

CHARLESTOWN TRANSPORT MANAGEMENT PLAN



Shaping the Future – Lake Mac’s Local Strategic Planning Statement aims to focus growth in the City’s economic centres to allow more people to live closer to the services and facilities they need.

Together with the Lake Mac Parking Strategy these plans aim to enhance the look and feel of places, and find a balance between parking and other modes of transport to improve accessibility of the City’s economic centres.











The Charlestown Transport Management Plan includes a range of actions that align with Lake Mac’s overarching strategies as well as future transport and mobility trends.

The actions in this plan aim to improve customer experiences associated with travelling to and within Charlestown, whether by bus, taxi/ ride share, walking, cycling or private vehicle.

This Plan will be implemented through the operational and capital works programs, and local development controls. Implementation will be monitored through the Integrated Planning and Reporting Framework.

CAR PARKING

Key

-  Proposed smart parking technology
-  LED parking sign (indicative location)
-  Car park (privately owned)
-  Car park (Council owned)
-  Proposed 1 hour parking area*^
-  Proposed 2 hour parking area*
-  Potential EV charge point
-  Kiss and ride zone
-  Pedestrian area
-  Potential loading area

*applicable to public parking areas only

^some 15 minute parking to be provided in select locations within 1 hour parking area












OBJECTIVE: TO MAKE BETTER USE OF THE EXISTING CAR PARKING SUPPLY

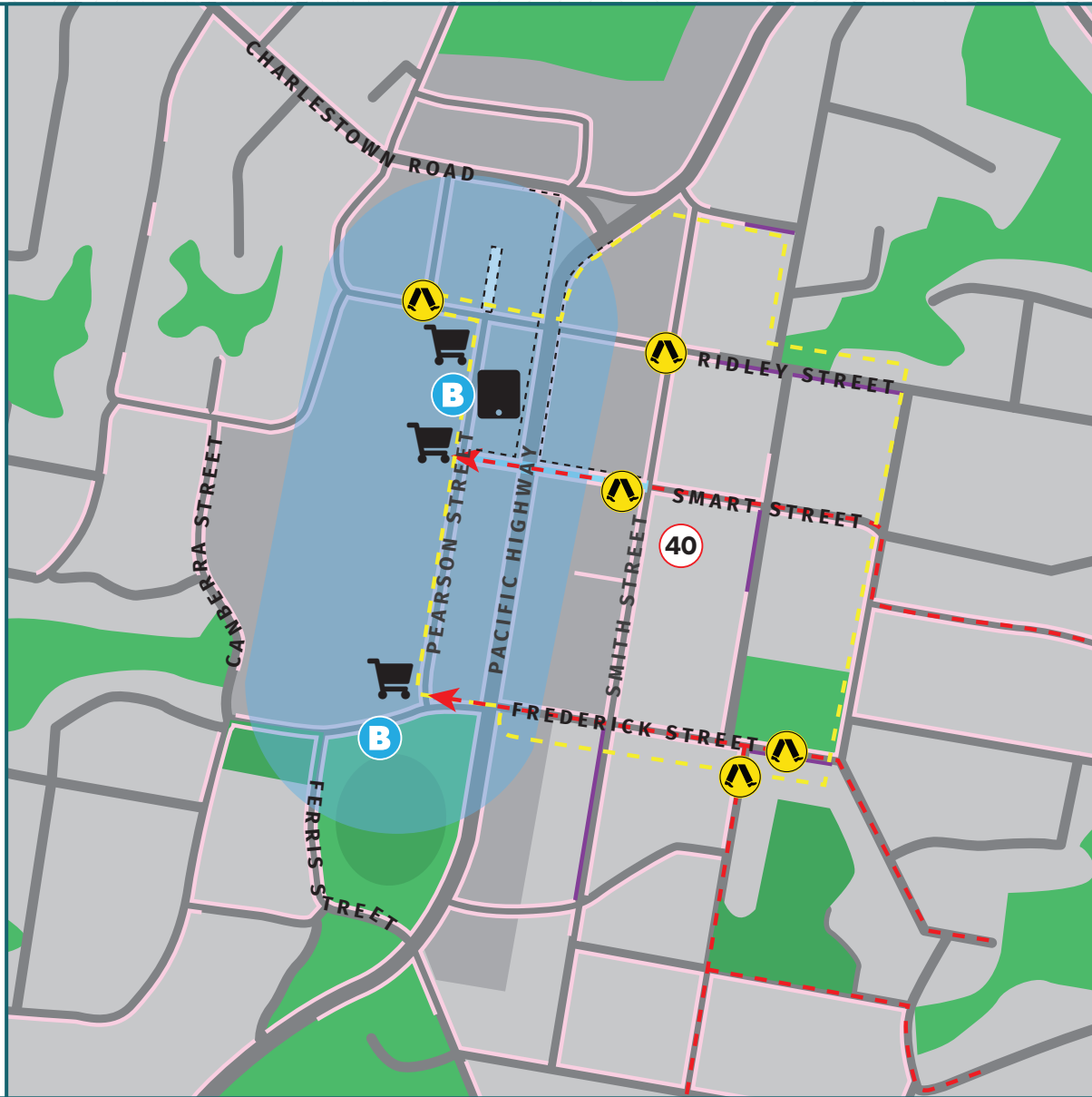
ACTIONS:

