

## HAZELBROOK

### Description of the area surveyed

Hazelbrook has two distinct study areas. An area north of the highway is focussed on the retail precinct and includes Rosedale Avenue, the medical centre and dentist. The commuter area is located on the southern side of the highway and railway line. This area includes the northern end of Addington Road, and speciality stores on Railway Parade.



Fig. 1: Hazelbrook Study Area

### Summary of parking in Hazelbrook

The Hazelbrook shopping precinct functions as a neighbourhood centre providing most day to day goods and services required by local residents. It is one of the more visible and accessible centres to the highway with easy access and egress to the highway for traffic in both directions.

The shopping precinct comprises predominantly off street parking, with a large parking area which is Council owned land with an operational classification. The adjacent medical centre, dentist and childcare centre have on-site parking. Overflow parking is available in Rosedale Avenue; however overflow parking in Glendarrah Street is not practical given the topography.

The main shopping centre parking area experiences high demand and a generally high turnover. The Hazelbrook Village Public Domain Masterplan recommended that further time-limiting of the carpark occur to maximise turnover to ensure the most convenient spaces are available to customers and not used by business employees. This occurred in early 2016 and has been well supported by the business and wider community. A range of time limited spaces are now available - from 15 minutes to 2 hour parking in the highest demand southern section (previously 4 hours limited), to 4 hours in the northern section (previously unrestricted).

Hazelbrook is a convenient commercial precinct serving the day to day needs of the local community. The convenience of being able to park in a location near a destination is a major factor in the sustainability of the existing centre.

The commuter parking area is located on the southern side of the railway line with access off Railway Parade and Addington Road which was upgraded in 2014 – improving parking efficiency and safety. The northern end of Addington Road is used for commuter parking together with parking for local shops.

#### Adjoining and adjacent land uses

The shopping precinct includes a medium sized supermarket, chemist, newsagent, post office, bakery, café, restaurant, delicatessen, bottle shop, hairdresser and real estate agent. There is a new child care centre adjacent, a medical centre and dentist to the east of the shopping centre. There is a service station, specialist retail business and a gymnasium to the west of the shopping centre. The surrounding land uses are residential, with predominantly detached dwellings.

The commuter parking area is adjacent to a small cluster of specialty shops and businesses including a café and antique/furniture stores, however the dominant land use is residential.

