Figure 36.<sup>82</sup> Transport will continue to work in collaboration with the NSW Department of Climate Change, Energy, the Environment and Water, as well as the community and industry to promote the availability of electric vehicle charging and other incentives to support this transition and encourage broader adoption across the region.

82 Transport Sustainability Report 2022-23

83 Future Transport Strategy

84 NSW Household Travel Survey

85 Australian Automobile Association – Electric Vehicle Index.



Source: NSW Evenergi Electric Vehicle Fast Charging Infrastructure Master Plan Map.

Figure 36. Approximate required number of EV charging plugs in the Central Coast region<sup>86</sup>

For freight, encouraging the use of low and zero emission vehicles will help to reduce emissions from heavy vehicles. This is among the key priorities and actions described in the NSW Towards Net Zero Freight Emissions Policy. Increasing the share of freight that is carried by rail, rather than road, can also help reduce emissions, particularly due to the Central Coast's reliance on intermodal terminals in Sydney and Newcastle. For last-mile delivery, implementing zero emissions vehicles such as cargo bikes, ebikes and electric delivery vehicles can support cleaner and more efficient movement of goods, particularly within centres.

## Opportunities

Transport sector emissions make up a significant percentage of the state's overall emissions and can be reduced by:

- expanding the electric vehicle charging network, including kerbside charging
- prioritising mixed-use, walkable development patterns to reduce car dependent development patterns
- expanding the heavy vehicle charging network and supporting industry to adopt low and zero emissions freight
- increasing active transport infrastructure including footpaths, shared paths and cycle lanes to encourage walking and cycling to and between centres and important destinations
- increasing public transport service frequency, coverage, speed, reliability, safety and accessibility
- encouraging shared transport such as carpooling and carsharing
- growing long-term rail freight mode share.

### NSW destination charging grants – Mingara Recreation Club<sup>87</sup>



For more than 50 years, Mingara Recreation Club, located in Tumbi Umbi, has been a popular stop for locals and holidaymakers visiting tourist hot spots such as The Entrance and Long Jetty.

The club discovered the NSW Government's destination charging grant, which helped 'put them on the map' with electric vehicle drivers. The grant helped partly fund the installation of two dual port EV chargers to serve their visitors and members. The chargers have helped attract visitors to the business and has helped the club to play its part in minimising its environmental footprint.

'Our decision to install EV chargers was good future planning,' explains Sarah. 'EVs are the way that the world is heading, and we want to be at the forefront of providing our members, visitors and our local community with state-of-the-art facilities with the future in mind.'

<sup>86</sup> NSW Evenergi Electric Vehicle Fast Charging Infrastructure Master Plan Map

<sup>87</sup> <https://www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/electric-vehicle-destination/mingara-recreation-club>

### 5.7.3 Prioritising sustainable decision making and reducing Transport's construction emissions

To achieve Transport's net zero goals, Transport will need to change the way it plans, prioritises, designs, constructs, maintains and operates its infrastructure and services. Historically, Transport has focused on decarbonising components within a car-dependent infrastructure ecosystem. The Transport Net Zero and Climate Change Policy outlines that climate change risk needs to be considered in all key relevant decisions. Transport now has a role to play towards embedding net zero principles from the outset, such as designing a transport system that reduces the need for travel, improves access to daily destinations, uses less materials and makes efficient and sustainable transport modes the preference for most trips rather than the minority.

Transport has committed to fossil fuel-free construction and maintenance by 2040 and net zero in Transport's annual embodied emissions by 2045. This includes emissions embedded during the production and transportation of materials, construction, maintenance and at the end of life of an asset. Transport, in partnership with Infrastructure NSW and Infrastructure Australia, is working to streamline and simplify decarbonisation and the circular economy such as through the Sustainable Infrastructure Program and 2026 Decarbonising Infrastructure Delivery Program. As part of sustainable decision-making, Transport will need to ensure that new infrastructure in the Central Coast does not present a risk to biodiversity through habitat fragmentation or destruction. Projects will also need to optimise air quality, noise and human health impacts in all stages of the project.



#### Decarbonising Infrastructure Delivery Policy

In April 2024, Infrastructure NSW (INSW) released the Decarbonising Infrastructure Delivery Policy, which applies to all NSW Government building projects valued over \$50 million and linear infrastructure projects valued over \$100 million. It provides guidance to NSW Government infrastructure delivery agencies on expectations for managing upfront carbon in public infrastructure projects, ensuring upfront carbon is a consideration in early project stages. It outlines that agencies must, at a minimum, quantify the impact of carbon in business cases, planning approvals, design, procurement and completion. INSW and Transport have prepared the Decarbonising Infrastructure Delivery Roadmap which sets out initiatives for 2024–2026.



#### Opportunities

Transport's sustainable decision making can be improved, and construction emissions can be reduced by:

- continuing to make climate change impact and achieving our net zero targets a key metric in all decisions about new infrastructure, services and policies implemented by Transport for NSW
- prioritising investment in sustainable transport modes that are low emissions by design
- prioritising projects that optimise air quality, noise and human health impacts
- reducing Transport's construction and embodied emissions in all projects
- implementing circular design principles in all Transport construction, maintenance and operational work.



# 06 Realising the vision



Initiatives for the Central Coast region have been identified to address the challenges of the region and to leverage current and future opportunities.

The initiatives are organised by short-term (0–5 year), medium-term (5–10 year), statewide and life of Plan (ongoing) timeframes. These actions respond to the headings under the focus areas in the ‘Transport challenges’ section and will support the achievement of long-term outcomes in the Central Coast region.

 <p>Starting with Country</p>	 <p>Access to transport for all</p>	 <p>Well-located housing and successful places</p>	
 <p>A safe transport network</p>	 <p>Resilient networks</p>	 <p>Net zero emissions</p>	<p>A thriving and diversifying economy</p>

## Key directions for the Central Coast Strategic Regional Integrated Transport Plan

**Bus services: Introduce rapid, frequent ‘core’ bus services and infrastructure on four priority corridors accessing Gosford, Woy Woy, Tuggerah, and Wyong.**

These flagship initiatives aim to make public transport a viable and attractive transport option for access to major centres and corridors on the Central Coast. The ‘core’ bus services will form the backbone of the Central Coast public transport network, offering passenger convenience through improved service levels, journey times and stops. The medium-long-term ‘core’ network covers the following corridors:

- Umina–Woy Woy–Gosford–Erina–Terrigal
- Gosford–Erina–Bateau Bay (Karagi)–The Entrance
- Tuggerah–Bateau Bay (Karagi)
- Tuggerah–Wyong–Lake Haven.



Hydrogen bus trial, Central Coast © Department of Climate Change, Energy, the Environment and Water

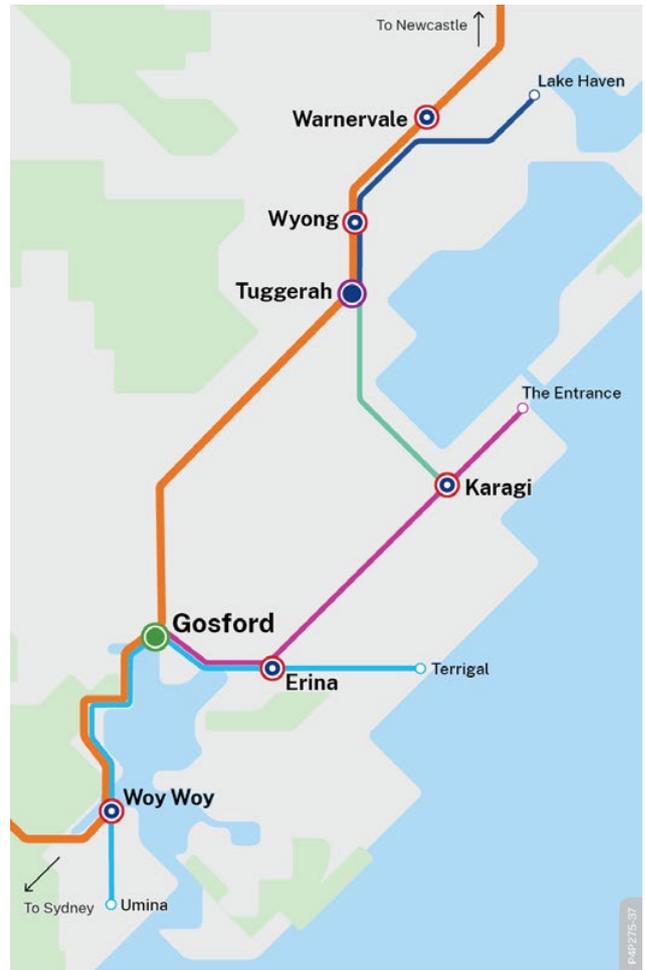


Figure 37. ‘Core’ bus routes

### Housing delivery: Support increasing densities and housing delivery with infrastructure and services to match.

These initiatives aim to support housing delivery in the region, in particular at TOD sites at Woy Woy, Gosford, Tuggerah and Wyong, as well as in the Low and Mid-Rise Housing Policy areas across the region. These infrastructure and services include public transport infrastructure upgrades, service increases and walking and cycling improvements.



**Active transport: Develop strategic cycleway corridors and expand, improve and promote use of walking and cycling networks to offer communities safe and connected options for a wider range of journeys by active transport.**

Transport's Central Coast strategic cycleway corridors will provide new and improved cycle paths separated from vehicle traffic, that offer safe connections to major destinations, with an initial focus on Gosford, Tuggerah and Wyong. Improvements to local walking and cycling networks will support '15-minute neighbourhoods' by removing barriers and supporting access to local centres, schools and for shorter trips within neighbourhoods. Other initiatives will support tourism, include behaviour change and promotion, improve cycle parking at stations, and explore options for increased micromobility on the Central Coast.

