

Long Weekend – Coastie Carnie Family Fair Day
Peninsula Recreation Precinct, Sydney Avenue,
Umina Beach

Traffic Impact Assessment (TIA) – June 2026



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1. Introduction

This Traffic and Pedestrian Impact Assessment (TIA) has been prepared to support the Long Weekend – Coastie Carnie Family Fair Day, scheduled to take place on Sunday 1st October 2026 at the Peninsula Recreation Precinct, located on Sydney Avenue, Umina Beach.

The event is a well-established annual celebration held on the Sunday of the NSW October Long Weekend, aligning with the broader state tourism calendar. Since its inception in 2019, the event has operated safely and successfully each year, drawn thousands of attendees and maintaining a strong track record of community support and operational safety.

The event is classified as a Class 2 – Special Event under the NSW Guide to Traffic and Transport Management for Special Events, as it involves controlled access on a local road but does not require full closures or affect state arterial road

The report provides a detailed description of the event and its surrounding context,

- Traffic generation and intersection impact assessment,
- A review of parking availability and pedestrian safety,
- Consideration of emergency service access and traffic control measures.

The analysis draws on historical data from past event operations, stakeholder engagement, and site-specific knowledge to demonstrate that the event can proceed with minimal disruption, under a well-managed traffic and pedestrian control framework.

2 Event Description

This Long Weekend – Coastie Carnie Family Fair Day is a free, all-ages community celebration scheduled for 1 October 2026, from 10:00am to 5:00pm at the Peninsula Recreation Precinct, Sydney Avenue, Umina Beach.

The event footprint will occupy the southern side of Sydney Avenue only, ensuring attendees are not required to cross the road during the event. This represents a deliberate footprint reduction of approximately 35% compared to prior years, implemented to improve safety and address feedback from stakeholders. All access points, stalls, entertainment areas, and amenities will be located within this single park zone. (Refer to **Figure 2.1** for the proposed event site layout)

The event will feature:

- Market stalls including food / beverage vendors (approximately 100 stalls in total)
- Food vendors
- Live performances
- Community and partner stalls
- First aid and emergency response areas

The site will undergo bump-in beginning at 6:00am, with all infrastructure removed and the park cleared by 7:00pm. Vehicle access during bump-in and bump-out will be managed under a traffic control plan (TCP), with traffic controllers present.

The fair has operated successfully since 2019 and typically attracts a broad demographic of attendees, including families, local residents and tourists staying in the region. The estimated attendance in 2023 was approximately 9,500 people, with attendance levels varying in subsequent years based on the event program, operating arrangements and prevailing conditions. For the 2026 event, attendance is conservatively estimated at approximately 2,000 attendees spread across the full 7-hour duration for traffic assessment purposes.

Event operations are supported by a number of local stakeholders and partners, including:

- NRMA Ocean Beach Holiday Park
- Umina Surf Life Saving Club
- Ocean Beach Surf Club
- Club Umina / Diggers
- SES (State Emergency Service)

These partners support the event through cash, in-kind services, venue and visitor support, volunteer assistance and safety presence.



Figure 2-1: Event Site Layout

3 Site Context

The event site is located at the Peninsula Recreation Precinct, situated on the southern side of Sydney Avenue, Umina Beach, within the Central Coast LGA. The area is a well-established recreational hub, surrounded by open parkland, surf clubs, and community facilities.

The broader road network surrounding the site comprises a mix of local collector and residential streets, providing multiple access points to and from the precinct. Key roads within the immediate vicinity include:

- Sydney Avenue – a local two-way road consisting of a primary school with zero residences on the precinct side and approximately 17 residential addresses (to the Hobart Avenue intersection) on the other side. The road provides direct access to the event site and remains open to traffic during the event, with traffic control in place at entry points.
- Ocean Beach Road – a key north-south route connecting to West Street, linking the site with Umina town centre and Woy Woy Road.
- Melbourne Avenue – a local street running parallel to Sydney Avenue, comprising the Club Umina frontage, tennis and football club entry, and Umina Public School on the other side, with no residential dwellings.
- Carawa Street – hosts the Club Umina frontage and connects with Ocean Beach Road, providing overflow parking and pedestrian access to the site.
- Hobart Avenue – sitting three blocks behind, this is another supporting local street feeding into the residential grid west of the event area.
- Public Transport Access - Public transport access to the precinct is limited but functional. Bus services operate along Ocean Beach Road and West Street, linking the site with Woy Woy train station and surrounding suburbs. Additionally, attendees often arrive by bike, foot, ferry (stop in front of Diggers), or via nearby holiday parks, reducing reliance on car travel

These streets are capable of accommodating typical local traffic volumes and offer access to several off-street and on-street parking opportunities.

