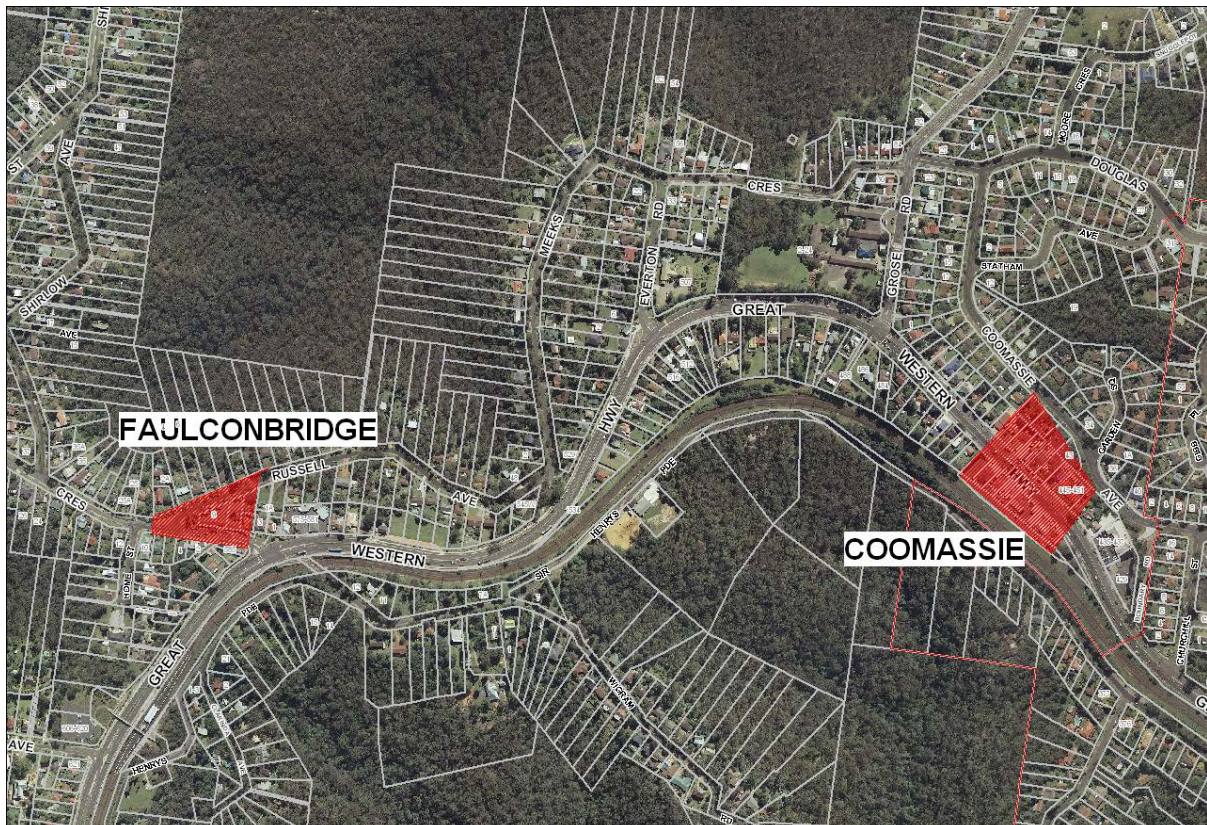


# FAULCONBRIDGE

## Description of the area surveyed

The Faulconbridge study area incorporates two separate commercial precincts approximately 1.2km apart. The Faulconbridge shops are focussed along St George Crescent and Russell Avenue, and to the east the Coomassie Shops are focussed along the Great Western Highway and Coomassie Avenue. The Great Western Highway bisects the Coomassie retail precinct with limited pedestrian access between the north and south shops and no direct vehicular access.



**Fig. 1: Faulconbridge Study Area**

## Summary of parking in Faulconbridge

Faulconbridge shops provide limited retail facilities. There are several businesses and services operating from the shops or adjacent dwellings. The demand for parking at this location is relatively low.

The Coomassie shops provide limited retail facilities for local residents and passers-by. Coomassie shops are one of the few shopping precincts with a frontage to, and visibility from, the highway. Similar to the Faulconbridge shops, there are several businesses operating from adjacent dwellings.

## Adjoining and adjacent land uses

Land surrounding the Faulconbridge shops is predominantly residential. There is a service station to the east on the highway and small businesses operate from the buildings between the shops and the service station.