**Local jobs and industrial and employment lands: Provide improved infrastructure and services, such as freight, public transport, walking and cycling improvements to support access to local jobs and accessibility for new and growing industrial and employment lands.**

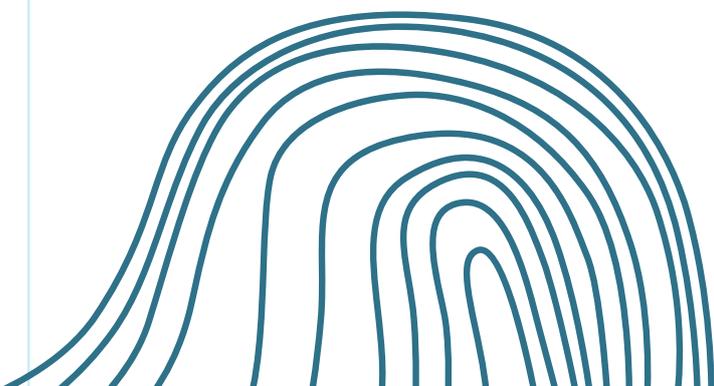
Supporting the development of industrial and employment lands, including DLALC-owned developments and key precincts such as Somersby and Warnervale, is a priority for the region. Major road upgrades, including improvements to the M1 Pacific Motorway, Pacific Highway, Central Coast Highway and Wisemans Ferry Road, aim to enhance multimodal connectivity and freight access. Better public transport access to industrial and employment lands will help more workers to access jobs within the region. Additionally, investigating the potential for an intermodal terminal within the region will help reduce reliance on road-based freight, improving overall transport efficiency and sustainability.

**Major corridor upgrades: Plan and deliver a program of multimodal corridor upgrades to support improved access, safety and resilience to natural hazards.**

A coordinated and multimodal approach will be taken to plan and deliver upgrades to major road corridors on the Central Coast to manage increased and changing demand. Corridors, including the Pacific Highway, Central Coast Highway and Wyong Road, will be reviewed to identify staged programs of necessary upgrades to support the proposed 'core' bus services, improved conditions for cycling, and improved safety for all road users. Other corridors, including Ocean Beach Drive and Terrigal Road, will support the 'core' bus services, while upgrades to Sparks Road, Avoca Drive and Scenic Drive will improve safety, capacity and freight access to key precincts.

**Rail system: Upgrade the Main North Rail Line and leverage potential high speed rail to improve passenger and freight access for the Central Coast.**

The Main North Rail Line provides an essential connection for passengers and freight through the Central Coast. However, it suffers from long journey times, capacity constraints and service provision that falls short of customer needs and expectations. Initiatives to improve rail services include short-term service adjustments that use existing line capacity, and longer-term infrastructure upgrades that will enable further enhancements to intercity services. Working with the High Speed Rail Authority, Transport will continue to progress planning for a step change in travel between the Central Coast, Sydney and Newcastle. A feasibility study of potential demand for an intermodal road-rail freight terminal will investigate options to introduce direct rail freight access on the Central Coast.

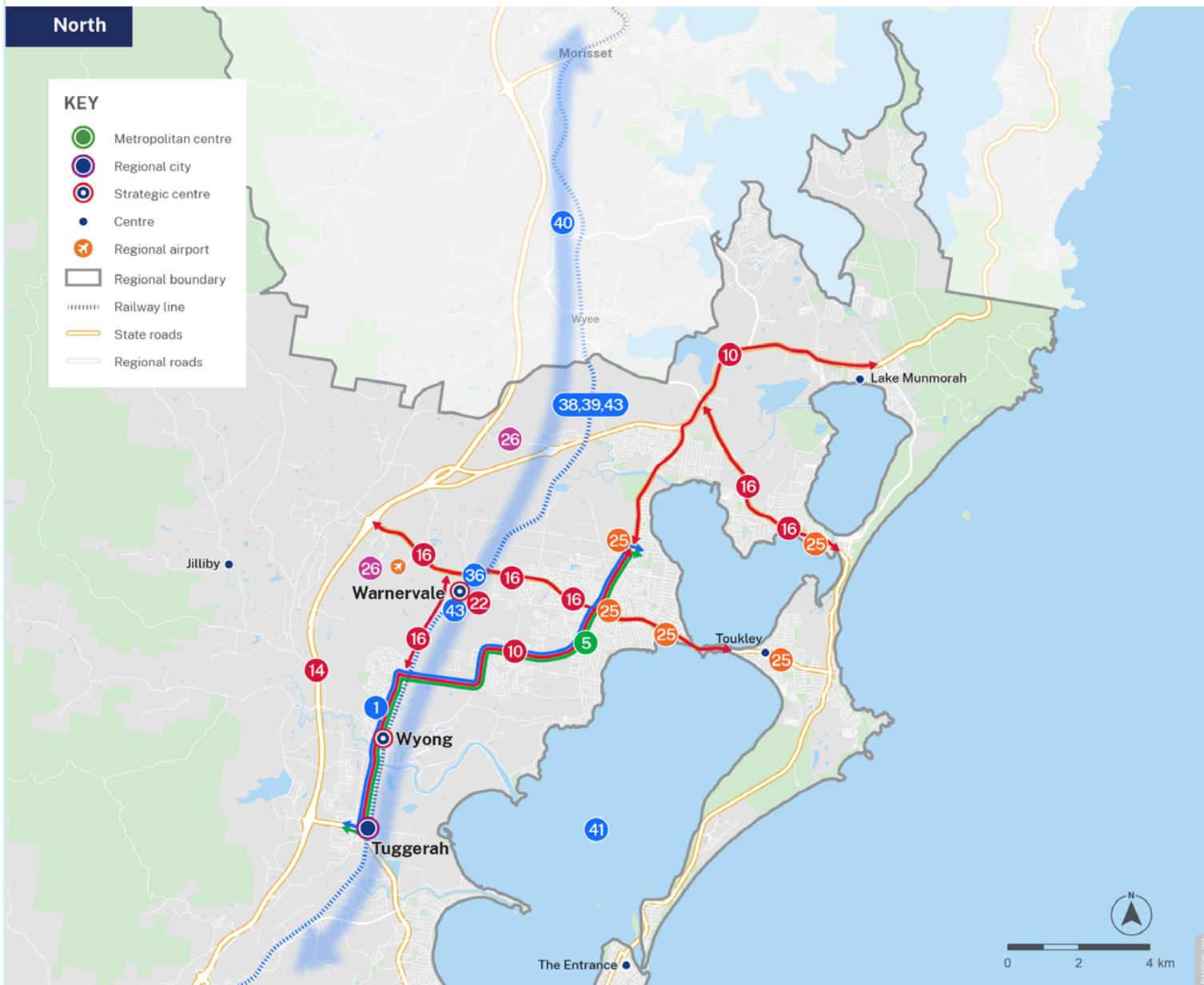




Aerial view of the Pacific Motorway (M1) and the 74m high twin cantilever Mooney Mooney Creek Bridge © Shutterstock.com

# 6.1 Initiatives

The Central Coast SRITP initiatives are presented in the maps in Figure 38 and Figure 39 and the following tables. Note that not all initiatives can be represented in the figures.



**Transport initiatives**

**Roads and multimodal corridors**

- 10** Pacific Highway upgrade multimodal corridor
- 14** M1 Pacific Motorway
- 16** Major road upgrades: Central Lakes
- 22** Investigate level crossings

**Public Transport**

- 1** Proposed 'Core' bus corridors
- 36** Station upgrades
- 38** Mariyung fleet deployment
- 39** Regional rail fleet deployment
- 40** High Speed Rail
- 41** Ferry Service Improvements
- 43** Main North Line capacity and reliability upgrades