The location also benefits from multiple established pedestrian paths, wide verges, and open sightlines, which improve pedestrian safety and wayfinding throughout the event zone.

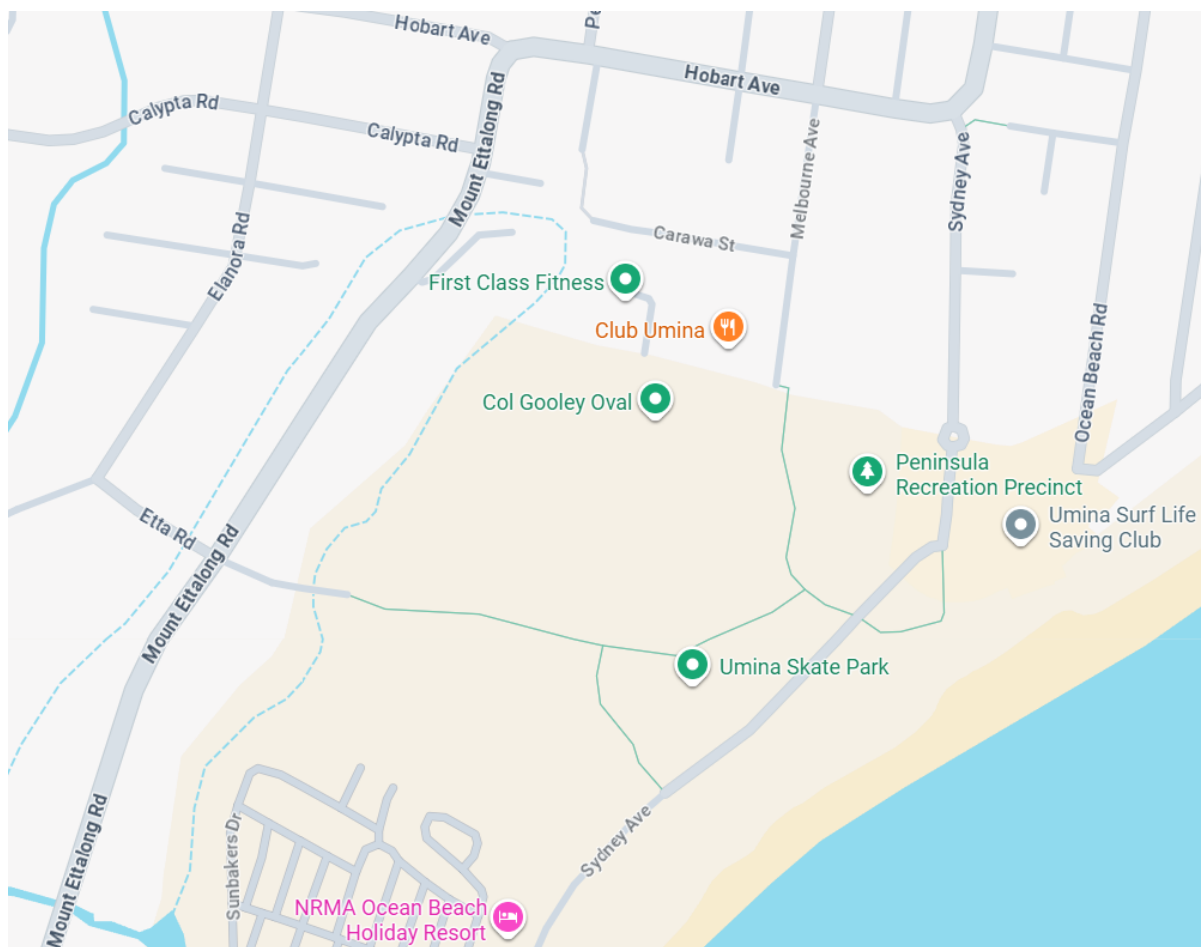


Figure 3-1: Local Context Map

4 Traffic Generation

As per data spanning for the last 7 years the Coastie Carnie Family Fair Day is not expected to generate significant volumes of vehicular traffic that would impact the operation of the surrounding road network. As a community-based event located within a recreational precinct, the majority of attendees arrive gradually throughout the day and by a range of transport modes.