Residential land uses surround the Coomassie shops to the north, west and east and the western railway line is on the southern boundary. There are several small businesses that operate out of some adjacent dwellings.

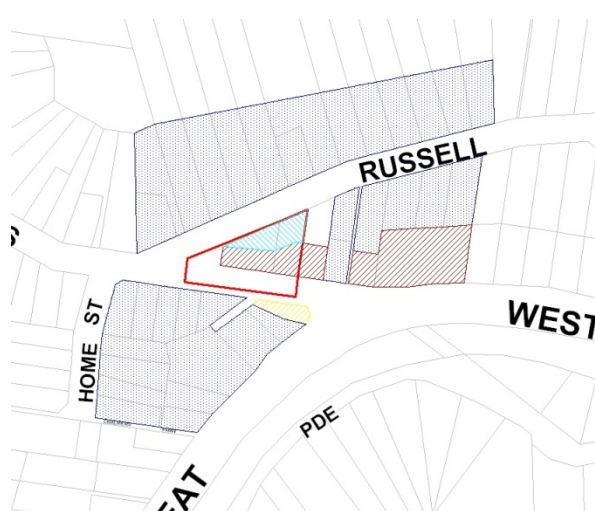


Fig. 2: Faulconbridge Study Area Land Uses

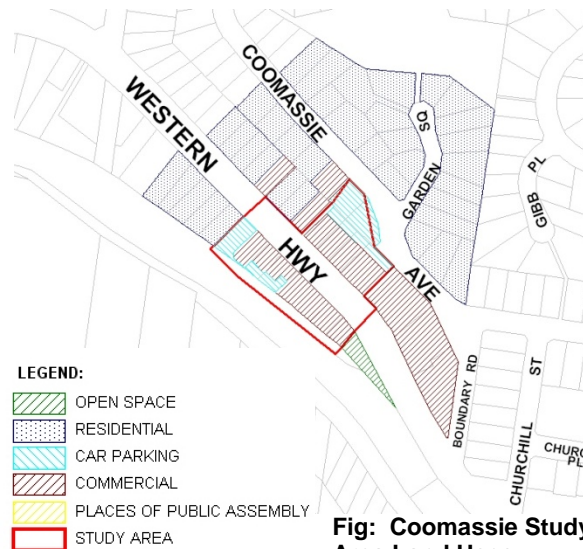


Fig: Coomassie Study Area Land Uses

### Characteristics

- Off street parking  
Off-street parking is available in each of the centres surveyed. Parking is available at the rear of the shops, with some of the shops presenting a front to the car parking area.
  - Restrictions  
There are no timed parking restrictions.
  - Accessible spaces  
There is 1 off-street accessible space provided at Coomassie.
- On-street parking
  - Restrictions  
There is on-street parking at each of the centres surveyed, along St George Crescent and Russell Ave in Faulconbridge, with time restrictions applying in St George Crescent only.  
  
There is on-street parking on both the west and east bound lanes of the highway adjacent to the Coomassie shops. For west bound motorists there are a limited number of parking spaces with a 15 minute time restriction. For east bound motorists there is parking available to the west of the shops with no time restrictions.
  - Accessible spaces
    - There are two on-street accessible spaces in Faulconbridge, one on St Georges Crescent and one on the Great Western Highway towards the Coomassie shops.



- Bus, train and taxi services

There are regular trains linking Faulconbridge with the Sydney metropolitan area and west to Katoomba and Lithgow. Faulconbridge train station is not wheelchair accessible. A bus service links Faulconbridge with Springwood and Katoomba and centres between as well as Penrith.

- Bike Path/Shared paths

The Blue Mountains Bike Plan has identified Routes L7, L7b, L7 Ext West and Rec 3. Regional route is located along the Great Western Highway.

## Links

- Roads

Coomassie Ave is accessed via Churchill St off the Great Western Highway or from Grose Rd. Coomassie Shops carpark area/lane can be accessed from the GWH from both ends by vehicles heading west. The Coomassie Shops carpark cannot be accessed by vehicles heading east. For vehicles heading east the most efficient options to access Coomassie Shops carpark is to turn into and out of Churchill St back onto the highway in the opposite direction.

- Footpaths

There is a paved footpath along both sides of the highway from west of the Faulconbridge shops to the Coomassie shops and further east to the Springwood shops. There are unpaved footpaths on the local roads adjacent to the shopping areas.