-  **Simplify parking restrictions by moving to an area-based approach**
-  Introduce line-marked on-street parking bays in areas of high demand for short-stay parking and line mark driveways in streets with high demand for long-stay parking
-  Install technology to **monitor timed public parking**
-  **Install electronic signage** indicating available car spaces in public car-parking areas and **explore opportunities** to include availability of spaces in major commercial parking areas
-  **Collect data** on parking occupancy rates (through a combination of fixed technology and surveys) **to inform future parking management**
-  **Provide information** on Council's website regarding parking restrictions and opportunities
-  Amend Charlestown Area Plan to **provide flexibility in parking requirements** where a car share scheme is proposed
-  Monitor need for additional **accessible parking opportunities**
-  Increase visibility of **Kiss and Ride zones** in Pearson Street using signage and road markings
-  Investigate potential for **EV charging infrastructure** within proposed angle-parking off Powell Street
-  Investigate potential for **loading zone** near intersection of Pacific Highway and Charlestown Road

PEDESTRIAN INFRASTRUCTURE AND PUBLIC TRANSPORT








Key

-  Proposed pedestrian crossing or refuge
-  Major bus stop
-  proposed electronic timetable
-  Retail centre main pedestrian entry
-  Proposed high pedestrian activity area/local traffic area
-  Bus interchange investigation area
-  Footpath (existing)
-  Footpath (proposed)
-  Priority cycle routes (further study required)
-  Priority streetscape improvement location



OBJECTIVE: TO IMPROVE ACCESSIBILITY AND PLACE AMENITY


ACTIONS:


-  Seek approval from Transport for NSW to **create a 40km/h High Pedestrian Activity Area and/or Local Traffic Area** (excluding Pacific Highway)
-  Design and program **raised pedestrian crossing** on Smith Street on southern leg of intersection with Ridley Street
-  Design and program **priority footpaths**
-  Design and program **pedestrian crossings or refuges** on southern and eastern legs of intersection of Dickinson Street with Frederick Street
-  Investigate **opportunities** to fund priority streetscape improvements
-  Install **electronic timetable display** at Pearson Street bus stops
-  Investigate **off-street bus interchange** and other **bus stop upgrades** as part of future Infrastructure Assets Strategy Programming

CYCLE INFRASTRUCTURE



Potential cycle connections

 Priority route for feasibility testing

 Other route for future investigation

OBJECTIVE: TO IMPROVE TRANSPORT CHOICE AND REDUCE CAR PARKING DEMAND

ACTIONS:

-  Undertake **route feasibility analysis** of **safe cycle connections** between Whitebridge and Charlestown (Frederick Street) and Kahibah and Charlestown (Smart Street), including links to Fernleigh track and **end-of-trip parking**
-  Investigate **additional identified routes** as part of future Infrastructure Assets Strategy Programming