**Active Transport**

- 5** Strategic cycleway corridors

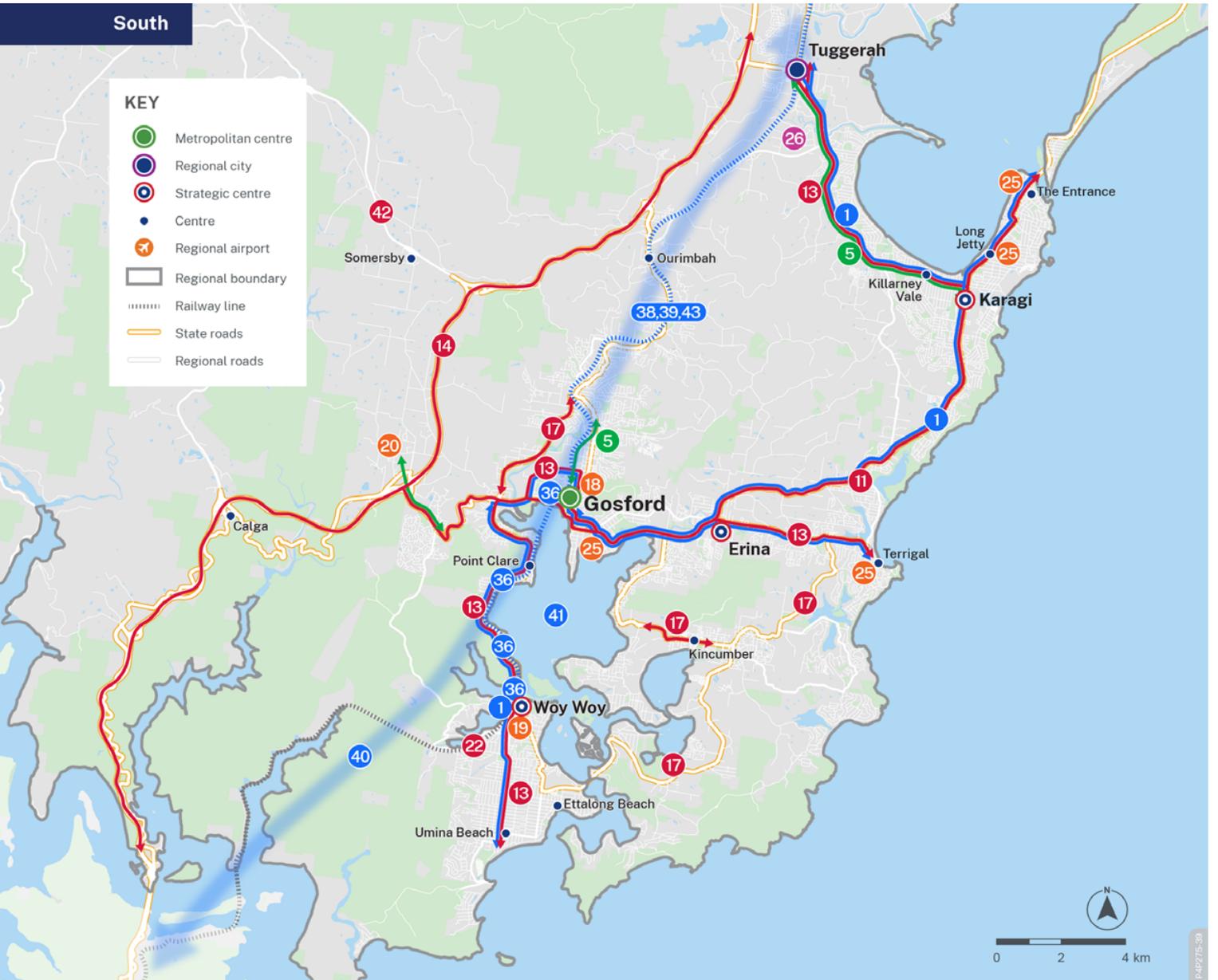
**Place-based initiatives**

- 25** Small town main street network upgrades

**Freight**

- 26** Investigate Central Coast Intermodal Freight Terminal

Figure 38. Central Coast SRITP initiatives map – North



**Transport initiatives**

**Roads and multimodal corridors**

- 11** Central Coast Highway multimodal corridor
- 13** Wyong Road, Terrigal Drive, Racecourse Road, Ocean Beach Road, Brisbane Waters Drive multimodal corridors
- 14** M1 Pacific Motorway
- 17** Major road upgrades for Narara area
- 22** Investigate level crossings
- 42** Road upgrades for Watagan area

**Public Transport**

- 1** Proposed 'Core' bus corridors
- 36** Station upgrades
- 38** Mariyung fleet deployment
- 39** Regional rail fleet deployment
- 40** High speed rail
- 41** Ferry Service Improvements
- 43** Main North Line capacity and reliability upgrades

**Active Transport**

- 5** Strategic cycleway corridors

**Place-based initiatives**

- 18** Gosford Central multimodal network upgrades
- 19** Woy Woy multimodal network upgrades
- 20** Somersby multimodal network upgrades
- 25** Small town main street network upgrades

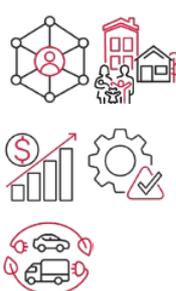
**Freight**

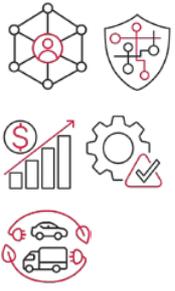
- 26** Investigate Central Coast Intermodal Freight Terminal

Figure 39. Central Coast SRITP initiatives map - South

## 6.2 Short-term and in-flight initiatives (0–5 year timeframe)

It should be noted that the use of the letter 'A' after a short-term initiative and a 'B' after a medium-term initiative indicate that two initiatives are linked, with further progression of a short-term initiative occurring in the medium-term.

#	Objective alignment	Draft initiative	Lead	Source
01		<p><b>Central Coast 'core' bus services:</b> Introduce a rapid, frequent 'core' bus service offering superior service levels and passenger experience throughout the day, connecting key centres and corridors on the Central Coast. This transformational initiative will support improved transport choice, access to centres and stations, and continued liveability and urban growth. This service is proposed to consist of four 'core' routes:</p> <ul style="list-style-type: none"> <li>• Umina–Woy Woy–Gosford–Erina–Terrigal</li> <li>• Gosford–Erina–Bateau Bay (Karagi)–The Entrance</li> <li>• Tuggerah–Bateau Bay (Karagi)</li> <li>• Tuggerah–Wyong–Lake Haven.</li> </ul>	Transport for NSW	Internal Transport investigation
02 A		<p><b>Central Coast 'core' bus infrastructure:</b> Develop a program of bus priority and bus stop improvements to support the proposed 'core' bus services, including along Ocean Beach Road, Racecourse Road, Mann Street, Central Coast Highway (Gosford to Erina) and Terrigal Drive. Refer to individual corridor initiatives for more detail.</p>	Transport for NSW	Internal Transport investigation
03 A		<p><b>Central Coast 'fundamental' local services and area-based local service reviews:</b> Undertake comprehensive area-based bus service reviews and upgrades throughout urban areas of the Central Coast, to improve public transport as a viable option for connectivity and access throughout the region. Initial focus areas will include the Woy Woy peninsula, Lake Munmorah, Catherine Hill Bay, Swansea, Blue Haven, Wyee, Summerland Point and Gwandalan. Different service levels could include options like fixed routes, special services such as for tourism, and on-demand solutions.</p>	Transport for NSW	Internal Transport investigation

#	Objective alignment	Draft initiative	Lead	Source
04		<p><b>Public transport for events and tourism:</b> Work with industry, Central Coast Council and other partners to provide public transport for events and tourist destinations supporting visitor experience and supporting the Central Coast visitor and tourist economy. This may include shuttles or on-demand bus services to access sporting events, cultural events, national parks, state conservation areas, as well as other visitor and tourist events and destinations.</p>	<p>Transport for NSW Council Operators</p>	<p>Internal Transport investigation</p>
05 A		<p><b>Central Coast strategic cycleway corridors (SCC):</b> Develop and implement the first tranche of a network of high-quality SCCs separated from vehicle traffic to broaden the attractiveness and improve safety of cycling for access to key centres, stations and corridors on the Central Coast, including connections to Gosford via Mann Street, Tuggerah via Wyong Road, and Wyong via the Pacific Highway.</p>	<p>Transport for NSW</p>	<p>Strategic Cycleway Corridors Program</p>
06 A		<p><b>Active transport, tourism and recreation:</b> Develop and implement walking and cycling trails, paths and programs to support tourism, the visitor economy and active recreation in the Central Coast region, such as walking and cycling events, the Magenta Shores Track (Toukley to The Entrance), and feasibility studies for the Swansea to Lake Munmorah connections.</p>	<p>Council</p>	<p>Regional &amp; Outer Metropolitan Cycling &amp; Micromobility Plan</p>
07		<p><b>Planning and designing with Country:</b> Engage and work with Aboriginal communities and the Darkinjung Local Aboriginal Land Council to embed Aboriginal outcomes in the planning, design, procurement and delivery of transport infrastructure and services across the Central Coast.</p>	<p>Transport for NSW</p>	<p>Internal Transport investigation</p>
08		<p><b>Acknowledgement of Country in transport projects:</b> Provide Acknowledgements of Country in transport projects or journeys that reflect Aboriginal heritage, cultural identification and storytelling across the region, for example, new signs and wayfinding that acknowledges and interprets Country along walking and cycling routes in the Central Coast.</p>	<p>Transport for NSW Council</p>	<p>Internal Transport investigation</p>

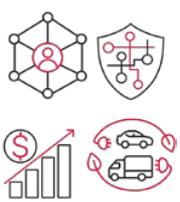
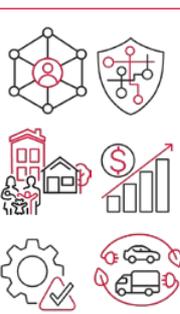
#	Objective alignment	Draft initiative	Lead	Source
09		<b>Assisting DLALC to unlock land release areas:</b> Work with the Darkinjung Local Aboriginal Land Council to progress housing and land development projects through improved road and transport access arrangements.	Transport for NSW Council DLALC	Internal Transport investigation
10		<b>Pacific Highway multimodal corridor upgrade:</b> Develop and implement a program of corridor upgrades including: bus priority for the proposed 'core' bus services; a new strategic cycleway corridor; freight considerations and improvements to safety, traffic signals and network performance between Wyong town centre and Lake Haven; safety and capacity upgrades between Lake Haven and San Remo; and intersection upgrades between San Remo and Lake Munmorah.	Transport for NSW	Greater Warnervale ITP  Strategic Cycleway Corridors Program  Lake Munmorah Structure Plan
11 A		<b>Central Coast Highway multimodal corridor upgrade:</b> Develop and commence implementation of a program of corridor upgrade improvements including: bus priority for the proposed 'core' bus services; improvements to safety and network performance between Gosford and The Entrance; and general network upgrades between the M1 Pacific Motorway and Gosford. Scope is to include bus priority lanes and bus stops to support the proposed 'core' bus services, major intersection upgrades, traffic signal reviews, address freight considerations and new footpaths, pedestrian crossings and cycling improvements across the corridor.	Transport for NSW	Internal Transport investigation
12 A		<b>Wyong Road multimodal corridor upgrade:</b> Develop and commence implementation of a program of corridor upgrade improvements including: bus priority for the proposed 'core' bus services; development of the strategic cycleway corridors; addressing freight considerations; and improvements to safety, traffic signals and network performance for Wyong Road between Tuggerah and The Entrance.	Transport for NSW	Internal Transport investigation