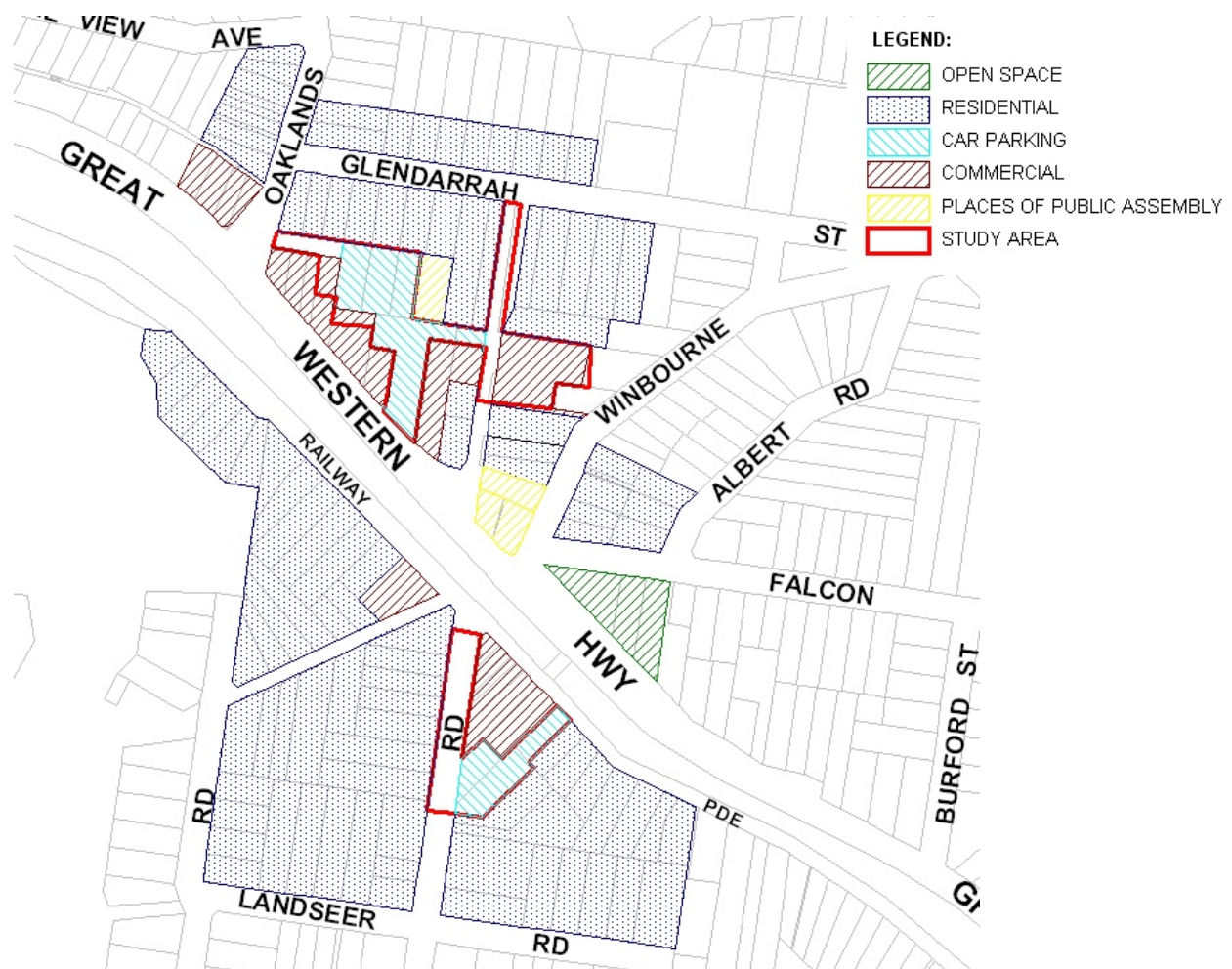


Fig. 2: Hazelbrook Study Area Land Uses



## Characteristics

- Off-street parking

- Restrictions

The southern section of the shopping precinct parking area is time restricted (ranging from 15 mins to 2 hours) with the remainder of the parking area 4 hours' time restricted.

There is good access to the shopping precinct parking area from the south, directly off the highway via turning lanes, from Rosedale Avenue and Oaklands Road. Similarly, there is access from the shopping centre to the highway travelling east onto Rosedale Avenue and Oaklands Road. Accessing the highway in a west bound direction is possible by turning right at the traffic lights at its intersection with Oaklands Road.

The commuter parking area can be accessed via Railway Parade or Addington Road.

- Accessible spaces

There are 3 off-street accessible spaces on the north side of the Highway and further accessible spaces in the commuter carpark.

- On-street parking

- Restrictions

There are no time restrictions for on-street parking in the vicinity of the study areas.

While there is overflow parking on-street adjacent to the shopping centre this isn't very convenient given the slope of the land and the lack of paved footpaths.

There is on-street parking in Addington Road with good access to the northern side of Hazelbrook via the pedestrian bridge over the railway and highway.

- Accessible spaces

There are two accessible spaces in the time restricted car park and one accessible parking space in the unrestricted car park.

- Bus, train and taxi services

Hazelbrook is well serviced with bus services that link Hazelbrook with Katoomba and Springwood. Some services stop at the Hazelbrook shops and others at Railway Parade near the railway station entrance.

Hazelbrook is well serviced by trains east to and from Sydney and to and from stations west along the Main Western Line. Hazelbrook is the express stop for the mid mountains. The proximity and condition of the commuter carpark is also likely to encourage mid-mountains residents to use this station. The railway station is not wheelchair accessible.

There is a taxi rank adjacent the main shopping area in Rosedale Avenue.

- Links

- Roads

The Hazelbrook Village Centre and carpark is accessed from the Great Western Highway. The intersection at Great Western Highway/Oaklands Rd/Railway Parade has a particularly poor level of service relative to other areas in the Blue Mountains and is the main collector road servicing residents in northern Hazelbrook. A one way circulation has been proposed for the Hazelbrook Village Centre, preventing the use of the carpark as a thoroughfare to the highway.

- Footpaths

There are paved footpaths linking the commercial precinct with residential areas. There is a paved footpath linking the commuter car park with the station and overpass footbridge.

- Bike Path/Shared paths

The Blue Mountains Bike Plan has identified Route L8. Regional route is located along the Great Western Highway.