There are no traffic lights or pedestrian crossings between the north and south sides of the Coomassie shops however there is a pedestrian refuge in the centre of the highway, giving the pedestrian staged access between the two sections.



Fig. 3: Faulconbridge Study Area Links

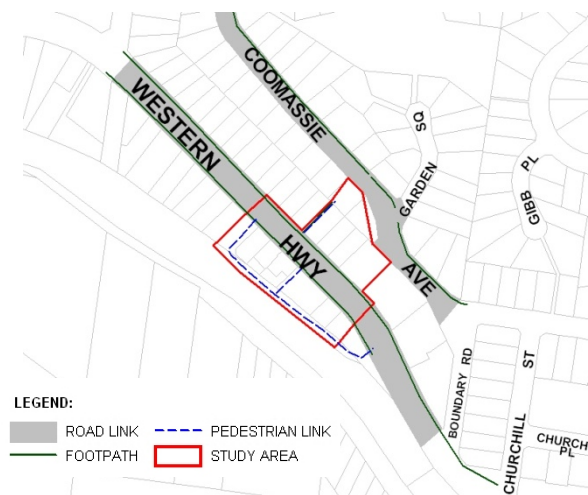


Fig: Coomassie Study Area Links

Safety & security

- Lighting  
There are street lights along all public roads with the private car parks not as well lit.
- Vegetation  
The car park off Coomassie Street has extensive planting of shrubs and trees along its northern boundary with Coomassie Street however the car parking is a large open space where internal visibility is good.

Signage

- Directional  
There is no signage directing the public to the Falconbridge shops from the highway however there is a sign directing west bound motorists to the car park on the southern side of the shops at Coomassie.
- Parking restrictions  
The parking restriction signs are generally in good repair.

Community Demographics

In 2016 Falconbridge had a population of 4,041 residents which is an increase of 39 persons from 2011. There were 1,565 dwellings, an increase of 9 from 2011. The average household size is 2.71 persons which remain steady from 2011 where it was 2.72. In 2016, the population density in Falconbridge was 2.69 persons per hectare.

In 2016, 93% of households in Falconbridge had access to one or more motor vehicles.

Forecast i.d.<sup>1</sup> estimate that the population of Falconbridge will decrease by almost 2% by 2036.

In 2011, 1329 people travelled to work by private vehicle and 275 people used public transport for some or all their journey to work. There were 34 people who rode a bicycle or walked to work. Since 2006 there has been an increase in the number of Falconbridge residents who use private vehicles to travel to work and a decrease in the number of residents who use public transport for some or all their journey to work.

Capacity

The demand for car parking is considerably less than the supply of spaces, as evidenced by the low average occupancy and relatively low maximum occupancy.

Projections

The demand for car parking is not likely to change in the foreseeable future at either Falconbridge or Coomassie.

Tourist Bus Parking

There is currently no demand for dedicated tourist bus parking.

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<sup>1</sup> i.d. community 2017. Blue Mountains City Council Population Forecast, Forecast i.d. <http://forecast.id.com.au/blue-mountains>

### Conclusion

The Faulconbridge shops have a very low demand for parking as the services and businesses either serve the local community or they are businesses which do not rely on a passing trade.

Coomassie shops are bisected by the highway therefore making movement, whether by vehicle or foot, not easy between the northern and southern side shops. The shops on the northern side tend to serve the local community, similar to the Faulconbridge shops where customers can easily access the shops by walking or driving. Shops on the southern side of the highway provide services and facilities which rely on motorists passing on the highway. Parking is available on the highway for both east and west bound traffic and there is rear of shop parking available to both areas. However, the parking off Coomassie Street is not signposted nor is it visible or directly accessed from the highway.

### Recommendations

No specific recommendations.

## Faulconbridge Data and Analysis

### FAULCONBRIDGE TOWN CENTRE



#### Number of vehicles parked-weekdays

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
St Georges Terrace	11	6	52%	7	64%	+12%	7/64%
Russell Ave car park	30	14	47%	11	37%	-10%	20/67%
Total	41	20	49%	18	44%	-5%	

#### Faulconbridge Commuter parking

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
Commuter car park total	48	26	55%	19	40%	-15%	33/67%

**Note for all tables:** Occupancy data and percentages are rounded to nearest whole number. Where percentage occupancy is shown to be over 100% it is because additional vehicles were parked illegally.