4.1 Arrival Mode and Distribution

Based on previous years' observations and stakeholder feedback, attendees typically arrive by:

- Walking or cycling from nearby residential areas and holiday accommodations;
- Driving and parking at one of several nearby carparks or local streets;
- Public transport via bus services operating on Ocean Beach Road and West Street;
- A small proportion from the NRMA Ocean Beach Holiday Park, who access the event on foot.

This diverse arrival pattern helps disperse peak demand and avoids creating large vehicle queues or surges.

4.2 Estimated Attendance and Timings

In 2023, the event recorded a peak attendance of approximately 9,500 attendees. The 2024 and 2025 events were delivered under different event programs and operating arrangements. For the 2026 event, attendance is conservatively estimated at approximately 2,000 people, with numbers spread across the 7-hour duration (10:00am–5:00pm)

4.3 Vehicle Estimates

Based on historical arrival patterns and mode split, vehicle arrivals are expected to comprise less than 50% of total attendees. Assuming a conservative average vehicle occupancy of 2.5 persons per vehicle, the estimated number of event-related vehicles would range between 1,500 to 2,000 across the day.

When spread over 7 hours, this results in an average of approximately 140 to 180 vehicles per hour, well within the local network's capacity and below the SEPP (Transport and Infrastructure) 2021 threshold of 200 vehicles per hour at peak, which defines a "traffic-generating development.

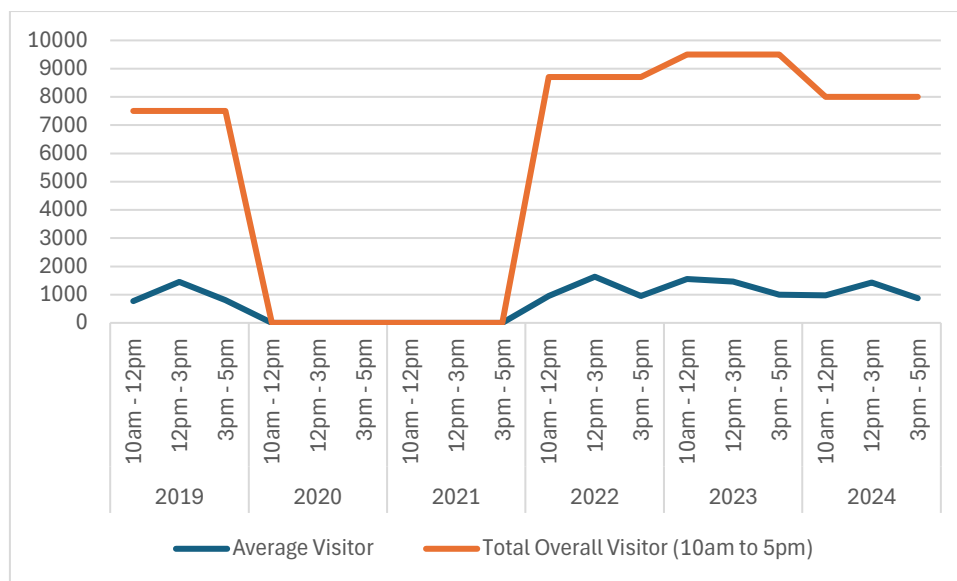


Figure 4-1: Hourly Attendance Profile (Average and Total)

5 Intersection Impact

Primary intersection of concern is Ocean Beach Road / Sydney Avenue / West Street, which connects the site to the broader Umina and Woy Woy area. This T-intersection functions as the main regional access point to the Peninsula Recreation Precinct and adjacent residential areas.

5.1 Observed Conditions

Based on historical event data and on-site experience since 2019, the intersection has not experienced any operational failures, congestion, or safety incidents during previous Coastie Carnie events. This is largely due to:

- The spread-out arrival and departure of attendees over a 7-hour period,
- The availability of multiple access streets surrounding the site,
- No full road closures or detours being implemented,
- Controlled access only on Sydney Avenue, with traffic controller supervision.

5.2 Council and Police Considerations

In response to 2025 Council feedback and consultation with NSW Police, particular attention is again given to the operation of this intersection during peak arrival periods. Event signage and Variable Message Sign (VMS) will be placed in advance of the intersection to guide traffic, while trained traffic controllers will supervise movement along Sydney Avenue.