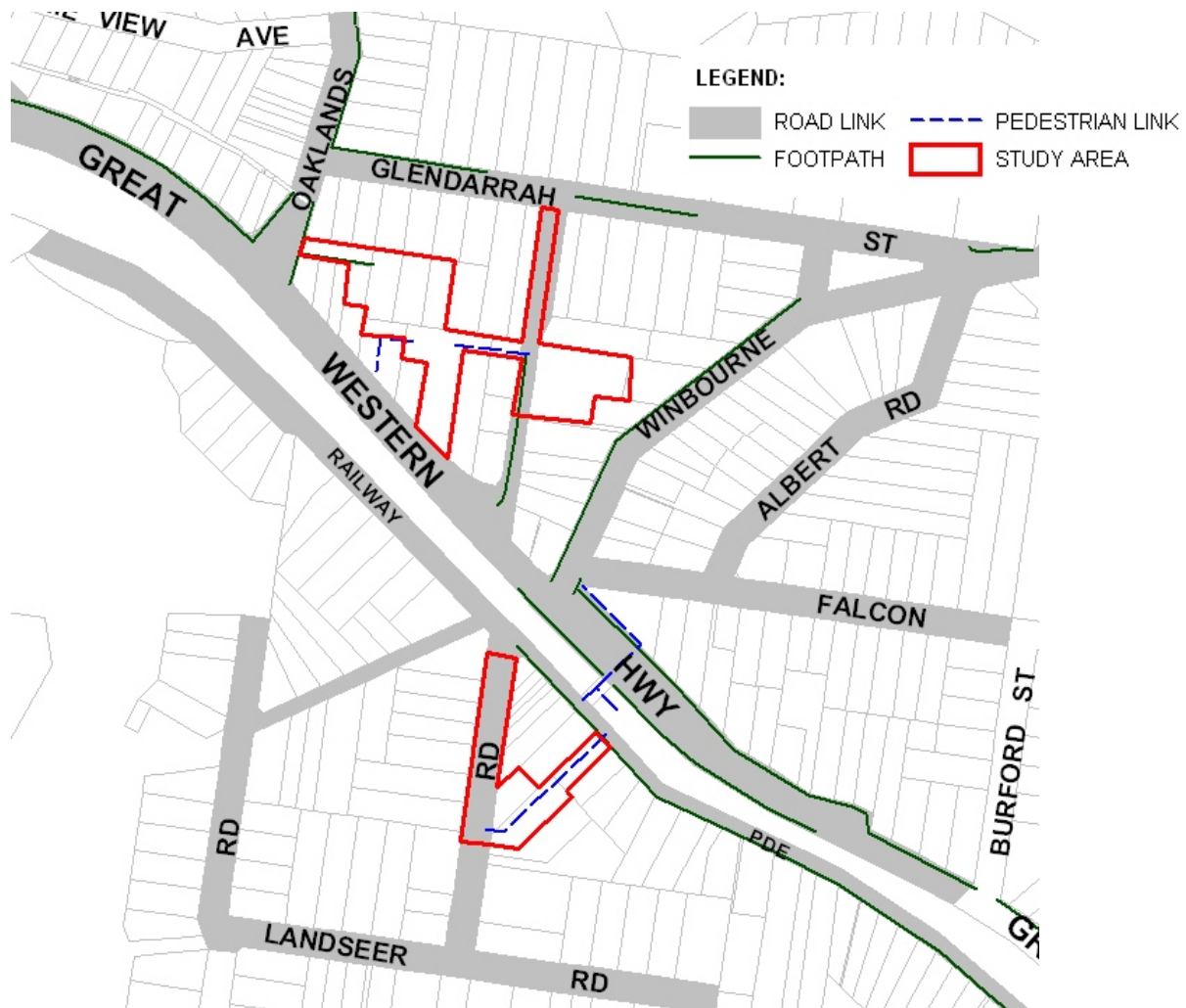


Fig. 3: Hazelbrook Study Area Links

- Safety & security

Over the years there have been several instances in the main shopping area where a car has accelerated and crashed into the shops. Wheel stops were put in place in 2009 to avoid such incidents. Despite this safety measure, earlier in 2016 a car accidentally accelerated, mounted the wheel stop and kerb and caused substantive damage to the delicatessen. Other concerns have been raised about cars travelling too fast in the parking area with potential for vehicle-pedestrian conflicts. The upper level carpark is technically a shared zone relying only on signage to indicate this. The Hazelbrook Masterplan recommends modifications to the carpark to indicate the shared zone through pavement treatments and other furniture, in addition to a one-way traffic system with entry at the Great Western Highway.

- Lighting

Street lighting is provided in the commercial precinct car park, adjacent streets and also within the commuter car park.

- Vegetation

There are no particular issues with vegetation in the study area.

- Signage

- Directional

There are signs on the highway for both east and westbound traffic directing drivers to the Hazelbrook shops. There is a sign at the Railway Parade entrance to the commuter car park.

- Parking restrictions

The signage for parking restrictions in the commercial precinct is adequate and in generally good repair.