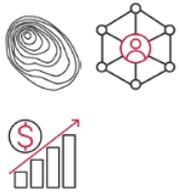
#	Objective alignment	Draft initiative	Lead	Source
13 A		<p><b>Other multimodal corridor upgrades:</b> Develop and commence implementation of a program of corridor upgrade improvements including bus priority for the proposed ‘core’ bus services, improvements to safety, traffic signals and performance, addressing freight considerations and improved conditions for walking and cycling for Terrigal Drive, Ocean Beach Road, Racecourse Road and Brisbane Water Drive.</p>	Transport for NSW	Internal Transport investigation
14 A		<p><b>M1 Pacific Motorway optimisation:</b> Develop and start implementation of a staged program to improve the use and asset optimisation of the M1 Pacific Motorway to support improved safety, efficiency and performance, including for freight and oversize/overmass loads. This will help improve the use of available capacity and improve access to future employment and growth areas on the Central Coast.</p>	Transport for NSW	Internal Transport investigation Tuggerah to Doyalson REF
15		<p><b>M1 Pacific Motorway rest stops:</b> Develop and deliver improved highway rest stops across the region to manage driver fatigue and freight operations, supporting the safe and efficient movement of heavy vehicles and other traffic.</p>	Transport for NSW	Heavy Vehicle Rest Stop Improvement Program
16 A		<p><b>Major road upgrades for the Central Lakes area:</b> Develop and start implementation of a staged program of corridor upgrades for improved safety, capacity, traffic signals and performance for the following corridors in the Central Lakes area: Scenic Drive between Ourringo Street and Walu Avenue (underway) and between Walu Avenue and Pacific Highway, Lake Munmorah Link Road, Sparks Road between Albert Warner Drive and the M1 Pacific Motorway, and the proposed Warnervale Link Road between the Pacific Highway and Sparks Road.</p>	Transport for NSW Council	Greater Warnervale ITP Budgewoi Place Plan

#	Objective alignment	Draft initiative	Lead	Source
17 A		<p><b>Major road upgrades for the Narara area:</b> Develop and commence implementation of a staged program of corridor upgrade improvements to support improvements to safety, traffic signals and performance for all users of the following corridors: Gosford Bypass Manns Road between Pacific Highway and Stockyard Place, the Empire Bay Drive and Wards Hill Road intersection, Avoca Drive between Boora Boora Road and Davistown Road, and the Scenic Highway and Charles Kay Drive intersection.</p>	Transport for NSW	Mt Penang Integrated Transport Plan  Internal Transport investigation
18 A		<p><b>Gosford central multimodal network upgrades:</b> Develop and implement a comprehensive, multimodal and staged network development strategy for the Gosford central area to improve the multimodal transport network and place outcomes. The initiative will consider long-term future proofing and includes the reconfiguration of Mann Street to support proposed bus services, freight considerations, traffic signal reviews, the Wyoming to Gosford strategic cycleway corridor, longer-term options for the Etna Street bridge and new footpaths, pedestrian crossings and cycling improvements.</p>	Transport for NSW	Internal Transport investigation
19 A		<p><b>Woy Woy multimodal network upgrades:</b> Prepare a multimodal network development strategy for the Woy Woy central area to improve multimodal transport network and place outcomes. The initiative includes bus priority options to support the proposed Umina–Woy Woy–Gosford ‘core’ bus route, bus priority improvements for Railway Street, traffic signal reviews and integration of future cycle corridors to access Woy Woy town centre and station.</p>	Transport for NSW Council	Internal Transport investigation

#	Objective alignment	Draft initiative	Lead	Source
20		<p><b>Somersby precinct network upgrades:</b> Develop and commence implementation of a package of network upgrades serving employment growth and improved wider network access for the Somersby precinct, including:</p> <ul style="list-style-type: none"> <li>• the Festival Drive extension</li> <li>• the Somersby to Kariong cycleway and shared-use path link</li> <li>• intersection upgrades including on the Central Coast Highway, Wisemans Ferry Road and Kangoo Road; and new footpaths, pedestrian crossings and cycling improvements.</li> </ul>	Transport for NSW Council	Internal Transport investigation
21		<p><b>Terrigal multimodal network upgrades:</b> Prepare and implement a comprehensive strategy to improve multimodal network and place outcomes for Terrigal Esplanade and central area including pedestrian and cycling improvements and bus priority, traffic signal reviews, freight considerations and terminus options for the proposed Terrigal–Erina–Gosford ‘core’ bus route.</p>	Transport for NSW Council	Internal Transport investigation
22 A		<p><b>Level crossing safety improvements:</b> Investigate addressing safety issues at existing rail level crossings through improved management of conflicts and grade separation at Rawson Road, Woy Woy and Warnervale Road, Warnervale, including addressing the design interface with potential future station upgrades. This could include further studies or business cases.</p>	Transport for NSW Council	Internal Transport investigation
23		<p><b>Customer journey resilience plan:</b> Prepare and implement a customer journey resilience plan to improve information sharing and real-time responses to major network incidents on the Central Coast.</p>	Transport for NSW	Internal Transport investigation

#	Objective alignment	Draft initiative	Lead	Source
24		<b>Parking and kerbside management:</b> Work with Central Coast Council to better manage and consolidate car parking around centres, stations and other high demand areas, including the introduction of paid, timed and restricted parking, as well as smart parking management systems to increase the efficiency of parking and road space use. This initiative will support the local economy and place making in centres.	Council	Internal Transport investigation
25		<b>Smaller town main street network and place improvements:</b> Carry out a series of local area integrated network and place making strategies to identify ways to address movement and place conflicts in centres with competing demands on street-based activity centre environments, including at Toukley, East Gosford, Long Jetty and The Entrance, the Kanwal/Wyong Hospital precinct, Lake Haven and Gorokan. This initiative supports pedestrian, cycling and other road user safety, the local economy and place making outcomes.	Transport for NSW Council	Internal Transport investigation
26		<b>Investigate demand for a Central Coast intermodal freight terminal:</b> Prepare a feasibility study to establish the demand for a rail-road intermodal freight terminal on the Central Coast. The terminal would support local industry and reduce freight costs and the impact of road freight in and out of the Central Coast. Includes assessment of suitable sites at Bushells Ridge, Warnervale Airport, or the Tuggerah-Fountaindale manufacturing precinct.	Transport for NSW	Internal Transport investigation
27		<b>Road safety behaviour change:</b> Partner with Central Coast Council and the NSW Police Force to deliver road safety programs that aim to reduce road trauma by deterring unsafe behaviours across the road network and support police compliance activities.	Transport for NSW Council NSW Police Force	Internal Transport investigation

#	Objective alignment	Draft initiative	Lead	Source
28 A		<p><b>Active transport local network improvements for 15-minute neighbourhoods:</b> Deliver improvements to local walking and cycling networks throughout the region for access to local destinations, for example, at Budgewoi (Scenic Drive, \$6 million funded), to stations and other public transport interchanges, at local centres, and to schools and other education destinations. This initiative supports increased uptake of walking and cycling for everyday local trips.</p>	Transport for NSW Council	Active Transport Strategy
29		<p><b>Active transport bicycle parking at stations and interchanges:</b> Expand, modernise and improve the efficient use of bicycle parking and end-of-trip facilities at stations and major bus interchanges on the Central Coast, including upgrades to bicycle secure storage facilities, to support increased uptake of cycling as part of longer distance journeys.</p>	Transport for NSW	Internal Transport investigation
30		<p><b>Active transport behaviour change:</b> Develop and implement behaviour change programs, events and activities to support and encourage greater uptake of walking and cycling on the Central Coast. Initiatives may include learn-to-ride programs, walking school buses, 'bike kitchens' and promotion of running or cycling events. This initiative aims to increase the popularity, competence and familiarity with walking and cycling for Central Coast communities.</p>	Council	Internal Transport investigation
31		<p><b>Central Coast shared micro-mobility:</b> Enable and support the implementation of shared micro-mobility across the region to improve transport choice and reduce car dependence on the Central Coast.</p>	Council	Internal Transport investigation
32		<p><b>Central Coast bus improvements and interchange upgrades:</b> Develop and implement improvements to bus interchanges to improve the passenger experience, access, and system operations, as well as support introducing the proposed 'core' bus services. This may include improved shelter, seating, lighting and information for passengers, reconfigured layout to accommodate bus routing or service levels changes, and improved passenger and pedestrian access at interchanges.</p>	Transport for NSW	Internal Transport investigation