There is no evidence that the event generates queuing or delays onto Ocean Beach Road or West Street. Most arrivals enter from multiple approach directions (Carawa Street, Hobart Avenue, Melbourne Avenue), further diffusing intersection load.

5.3 No Mitigation Required

Given the existing traffic volumes, the estimated vehicle arrivals remain well below the threshold that would require formal intersection capacity upgrades or diversion strategies. The event's Class 2 status confirms that no regional detours or road closures are proposed or required. As in previous years, real-time monitoring by traffic control personnel will allow immediate response should any localised congestion arise.

6 Traffic Management Strategy

Parking for the event will be accommodated through a mix of off-street and on-street public parking areas surrounding the Peninsula Recreation Precinct. The site benefits from a significant amount of existing parking infrastructure, and no temporary or shuttle parking is required.

6.1 Off-Street Parking Availability

The following dedicated carparks are located within 5–8 minutes walking distance of the event site:

- NRMA Ocean Beach Holiday Park – parking for guests, many of whom are event attendees
- Umina Surf Life Saving Club Carpark – primary event-side parking location and venue host
- Ocean Beach Surf Club Carpark – event partner and venue host
- Diggers – formal sponsor and venue host
- Club Umina
- Tennis Courts Carpark (in front of Club Umina) – additional carpark not listed in previous TMPs

These carparks have been used in previous years and have not recorded capacity issues. All are confirmed through event partnerships or usage history.

6.2 On-Street Parking Capacity

Surrounding residential streets offer additional parking, particularly along:

- Melbourne Avenue – supports double-sided parallel parking
- Carawa Street
- Hobart Avenue
- Sydney Avenue - Residential one side only, other side is school parking not utilised on weekends.
- Ocean Beach Road

These roads are generally wide, quiet, and have no time restrictions on weekends. The distributed nature of on-street parking further assists in managing vehicle arrival patterns and reduces congestion risk. (refer to **Figure 6.1** for the location of off-street and on-street parking areas surrounding the site)



Figure 6-1: Parking Location Map

6.3 Walking Distance & Catchment

All parking areas fall within 250–400 metres walking distance of the site. This is well within Austroads' recommended walking catchment of 400–500 metres for temporary events. Wayfinding signage will assist with directing attendees safely.

6.4 No Need for Satellite or Shuttle Parking

Given the availability of both off-street and on-street parking and the projected volume of vehicles, there is no requirement for remote shuttle services or satellite parking facilities. This has been tried in previous years with no traction or benefit. The traffic control team will monitor conditions and redirect traffic if any carparks reach temporary saturation.

7 Pedestrian Safety & Management

Pedestrian safety is a central consideration in the operation and design of the Coastie Carnie Family Fair Day. The event has been planned to avoid pedestrian-vehicle conflict, maintain safe access to and from the site, and eliminate the need for road crossings.

7.1 Contained Site Layout

Given In 2025, the event footprint had been intentionally reduced to occupy only the southern side of Sydney Avenue, eliminating the need for attendees to cross the road to access stalls or entertainment this will stand for 2026. This design choice was made in consultation with stakeholders to address prior concerns and reduce congestion risks.

The northern side of Sydney Avenue (waterfront side) will not be used during the event. This is a significant adjustment from past layouts and represents a 35% reduction in the overall event area. (Refer to **Figure 7.1** for the pedestrian movement plan and event footprint.)



Figure 7-1: Pedestrian Movement Plan and Event Footprint

7.2 Entry Management

Entry and exit points to the event site are clearly defined and controlled. Event staff and volunteers will monitor all entrances to maintain safe flow and respond to any issues. Wide grassed areas and footpaths support safe pedestrian movement within and around the site.

Wayfinding signage will be used at all primary approach routes and pedestrian entry points to guide movement from surrounding streets and carparks.

7.3 Dispersed Attendance

Given the length of the event (7 hours), pedestrian arrival and departure is naturally staggered, reducing peak demand and minimising crowding. Historical data supports that there is no concentrated surge during any single hour of the event.

No pedestrian spillover onto Sydney Avenue is anticipated, and the existing verge widths are sufficient to accommodate passing foot traffic if needed.

8 Emergency Service Access

Emergency services access has been carefully considered in the event layout and operations plan. The site configuration, open parkland, and road design allow for clear, unimpeded access to and from the site throughout the event duration.