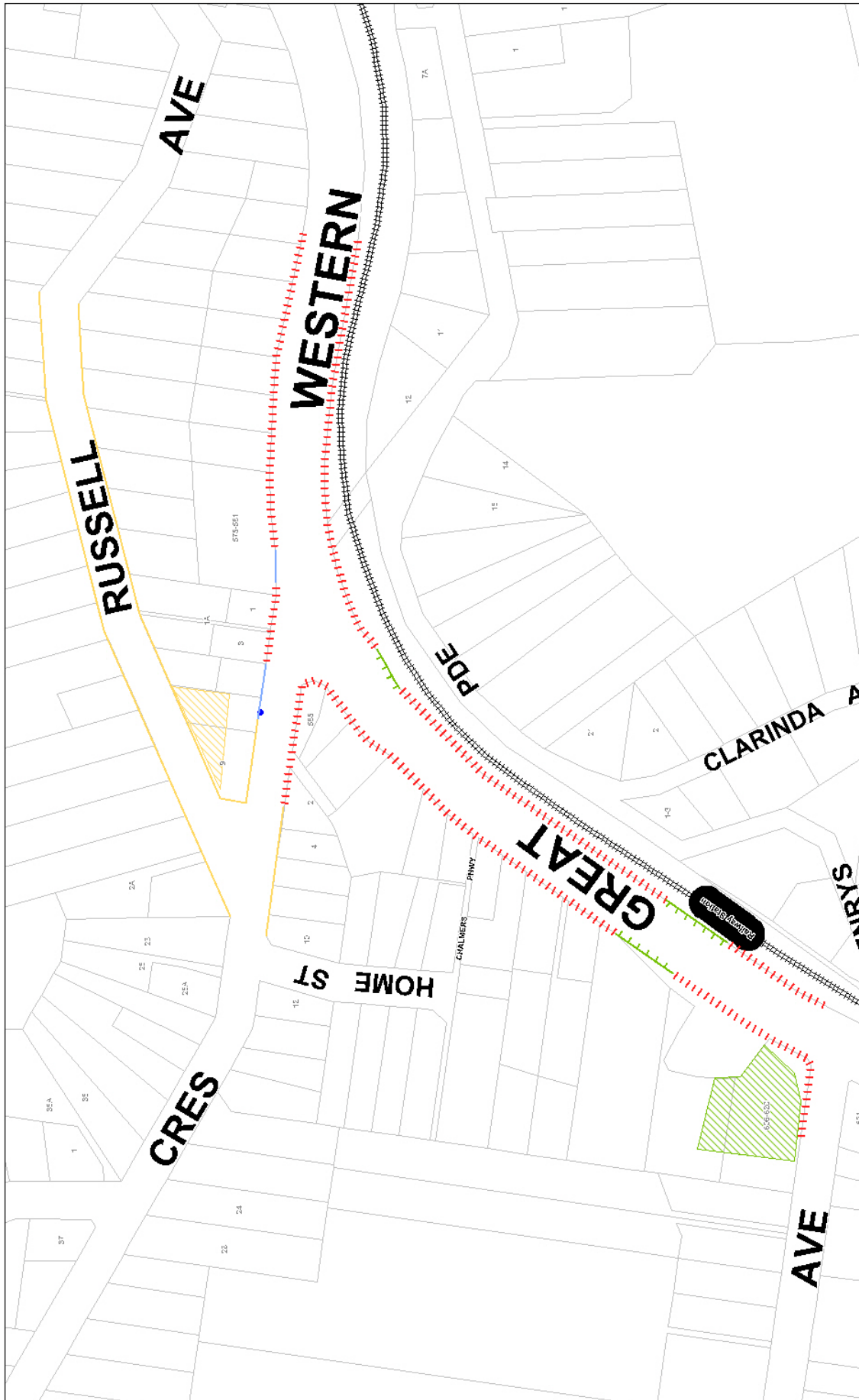
## COOMASSIE TOWN CENTRE



### Number of vehicles parked-weekdays

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
Coomassie Ave car park	47	23	49%	39	83%	+34%	39/83%
Car park Sth side Coomassie shops	30	6	21%	6	20%	-1%	9/30%
Great Western Highway	29	12	40%	16	55%	+15%	17/59%
Total	106	41	39%	61	58%	+19%	