#	Objective alignment	Draft initiative	Lead	Source
33		<p><b>Aboriginal community transport services and programs:</b> Develop and deliver community transport and other programs to support Aboriginal community access to health, employment, education and places of significance, co-designed and partnered with ACCOS, including the LALC and Aboriginal medical services. This initiative aims to reduce transport disadvantage and improve access to services for Aboriginal communities.</p>	Transport for NSW Council	Internal Transport investigation
34		<p><b>Aboriginal staff in frontline service roles:</b> Promote an increased number of Aboriginal staff in frontline transport service roles, such as bus drivers and station staff, to address staff shortages, improve Aboriginal employment outcomes and reduce the lack of perceived safety experienced by some Aboriginal transport users.</p>	Transport for NSW Operators	Internal Transport investigation
35		<p><b>Rail service adjustments:</b> Review and improve passenger rail services on the Main North Rail Line, leveraging the new fleet and making better use of existing line capacity. Service changes to be explored include introducing more consistent seven-day service patterns optimised to the Mariyung fleet's capabilities and focusing on servicing inter-regional and local travel into Sydney, Gosford and Newcastle.</p>	Transport for NSW	Internal Transport investigation
36 A		<p><b>Train station upgrades:</b> Develop and implement station precinct masterplans and station upgrades to improve passenger access and experience, operational performance, and land use and transport integration, including at Tascott, Gosford, Warnervale and Woy Woy, and consideration of new stations to improve rail system access for existing and future residential areas.</p>	Transport for NSW	Internal Transport investigation
37		<p><b>Train station commuter car parking:</b> Continue to improve provision of car parking at smaller and less activated stations, including deployment of integrated payment and ticketing options to optimise use of car parks to support longer distance journeys.</p>	Transport for NSW	Internal Transport investigation

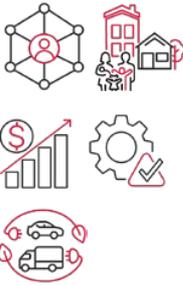
#	Objective alignment	Draft initiative	Lead	Source
38		<b>Mariyung intercity fleet:</b> Complete deployment of the new intercity Mariyung train fleet on the Central Coast and Newcastle line.	Sydney Trains	Sydney Trains public announcements
39		<b>Regional rail fleet:</b> Deploy the new regional rail fleet on the North Coast Line to improve passenger experience and take-up of regional train travel through the Central Coast.	Transport for NSW	Transport for NSW public announcements
40 A		<b>High speed rail:</b> Work with the High Speed Rail Authority to plan and progress a future high speed rail system between Sydney, the Central Coast and Newcastle, including planning to preserve land and corridors to develop a future high speed rail system. This initiative aims to improve the viability of public transport as an attractive choice for longer distance journeys along the corridor and to support regional development outcomes on the Central Coast.	HSRA Transport for NSW	HSRA public announcements

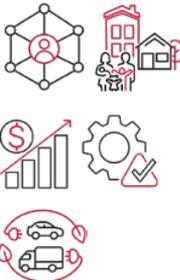


## 6.3 Medium-term initiatives (5–10 year timeframe)

#	Objective alignment	Draft initiative	Lead	Source
02 B		<b>Central Coast ‘core’ bus infrastructure:</b> Continue implementation of a program of bus priority and bus stop improvements to support the proposed ‘core’ bus services, including on Brisbane Water Drive, Pacific Highway, Wyong Road and the Central Coast Highway (Erina to the Entrance). Refer to individual corridor initiatives for more detail.	Transport for NSW	Internal Transport investigation
03 B		<b>Central Coast ‘fundamental’ local services and area-based local service reviews:</b> Continue to implement comprehensive area-based bus service reviews and service upgrades throughout urban areas of the Central Coast to improve public transport as a viable option for connectivity and access throughout the region.	Transport for NSW	Internal Transport investigation
05 B		<b>Central Coast strategic cycleway corridors (SCC):</b> Continue implementing a network of high-quality SCCs separated from vehicle traffic to broaden the attractiveness and improve the safety of cycling for access to key centres and corridors on the Central Coast, including connections to Gosford, Tuggerah, and Wyong.	Transport for NSW	Strategic Cycleway Corridors Program
06 B		<b>Active transport for tourism and recreation:</b> Continue implementing walking and cycling trails, paths, and programs to support tourism, the visitor economy, and active recreation in the Central Coast region.	Council	Regional & Outer Metropolitan Cycling & Micromobility Plan
11 B		<b>Central Coast Highway multimodal corridor upgrade:</b> Continue implementation of a program of corridor upgrade improvements to support bus priority for the proposed ‘core’ bus services, improvements to safety for all road users, traffic signals, freight considerations and network performance for the Central Coast Highway.	Transport for NSW	Internal Transport investigation
12 B		<b>Wyong Road multimodal corridor upgrade:</b> Continue implementing a corridor upgrade improvement program to support bus priority for the proposed ‘core’ bus services, develop strategic cycleway corridors, address freight considerations and improve safety, traffic signals and network performance for all road users.	Transport for NSW	Internal Transport investigation

#	Objective alignment	Draft initiative	Lead	Source
13 B		<b>Other multimodal corridor upgrades:</b> Continue implementation of a corridor upgrade improvement program to support bus priority for the remaining proposed 'core' bus services and improve safety, traffic signals and performance, address freight considerations and improved conditions for walking and cycling for Terrigal Drive, Ocean Beach Road, Racecourse Road and Brisbane Water Drive.	Transport for NSW	Internal Transport investigation
14 B		<b>M1 Pacific Motorway optimisation:</b> Continue implementation of a staged program to improve the utilisation and asset optimisation of the M1 Pacific Motorway, including investigation of rest areas, freight and extensive load upgrades, ways to improve efficiency and utilisation of available capacity, and improved access to future growth employment and growth areas on the Central Coast.	Transport for NSW	Internal Transport investigation Tuggerah to Doyalson REF
16 B		<b>Major road upgrades for Central Lakes area:</b> Continue implementation of a staged program of corridor upgrade improvements to support improvements to safety, traffic signals and performance for all road users for the following corridors in the Central Lakes area: Scenic Drive between Walu Avenue and Pacific Highway, Lake Munmorah Link Road, Sparks Road between Albert Warner Drive and the M1 Pacific Motorway, and the proposed Warnervale Link Road between the Pacific Highway and Sparks Road.	Transport for NSW Council	Greater Warnervale ITP Budgewoi Place Plan
17 B		<b>Major road upgrades for Narara area:</b> Continue implementing a corridor upgrade program to support improvements to safety, traffic signals and performance for all users.	Transport for NSW	Mt Penang Integrated Transport Plan Internal Transport investigation
18 B		<b>Gosford central multimodal network upgrades:</b> Continue implementing a comprehensive, multimodal, and staged network development strategy for the Gosford central area to improve multimodal transport network, traffic signals and place outcomes for all road users, including freight considerations.	Transport for NSW	Internal Transport investigation

#	Objective alignment	Draft initiative	Lead	Source
19 B		<b>Woy Woy multimodal network upgrades:</b> Continue implementing a multimodal network development strategy for the Woy Woy central area to improve the multimodal transport network, traffic signals and place outcomes for all road users, including freight considerations.	Transport for NSW Council	Internal Transport investigation
22 B		<b>Investigate level crossing safety improvements:</b> Continue to investigate addressing safety issues at existing rail level crossings at Rawson Road and Warnervale Road through improved management of conflicts and grade separation.	Transport for NSW Council	Internal Transport investigation
28 B		<b>Active transport local network improvements for 15-minute neighbourhoods:</b> Continue to deliver improvements to local walking and cycling networks throughout the region for access to local destinations, to stations and other public transport interchanges, at local centres, and to schools and other education destinations. This initiative supports increased uptake of walking and cycling for everyday local trips.	Council	Active Transport Strategy
36 B		<b>Train station upgrades:</b> Continue implementation of station precinct masterplans and upgrades to improve passenger access and experience, operational performance, land use, and transport integration.	Transport for NSW	Internal Transport investigation
40 B		<b>High speed rail:</b> Continue to work with the High Speed Rail Authority as project development continues. This initiative aims to improve the viability of public transport as an attractive choice for longer distance journeys along the corridor and to support regional development outcomes on the Central Coast.	Transport for NSW HSRA	HSRA Public Announcements

#	Objective alignment	Draft initiative	Lead	Source
41		<p><b>Central Coast ferry service improvements:</b> Investigate opportunities and feasibility for improvements and additions to ferry services in the Central Coast, including ferries to Gosford and potential longer-term opportunities for service improvements to Woy Woy, Tuggerah Lake and Budgewoi Lake, and between Ettalong and Palm Beach.</p>	<p>Transport for NSW Council Operators</p>	<p>Internal Transport investigation</p>
42		<p><b>Road safety upgrades for Watagan area:</b> Develop and implement a staged program of corridor upgrade improvements to support improvements to safety and performance for regional roads west of the M1 Pacific Motorway, including a focus on George Downes Drive and Peats Ridge Road.</p>	<p>Transport for NSW Council</p>	<p>Internal Transport investigation</p>
43		<p><b>Main North Rail Line capacity and reliability enhancements:</b> In the medium-term and long-term, deliver localised capacity and accessibility enhancements on the Main North Rail Line within and outside the Central Coast region to enable greater passenger and freight service capacity, flexibility and reliability and to enable service patterns to support inter-city and local travel, for example, freight passing loops, signalling improvements and platform upgrades.</p>	<p>Transport for NSW</p>	<p>Internal Transport investigation</p>
44		<p><b>Central Coast bus improvements serving new and local populations:</b> Develop and implement bus improvements to areas of new population and employment growth and other under-served areas, including regular fixed route or on-demand services where suitable. Areas of focus include the Somersby and Warnervale growth areas, and the Watagan district, which has low existing public transport connectivity.</p>	<p>Transport for NSW</p>	<p>Internal Transport investigation</p>

## 6.4 Statewide Initiatives

Statewide priorities for action will benefit our customers and communities across the Central Coast. Statewide initiatives will be delivered over the life of the plan.