8.1 Sydney Avenue Access

Sydney Avenue remains fully open to two-way traffic during the event. Traffic controllers will be stationed at entry points to assist with both general traffic and any emergency service vehicle movements. The site's southern frontage faces Sydney Avenue, providing multiple access points for:

- Ambulance and first aid responders
- Police or ranger attendance
- RFS or fire service vehicles if required

A designated emergency vehicle access bay will be established near the main event entry to ensure immediate access if needed.

8.2 Internal Event Layout

The event footprint has been designed with wide internal paths and open clearance zones to allow emergency vehicles to move through if required. Event staff are briefed to manage clearance procedures and ensure paths remain unobstructed.

Additionally, the exclusion of the northern (waterfront) side of Sydney Avenue allows for faster emergency navigation around the site and simplifies evacuation logistics.

8.3 Emergency Partnerships

The event has active support and collaboration from:

- NSW Police, who attended a 2025 pre-event site meeting, are present as community partners with 2 officers every year for photos, information and LGBTIQ GLOO visibility.
- SES and RFS host their stall annually with a strong presence since 2019, as do St John's with full medical support.
- RFS Patonga who host their stall and presence.
- Surf Life Saving Club, who support crowd safety along the coastal edges.

Worth noting SES are partners and host their stall annually with a strong presence since 2019.

As an added precaution, the event layout and traffic control strategy inherently address hostile vehicle risks. Controlled access to Sydney Avenue is managed by accredited traffic controllers at designated points, with all vehicle entries restricted during event hours. The site is fully fenced, and natural barriers such as stall layouts and static infrastructure along the event perimeter provide passive protection. No public vehicle access is permitted inside the event footprint, effectively mitigating unauthorised vehicle intrusion.

9 Traffic Management Measures

A Traffic Management Plan (TMP) has been prepared in parallel with this TIA to outline detailed operational controls for the event. As a Class 2 event, Coastie Carnie Family Fair Day is not expected to significantly impact the wider road network but still applies key safety measures to ensure smooth operation.

9.1 Traffic Control Plan (TCP)

A certified Traffic Control Plan (TCP) will be implemented in conjunction with this Traffic Impact Assessment and the broader Traffic Management Plan (TMP). This plan does not require a separate standalone document unless specifically requested by Council:

- Controlled access to Sydney Avenue
- Traffic controller locations at key entry/exit points
- Placement of Variable Message Signs (VMS) in the lead-up and on the day
- Management of bump-in and bump-out vehicle movement

Traffic controllers will be present from 6:00am to 7:00pm on event day to monitor live conditions and assist with safe access.

9.2 No Road Closure or Detours

No full road closures or detour routes will be required. The event does not disrupt through-traffic along Ocean Beach Road, West Street, or other nearby routes. This aligns with the requirements for Class 2 event status under the NSW Guide to Traffic and Transport Management for Special Events. certified event

9.3 VMS and Signage

Advance warning signs and VMS boards will be installed on:

- Ocean Beach Road / West Street Roundabout

These signs will notify road users of the event and help direct attendees to parking locations.

9.4 Monitoring and Flexibility

All traffic management measures are supported by experienced TCP contractors and overseen by the event operations team. Should temporary congestion occur, traffic personnel will be in place to:

- Redirect vehicles to alternate parking
- Maintain open emergency lanes
- Respond to police or council instructions if needed

No residual impacts to local traffic are anticipated following the event.

10 Conclusion

This Traffic and Pedestrian Impact Assessment has reviewed the operational, traffic, and safety implications associated with the Long Weekend – Coastie Carnie Family Fair Day to be held at the Peninsula Recreation Precinct, Sydney Avenue, Umina Beach.

The event is classified as a Class 2 – Special Event, involving localised traffic management without road closures or regional detours. Historical data, community familiarity, and the physical capacity of the surrounding network demonstrate that the event can proceed with minimal traffic impact.

Key findings of this report include:

- Attendee arrival is spread over a 7-hour period with no concentrated peak;
- Estimated vehicle volumes are well below traffic-generating thresholds;
- Parking is available across multiple formal and informal sites within walking distance;
- No intersections will be overloaded or disrupted;
- Pedestrian safety has been enhanced through footprint reduction and single-side park use;
- Emergency access remains unobstructed, with traffic controllers and partners in place.

The event has operated successfully since 2019 with no traffic or safety incidents, and the proposed traffic management measures continue to reflect best-practice planning.

This report supports the ongoing approval of the event and provides a robust evidence base for stakeholders and Council to assess the traffic and pedestrian implications of the 2026 event.