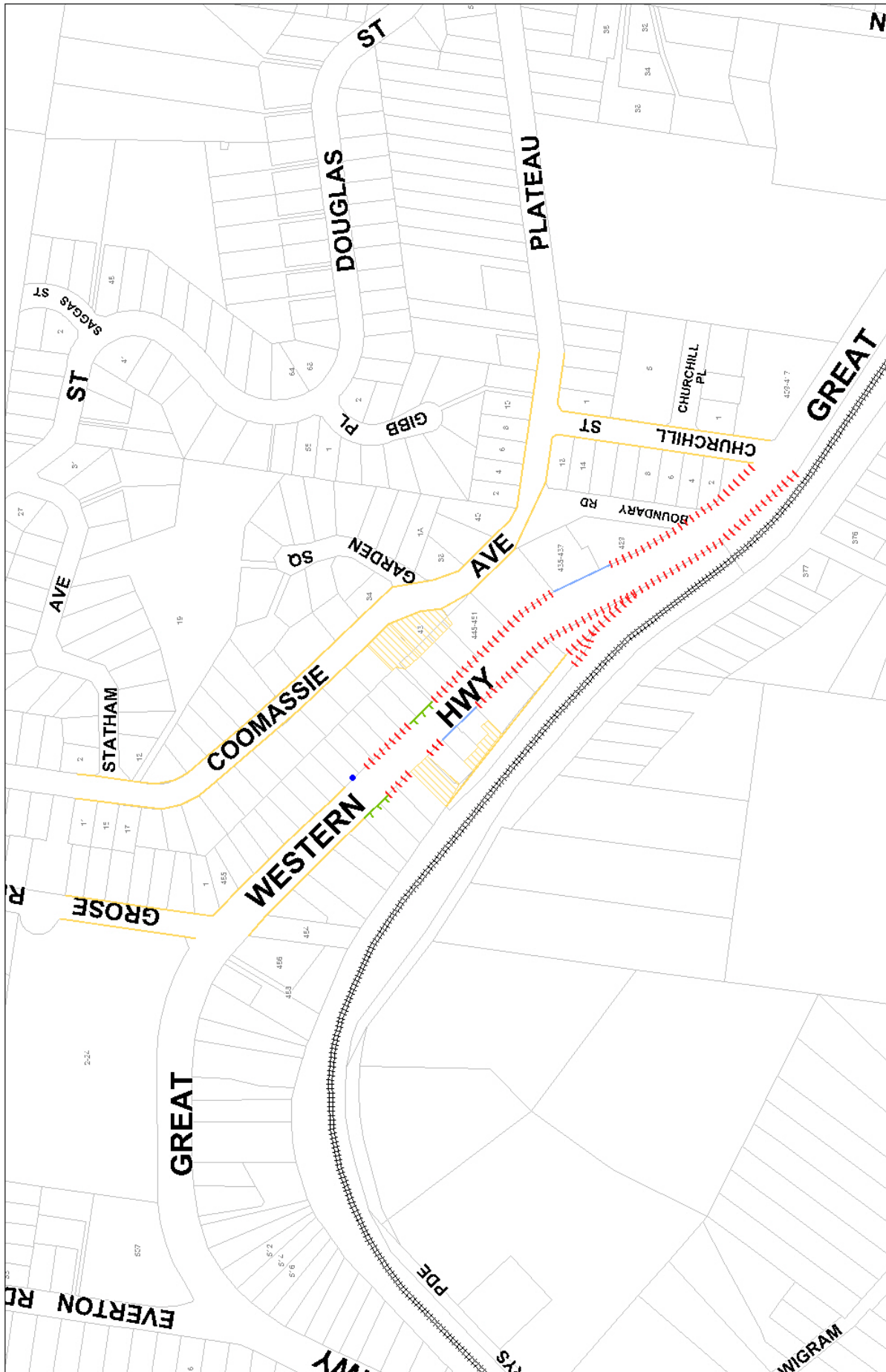
**Note for all tables:** Occupancy data and percentages are rounded to nearest whole number. Where percentage occupancy is shown to be over 100% it is because additional vehicles were parked illegally.



Faulconbridge West Map Legend:

- - - - - No Stopping
- - - - - Bus Zone
- - - - - Unrestricted Parking
- - - - - Time Restricted Parking
- Car Park Unrestricted
- Car Park Commuter
- Accessible Parking





Faulconbridge East Map Legend:

- No Stopping
- Bus Zone
- Time Restricted Parking
- Unrestricted Parking
- Accessible Parking