#	Objective alignment	Initiative	Lead	Source
i		Work with industry and the public research sector to support the transition of the NSW bus fleet to 100 per cent zero emission buses by 2040 for Outer Metropolitan regions and by 2047 for Regional NSW.	Transport for NSW	Zero Emission Buses Transition Plan
ii		Deliver on the four priority safety areas of the Maritime Safety Plan to guide the delivery of actions to work towards zero fatalities and serious injuries on NSW waterways by 2056, including reducing conflicts between recreational watercraft and access to ports.	Transport for NSW	Maritime Safety Plan 2056
iii		Real time travel information across the state.	Transport for NSW	Transport Connected Buses Program
iv		Work with industry to increase the number of electric vehicle charging stations within regional areas to reduce the need for the community to purchase long range vehicles.	Transport for NSW EV Industry	Internal Transport investigations
v		Establish an integrated ticketing solution to provide a consistent public transport payment system across the region. This is likely to require a statewide approach for an integrated system.	Transport for NSW	Internal Transport investigations
vi		Implement consistent ways of communicating the status of network disruptions during major events and natural disasters, including real time journey information relating to disruptions.	Transport for NSW	Internal Transport Investigations Customer Coordination Centre State Disaster Mitigation Plan 2024–2026 Customer Journey Resilience Plans
vii		Partner with freight companies to support increased uptake of low-emissions freight vehicles.	Transport for NSW Freight Industry	Towards Net Zero Emissions Freight Policy

#	Objective alignment	Initiative	Lead	Source
viii		Support opportunities for Aboriginal organisations to have access, management and use of culturally significant lands and waterways and ensure that transport projects have considered access to cultural sites and lands, for example, provision for cultural burns along transport corridors.	Transport for NSW Councils In consultation with Aboriginal stakeholders and community, Local Aboriginal Land Councils	Internal Transport Investigations
ix		Partner with Councils and the NSW Police Force to deliver road safety programs that aim to reduce road trauma by deterring unsafe behaviours across the road network and support police compliance activities.	Transport for NSW Councils NSW Police Force	2026 Road Safety Action Plan – Towards Zero
x	 	Undertake speed zone reviews and apply safer speed zone settings following the principles and guidance in the NSW Speed Zoning Standard, including for suitable local streets and state road and highway networks, to improve road safety and conditions for walking and cycling on local streets.	Councils Transport for NSW	NSW Speed Zoning Standard Movement and Place Framework
xi		Identify and address safety issues at existing private and public at-grade rail level crossings through improved management of conflict with pedestrian and motor vehicles.	Transport for NSW Rail operators	Internal Transport Investigations Stakeholder engagement
xii	 	Work with Councils and State Agencies to improve the perception and safety of people walking, cycling and using public transport, particularly for women, girls and gender diverse people. This includes lighting and visibility improvements, infrastructure improvements, amenity at bus stops and train stations, and activating places to extend the time people spend in a place across different times of the day.	Councils Transport for NSW Other NSW Government agencies	Transport Safer Cities Survey Report July 2023 Stakeholder engagement

## 6.4 Longer-term outcomes

The longer-term outcomes or responses identify how Transport can address the challenge for the Central Coast region through policy implementation, service delivery, or infrastructure.

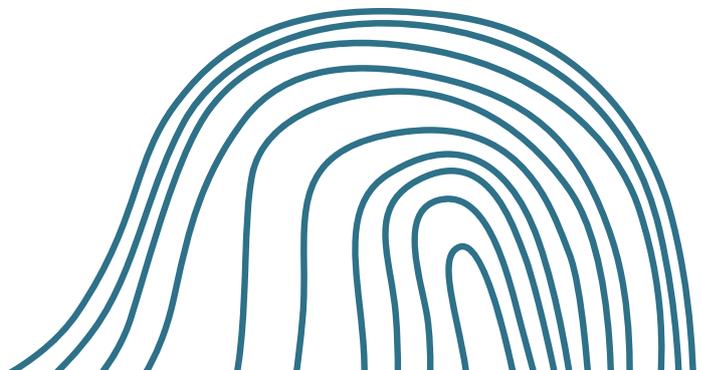
Triggers could lead to a change in priorities for the longer term or reprioritise an initiative to bring it forward in time.

Challenge	Longer-term outcomes	How we make it happen	Trigger that would change priority
<p><b>Starting with Country</b></p>  <p>All investment in the transport network, services, policy and technology takes a Country-centred approach</p>	<p>Embedding planning with Country practices at every stage of planning, development and delivery to result in Country-centred design.</p>	<p><b>Policy</b></p> <ul style="list-style-type: none"> <li>• Deliver regional Aboriginal transport data through open-source dashboard sharing</li> <li>• Increase the number of Aboriginal businesses on approved prequalified panels and schemes.</li> </ul> <p><b>Services</b></p> <ul style="list-style-type: none"> <li>• Improve access to education, health, employment and cultural places for Aboriginal communities.</li> </ul>	
<p><b>Access to transport for all</b></p>  <p>A transport network that provides a range of travel choices to all people living, working in or visiting the Central Coast region</p>	<p>Transport disadvantage is reduced across the entire Central Coast region and people are able to access their regular destinations with a variety of transport choices for all trips purposes.</p> <p>Public transport and active transport are seen as a safe, reliable and convenient transport option for most journeys within as well as outside the region.</p> <p>A significant long-term reduction in private vehicle dependency.</p>	<p><b>Policy</b></p> <ul style="list-style-type: none"> <li>• Use the Road User Space Allocation Policy to prioritise more sustainable travel modes.</li> </ul> <p><b>Services</b></p> <ul style="list-style-type: none"> <li>• Better bus and coach services connecting to education and health throughout the Central Coast Region</li> <li>• Services that support housing development.</li> </ul> <p><b>Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Connected active transport network throughout the Central Coast Region.</li> </ul>	<ul style="list-style-type: none"> <li>• New schools</li> <li>• New Health services</li> <li>• Development of future housing growth areas</li> <li>• Project work for a high speed rail is announced.</li> </ul>

Challenge	Longer-term outcomes	How we make it happen	Trigger that would change priority
<p><b>Well-located housing and successful places</b></p>  <p>Support the delivery of well-located housing and successful places through sustainable transport options to address growth in the Central Coast</p>	<p>An integrated public transport network to achieve a 30-minute city through:</p> <ul style="list-style-type: none"> <li>• frequent and reliable public transport services to access health, education, employment and tourism locations</li> <li>• deliver a connected active transport and micromobility network</li> <li>• first and last-mile freight access.</li> </ul>	<p><b>Services</b></p> <ul style="list-style-type: none"> <li>• Better bus services supporting university travel</li> <li>• Increase bus and rail services across the day and week</li> <li>• Ensure that vehicle travel is stabilised in the Central Coast region and that there is sufficient capacity to support travel demand for all trip purposes.</li> </ul> <p><b>Roads infrastructure</b></p> <ul style="list-style-type: none"> <li>• Local connections as part of the development</li> <li>• Connections to the critical road corridors</li> <li>• Network capacity monitoring as a result of growth</li> <li>• Local cycleways and footpaths to support short trips sustainably.</li> </ul> <p><b>Public transport infrastructure</b></p> <ul style="list-style-type: none"> <li>• Additional stations</li> <li>• Bus priority measures</li> <li>• Train station, bus stop, light rail stop and ferry wharf upgrades, including accessibility, information and corridor crossings.</li> </ul>	<ul style="list-style-type: none"> <li>• A rapid uptake of midrise housing around train stations.</li> </ul>

Challenge	Longer-term outcomes	How we make it happen	Trigger that would change priority
<p><b>A thriving and diversifying economy</b></p>  <p>An efficient transport network to support a diversifying and growing economy, including tourism and freight movement</p>	<ul style="list-style-type: none"> <li>Improved road and rail freight network efficiency to support and enable economic growth</li> <li>Safe, productive and sustainable freight through good planning, which incorporates freight movements in and between places.</li> </ul>	<p><b>Policy</b></p> <ul style="list-style-type: none"> <li>Support more efficient and safer freight vehicles</li> <li>Support the decarbonisation of freight</li> <li>Improve freight accessibility (vehicle type and access)</li> <li>Support agribusiness</li> <li>Deliver the Heavy Vehicle Access Policy 2024, enabling high-productivity vehicles on critical freight corridors across the Central Coast region, ensuring connectivity to points of economic purposes, such as former power plants.</li> </ul> <p><b>Infrastructure</b></p> <ul style="list-style-type: none"> <li>Infrastructure that enables the diversifying and growing demand for freight and heavy vehicle rest areas</li> <li>Protect land for future freight corridors</li> <li>Increase network access for high-productivity vehicles</li> <li>Network and structure improvements to support this.</li> </ul>	<p>Repurposing of power plants.</p>
<p><b>A thriving and diversifying economy</b></p>  <p>An efficient transport network to support a diversifying and growing economy, including tourism and freight movement</p>	<p>Transport networks connect visitor and tourism destinations, including:</p> <ul style="list-style-type: none"> <li>transport that responds to seasonal demands</li> <li>services and infrastructure that improve the uptake of public transport.</li> </ul>	<p><b>Services</b></p> <ul style="list-style-type: none"> <li>Bus connections to support tourism workers to workplaces across the Central Coast region.</li> </ul> <p><b>Infrastructure</b></p> <ul style="list-style-type: none"> <li>Continue to implement bus priority measures on key corridors</li> <li>Train station, bus stop, and ferry wharf upgrades, including accessibility and information about accessing the tourism area</li> <li>Consider vehicles suitable for the needs of tourists, including luggage.</li> </ul>	<ul style="list-style-type: none"> <li>Planning advances faster than anticipated</li> <li>Project work for a high speed rail is announced.</li> </ul>

Challenge	Longer-term outcomes	How we make it happen	Trigger that would change priority
<p><b>A safe transport network</b></p>  <p>Reduce fatal and serious injuries on the transport network and address safety concerns for public transport passengers</p>	<p>Safer roads, transport and waterways:</p> <ul style="list-style-type: none"> <li>• Reduced road and waterway trauma</li> <li>• Safer level crossings</li> <li>• Improved safety for vulnerable users</li> <li>• Improved personal safety and security for transport users</li> <li>• Improved perceived personal safety for transport users</li> <li>• Safer, more sustainable access to transport networks for safe and productive movement of goods.</li> </ul>	<p><b>Policy</b></p> <ul style="list-style-type: none"> <li>• Safer vehicles</li> <li>• Safer drivers</li> <li>• Lower speed limits in targeted locations</li> <li>• Public transport station/stop location activation (passive surveillance/activity).</li> </ul> <p><b>Services</b></p> <ul style="list-style-type: none"> <li>• Onboard surveillance and safety</li> <li>• Infrastructure</li> <li>• Rail level crossing safety improvements</li> <li>• Road safety network improvements</li> <li>• Train station and bus stop lighting.</li> </ul>	<ul style="list-style-type: none"> <li>• Changes to crash patterns</li> <li>• New crash clusters</li> <li>• New personal safety clusters.</li> </ul>
<p><b>Resilient networks</b></p>  <p>Reduce the impact of network shocks and stresses to service interruptions and proactively plan for future impacts</p>	<p>Maintaining and improving transport networks in a changing climate:</p> <ul style="list-style-type: none"> <li>• Continuous improvement of asset management processes</li> <li>• Journey reliability in response to external events.</li> </ul>	<p><b>Policy</b></p> <ul style="list-style-type: none"> <li>• Continually review asset management processes</li> <li>• Asset problem identification and response procedures</li> <li>• Community information about asset practices.</li> </ul> <p><b>Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Infrastructure is designed for a changed climate, and more extreme weather and temperatures</li> <li>• Resilience (alternative routes/paths) is a determinant in prioritising delivery programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Extreme weather events occur more frequently than forecast and require a reprioritisation of response.</li> </ul>



Challenge	Longer-term outcomes	How we make it happen	Trigger that would change priority
<p><b>Net Zero emissions</b></p>  <p>Contribute to achieving the emissions reductions targets as outlined in the Net Zero and Climate Change Policy</p>	<ul style="list-style-type: none"> <li>• 100% renewable energy for all operational electricity for the rail, light rail, and metro train network by 2025</li> <li>• 50% of Transport's light rail passenger vehicle fleet procurement transitioning to all-electric by 2026</li> <li>• 100% of Transport's light passenger vehicle fleet procurement transitioning to all-electric by 2030</li> <li>• 65% reduction in Transport's operational emissions by 2030 (compared to 2018-19)</li> <li>• Net zero in Transport's operational and fleet emissions by 2035</li> <li>• Fossil fuel-free Transport construction and maintenance by 2040</li> <li>• Net zero in Transport's annual embodied emissions by 2045</li> <li>• Net zero in transport sector emissions by 2050</li> <li>• Net negative transport sector emissions by 2060</li> <li>• Achieving net zero emissions will also lead to cleaner, quieter and more liveable neighbourhoods, healthier communities and a more resilient transport system.</li> </ul>	<p><b>Policy</b></p> <ul style="list-style-type: none"> <li>• Support freight industry's moves to decarbonise</li> <li>• Infrastructure</li> <li>• Support EV charging infrastructure delivery</li> <li>• Support Hunter-Central Coast REZ</li> <li>• Transition NSW public transport fleet to zero emissions (including zero emission bus fleet roll out)</li> <li>• Transition Transport for NSW vehicle fleet to zero emissions.</li> </ul>	<p>Faster uptake of electric vehicles:</p> <ul style="list-style-type: none"> <li>• cars</li> <li>• buses</li> <li>• trucks.</li> </ul>



Hydrogen bus trial, Central Coast © DCCEEW

# 07

## Next steps and implementation



## 7.1 Community engagement and Plan finalisation



Transport wants to hear from communities, stakeholders, businesses and transport operators who live, work or travel through the Central Coast region. What we hear during engagement will influence the final Plan content. The final list of initiatives will be refined and further developed to ensure that what is shown in the Plan can be delivered in the timeframes we are working towards. If necessary, additional funding will be sought as part of Plan finalisation.

## 7.2 Plan governance



Establishing a transport vision for Central Coast and identifying priority actions to deliver the vision are the first steps in the planning process.

Transport for NSW is responsible for the implementation and ongoing management of the final Plan, with collaborative partnerships established for those initiatives that require support and input from key stakeholders like local government, relevant government agencies, and industry and community representatives.

## 7.3 Progress reporting



The final Plan will be a 'living' document to be continually updated as the area changes, technology evolves, legislation adjusts and new opportunities emerge. Transport for NSW will provide status updates on the initiatives every 12 months and undertake a review of the final Plan every five years to ensure the long-term outcomes are realised.

The refresh will consider progress on the initiatives, as well as identify potential new initiatives and consider triggers that may be necessary to respond to future user needs, emerging technologies, changing land uses, or new service and infrastructure commitments proposed over the next five years. The refresh will also provide an opportunity to review progress towards the long-term outcomes.

## 7.4 Funding and delivery



The Draft Plan comprises a total of 50 initiatives. While some initiatives are already in planning, new initiatives will require further investigation to determine their feasibility.

Transport will work collaboratively with key stakeholders to identify opportunities to fund the initiatives outlined in the Draft Plan, including possible Australian Government and private sector financing. This includes ensuring private development and industry operations align with the long-term outcomes for Central Coast region.

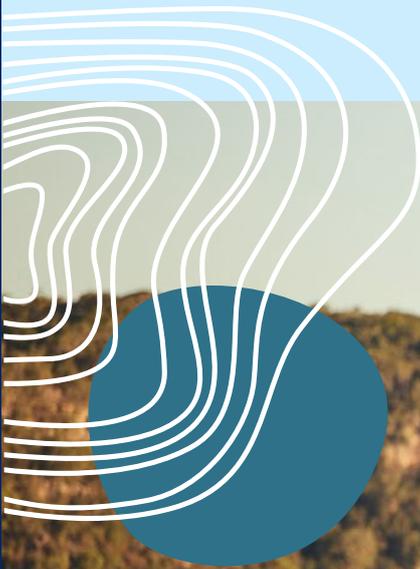
# 08

## Appendix

### Objectives and outcomes

The following tables include detail on the objectives for the Draft Central Coast Plan that address the characteristics of the Central Coast and define how the vision will be realised across the region.

The outcomes define what will be achieved if the objectives are met and the indicators define the metric for assessing success and prioritising initiatives and actions.



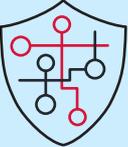
Couple enjoying a walk along Patonga Wharf, Patonga © Destination NSW

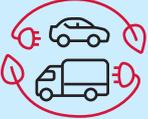
Objective	Outcomes	Measuring success
<p><b>Starting with Country</b></p>  <p>All investment in the transport network, services, policy and technology take a Country-centred approach</p>	<p>Aboriginal economic independence supported by Transport:</p> <ul style="list-style-type: none"> <li>• Increase opportunities for Aboriginal community-controlled organisations ownership, access, management and use of land and waterways</li> <li>• Increase the number of Aboriginal businesses on approved prequalified panels and schemes, delivering greater employment and business opportunities in communities to build a sustainable future</li> <li>• Achieve greater Aboriginal driver licence independence and support.</li> </ul> <p>Aboriginal people are connected safely to the economy and socially, through transport solutions:</p> <ul style="list-style-type: none"> <li>• Address Aboriginal road trauma incidents occurring on NSW roads and achieve safer transport outcomes for Aboriginal communities</li> <li>• Address both physical safety and psychosocial incidents occurring on public transport services, so Aboriginal people feel safe and inclusive when travelling.</li> </ul> <p>Transport drives transformative action to deliver systemic change:</p> <ul style="list-style-type: none"> <li>• Deliver regional Aboriginal transport data, to spotlight where Transport needs to be improved for our Aboriginal communities</li> <li>• Embed cultural awareness and inclusiveness training programs across our transport industry partners, in delivering lasting cultural change.</li> </ul> <p>Our community and Country are healthy and strong, through transport planning and place making:</p> <ul style="list-style-type: none"> <li>• Aboriginal outcomes are embedded within each SRITP, supported by flexible transport solutions that prioritise improved access to education, health, employment, and cultural places for Aboriginal communities.</li> </ul> <p>Embedding Aboriginal place making activities including cultural landscapes management, asset access parity, and all-encompassing transport asset Aboriginal branding that supports story telling across Transport projects.</p>	<ul style="list-style-type: none"> <li>➔ Engagement and partnership with Aboriginal community-controlled organisations and land councils</li> <li>➔ Aboriginal employment and Aboriginal businesses on approval prequalification panels and schemes</li> <li>➔ Aboriginal outcomes embedded into project initiatives as part of project scope and assessment</li> <li>➔ Number of Aboriginal place making activities</li> <li>➔ Aboriginal road trauma incidents</li> <li>➔ Improved transport accessibility for Aboriginal communities, particularly to employment, health and education facilities</li> <li>➔ Data sharing with Aboriginal communities</li> <li>➔ Inclusiveness training participation for Transport staff and industry partners</li> <li>➔ Aboriginal community sense of cultural identification and representation, inclusion and safety on the transport network</li> </ul>

Objective	Outcomes	Measuring success
<p data-bbox="135 197 336 259">Access to transport for all</p>  <p data-bbox="135 456 368 745">A transport network that provides a range of travel choices to all people living, working in or visiting the Central Coast region</p>	<p data-bbox="400 197 1027 371">Transport disadvantage is reduced across the entire Central Coast region and all people are able to seamlessly access their regular destinations with a variety of transport choices. Private vehicle dependency in the region is reduced.</p> <p data-bbox="400 396 1046 499">The transport system meets the needs of the region as it grows and changes, such as better meeting the needs of an ageing population.</p> <p data-bbox="400 524 1015 663">Public transport is seen as a frequent, fast and reliable choice for most journeys, including travel within, to and from the region. Services are more frequent and more reliable.</p> <p data-bbox="400 687 1018 826">Active transport infrastructure such as footpaths, shared paths and cycle lanes support the people of the Central Coast to walk and cycle safely and comfortably.</p>	<ul style="list-style-type: none"> <li data-bbox="1064 197 1406 226">➤ Public transport usage</li> <li data-bbox="1064 250 1469 389">➤ Public transport infrastructure and service growth, particularly in areas with population growth</li> <li data-bbox="1064 414 1449 553">➤ Frequency of services and services running during off-peak, weekend and night time</li> <li data-bbox="1064 577 1410 645">➤ Speed and reliability of public transport</li> <li data-bbox="1064 669 1469 772">➤ Number of people with low PTAL scores throughout the day</li> <li data-bbox="1064 797 1410 900">➤ Public and active transport investment in disadvantaged areas</li> <li data-bbox="1064 925 1418 992">➤ Public transport service to Centres</li> <li data-bbox="1064 1016 1406 1046">➤ Active transport usage</li> <li data-bbox="1064 1070 1442 1137">➤ Number of students using active transport to school</li> <li data-bbox="1064 1162 1378 1265">➤ Length of separated cycleways creating a strategic connection</li> <li data-bbox="1064 1290 1469 1458">➤ Shared paths and footpaths connecting residential areas and key attractors such as local centres, bus stops and public transport stops</li> </ul>



Objective	Outcomes	Measuring success
<p><b>Housing and successful places</b></p>  <p>Support the delivery of housing and successful places through sustainable transport options to address growth in the Central Coast</p>	<p>The transport network supports the Transport Oriented Development sites and people living and working in these areas have convenient and attractive transport options.</p> <p>Housing land and employment land in established areas, towns and villages are serviced by sustainable transport options including public transport, cycling and walking infrastructure with a resultant reduction in private vehicle use.</p> <p>Early provision of public transport and improvement to road network infrastructure that increases transport access to housing and employment land in regionally significant growth areas. Walking and cycling infrastructure is available from day one.</p> <p>Smaller town main streets which serve multiple purposes and have conflicts between movement and place are enhanced and more vibrant.</p>	<ul style="list-style-type: none"> <li>➤ Number of people with improved walking and cycling connections to urban centres</li> <li>➤ Number of people living within a 15-minute walk to a local centre or above</li> <li>➤ Traffic volumes in urban areas and regional centres [stabilise]</li> <li>➤ Vibrancy of Centres, public transport and road corridors</li> <li>➤ Number of new residents within 800 metres of frequent and convenient public transport services</li> <li>➤ Public and active transport usage in new growth areas and Transport Oriented Development (TOD) precincts</li> </ul>
<p><b>A thriving and diversifying economy</b></p>  <p>An efficient transport network to support a diversifying and growing economy, including tourism and freight movement</p>	<p>The transport network supports connectivity to international, national and state gateways. Transport monitors and plans for continuing growth in heavy and commercial vehicle movements required to support economic activity including the major movement corridors along the M1 Pacific Motorway, major arterial roads and the Main North Rail Line.</p> <p>Freight attractors and precincts have access to a competitive and efficient transport network. Freight corridors are protected and preserved for dedicated freight movements. Transport identifies existing non-compliant heavy vehicle rest stops, areas required for heavy vehicles, including oversize/overmass (OSOM) and higher productivity vehicles, to ensure adequate safe breaks as well as pinch points or constraints on the network for freight accessibility. Heavy vehicle operators are adequately satisfied with the network and rest stops are available. There is adequate capacity for all freight (including high capacity and OSOM) vehicles to traverse the network safely, efficiently and stop along their journey.</p> <p>Local jobs can be accessed via a variety of transport modes from across the region, particularly for employment precincts such as CBDs, hospitals, shopping centres and industrial areas. Transport supports the tourism industry with improved public and active transport connections for visitors and workers.</p>	<ul style="list-style-type: none"> <li>➤ Capacity for key freight road and rail corridors across the Central Coast</li> <li>➤ Length of state road available to Performance Based Standard (PBS) 2B vehicles</li> <li>➤ Speed, reliability and frequency of public transport to Sydney and Newcastle</li> <li>➤ Vibrancy and economic activity on main streets</li> <li>➤ Heavy vehicle rest areas sufficient to meet requirements</li> <li>➤ Public and active transport access to employment lands and centres</li> <li>➤ Public and active transport journey to work mode share</li> <li>➤ Multimodal access, including active and public transport, for travel to major events and tourist destinations</li> </ul>

Objective	Outcomes	Measuring success
<p><b>Safe transport network</b></p>  <p>Reduce fatal and serious injuries on the transport network and address safety concerns for public transport passengers</p>	<p>Existing high risk crash locations are treated. Consistent safety treatments are rolled out across the road network.</p> <p>Safer speeds on local and low-volume rural roads are set. People drive observing the speed limit on all roads.</p> <p>The risk posed by increasing heavy vehicles, particularly in urban areas, is managed and mitigated while intersections are made safer for all road users.</p> <p>Customer personal safety is improved on board public transport services.</p> <p>These changes result in a 50% reduction in fatalities and a 30% reduction in serious injuries by 2030. Zero road trauma is achieved on the road network by 2050 and zero trauma on waterways by 2056.</p>	<ul style="list-style-type: none"> <li>↘ Number of people killed and seriously injured in crashes in the Central Coast</li> <li>↘ Number of people killed and seriously injured in crashes involving vulnerable road users across the Central Coast region</li> <li>↘ Number of people killed on navigable waterways</li> <li>➔ AusRAP star rating on state roads</li> <li>➔ Perceived safety on public transport services</li> <li>➔ Public transport stops or stations with adequate lighting, wayfinding, and surveillance</li> <li>↘ Personal safety and crime incidents on public transport</li> </ul>
<p><b>Resilient networks</b></p>  <p>Reduce the impact of network shocks and stresses to service interruptions and proactively plan for future impacts</p>	<p>Time and cost exposure to shocks and stresses are identified on critical areas of the network.</p> <p>Vulnerability of the network is identified, and risk assessed. Transport identifies appropriate treatment on critical areas of the network. Transport network users know how to plan for shocks and stresses.</p> <p>Ageing infrastructure is managed and maintained to ensure reliable travel and access.</p>	<ul style="list-style-type: none"> <li>↘ Likelihood and duration of road and rail network closures and disruptions due to flood events</li> <li>↘ Likelihood and duration of road and rail network closures and disruptions due to bushfire events</li> <li>➔ Real time journey information is available and accessible</li> <li>➔ Reliability of rail freight</li> <li>➔ Reliability of passenger rail services</li> <li>↘ Number of public transport service disruptions</li> </ul>

Objective	Outcomes	Measuring success
<p><b>Net zero emissions</b></p>  <p>Contribute to achieving the emissions reductions targets as outlined in the Net Zero and Climate Change Policy</p>	<p>Alignment with the NSW Government Climate Change (Net Zero Future) Act<sup>88</sup> including:</p> <ul style="list-style-type: none"> <li>• 100% renewable energy for all operational electricity for the rail, light rail and metro train network by 2025</li> <li>• 50% of Transport’s light passenger vehicle fleet procurement transitioning to all-electric by 2026</li> <li>• 100% of Transport’s light passenger vehicle fleet procurement transitioning to all-electric by 2030</li> <li>• 65% reduction in Transport’s operational emissions by 2030 (compared to 2018–19)</li> <li>• Net zero in Transport’s operational and fleet emissions by 2035</li> <li>• Fossil fuel-free Transport construction and maintenance by 2040</li> <li>• Net zero in Transport’s annual embodied emissions by 2045</li> <li>• Net zero in transport sector emissions by 2050</li> <li>• Net negative transport sector emissions by 2060</li> <li>• Considering climate change risk in all our key, relevant decisions.</li> </ul> <p>Specifically for the Central Coast:</p> <ul style="list-style-type: none"> <li>• Reduction in transport sector emissions through increased uptake of low emissions travel modes: walking, cycling, e-bikes, shared/on-demand on direct, continuous, well-lit networks</li> <li>• Freight increasingly uses sustainable fuels such as battery electric and hydrogen</li> <li>• Rapid electrification of NSW regional private vehicle fleet with supporting infrastructure, for example the strategic regional EV charging network</li> <li>• Transport’s operational emissions are reduced through zero emission buses rollout and decarbonisation of other public transport such as ferries.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Number of zero emission buses serving the Central Coast</li> <li>➤ Public and active transport usage</li> <li>➤ Percentage of government fleet as EVs</li> <li>➤ Projects demonstrating carbon was a factor in options assessment</li> <li>➤ Emissions reduction per tonne kilometre per mode</li> <li>➤ Zero and low emission freight kilometres</li> <li>➤ Availability of EV charging infrastructure for public usage</li> <li>➤ Availability of EV charging infrastructure for freight</li> </ul>

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