### Community demographics

In 2016 Hazelbrook had a population of 4,961 residents which is an increase of 223 persons from 2011. There were 2,007 dwellings, an increase of 67 from 2011. The average household size is 2.6 persons which remains steady from 2011. In 2016, the population density in Hazelbrook was 3.75 persons per hectare.

In 2016, 92% of households in Hazelbrook had access to one or more motor vehicles.

Forecast i.d.<sup>1</sup> estimate that the population of Hazelbrook will increase by around 2.6% by 2036.

In 2011, 269 people used public transport for at least part of their journey to work which is similar to the 2006 data and a slight decrease from the 2001 figures. In 2011, the majority of the residents, 1398, used a private vehicle to get to work.

### Capacity

There was a consistent demand for parking in the commercial precinct across all times observed. Saturday mornings were observed to have a lesser peak demand than weekdays, with Sundays quieter again.

The highest demand was observed to be for the spaces in the southern and central sections of the shopping centre, which are the most convenient spaces for access to shops and

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

businesses. The northern section of the carpark is located a little further from the shops and businesses, and entails negotiation of a steep driveway to shops, and is therefore a less desirable parking area for customers. Rosedale Street is considered to be an overflow parking area for the medical centre when the on-site parking area is at or near capacity.

The medical centre had a high demand during work hours with the car park generally at 80% or greater occupancy.

The commuter parking area was observed to be fully utilised for the 2015-16 weekday counts.

Hazelbrook appears to function well as a convenient, neighbourhood commercial precinct.

The Hazelbrook town centre has undergone incremental changes over the years, including being impacted by the highway redevelopment which restricted access to and from the town centre. Council's new childcare centre on the corner of Rosedale Street has also freed up the previous town centre childcare site for future retail or commercial development. It is likely that the increasing popularity of the new Lawson Town Centre may mitigate additional retail growth in Hazelbrook for the short to medium term.

The Hazelbrook Masterplan includes an action to redesign the main town centre car park, restricting vehicle access to one-way and improving safety for pedestrians and vehicles.

Continued demand for commuter parking is considered likely.

#### Rangers' comments

The Rangers note that Hazelbrook has high demand during business hours and that the top parking area in the town centre is often at or near capacity.

#### Tourist Bus Parking

There is currently no demand for dedicated tourist bus parking at this time.

#### Conclusion

In 2015-6 there was an average weekday occupancy rate of 75% at the Hazelbrook shops parking area, up from 67% in 2010-11. The highest demand is for parking in the southern section closer to the shops. The lower parking areas, while less desirable for customers provides adequate parking areas for shop owners and staff and during busy periods. The Hazelbrook Village Centre Public Domain Masterplan identified a problem with staff parking in high demand spaces and recommended timing restrictions be implemented. This was implemented early in 2015 and has proved to be successful.

The Medical Centre carpark on Rosedale Avenue is near capacity on weekdays.

Demand on weekend appears to be lower and has reduced since 2011-12.

The commuter car park and Addington Street had an average occupancy rate of 69% in 2011-12, increasing to close to 83% in 2015-2016, despite an additional 19 spaces being made available through the commuter carpark upgrade.

Parking is generally considered to be adequate in the Town Centre, with some potential for overflow on Rosedale Avenue, however further commuter parking is likely to be required in the future. Safety within the main shopping precinct parking area is a key concern, and the implementation of Hazelbrook Masterplan recommendations to improve layout and safety will help resolve this.

### Recommendations

- H.1 Continue to monitor and enforce town centre parking to ensure continued turnover of vehicles in the high demand time-restricted spaces.
- H. 2 Implement Hazelbrook Masterplan recommendations to improve layout and safety of the shopping precinct parking provide better pedestrian flow lines and minimise conflict between pedestrians and vehicles, including:
- Installing stamped and coloured thresholds to the Great Western Highway/carpark entry, Rosedale Avenue/Stuarts Road and Campbell Parade;
  - Change circulation to one-way entry at the Great Western Highway, exits at Campbell Parade and Rosedale Avenue;
  - Install balustrades to control pedestrian desire lines; and
  - Widen eastern footpath and narrow travel lane in carpark.
- H.3 Monitor commuter parking area and surrounding streets and advocate for additional commuter parking.



## Hazelbrook Data and Analysis

### COMMUTER PARKING



### Numbers of vehicles parked - weekdays

	Spaces available	2010-2012		2015-2016		Percentage Change	Maximum number/ percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
Commuter car park	52	41	78%	64	91%	+13%	55/ 106%
Addington St	30	9	31%	20	66%	+20%	31/103%
Total	72	50	<b>61%</b>	84	<b>83%</b>	<b>+ 22%</b>	

**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.



## RETAIL PARKING

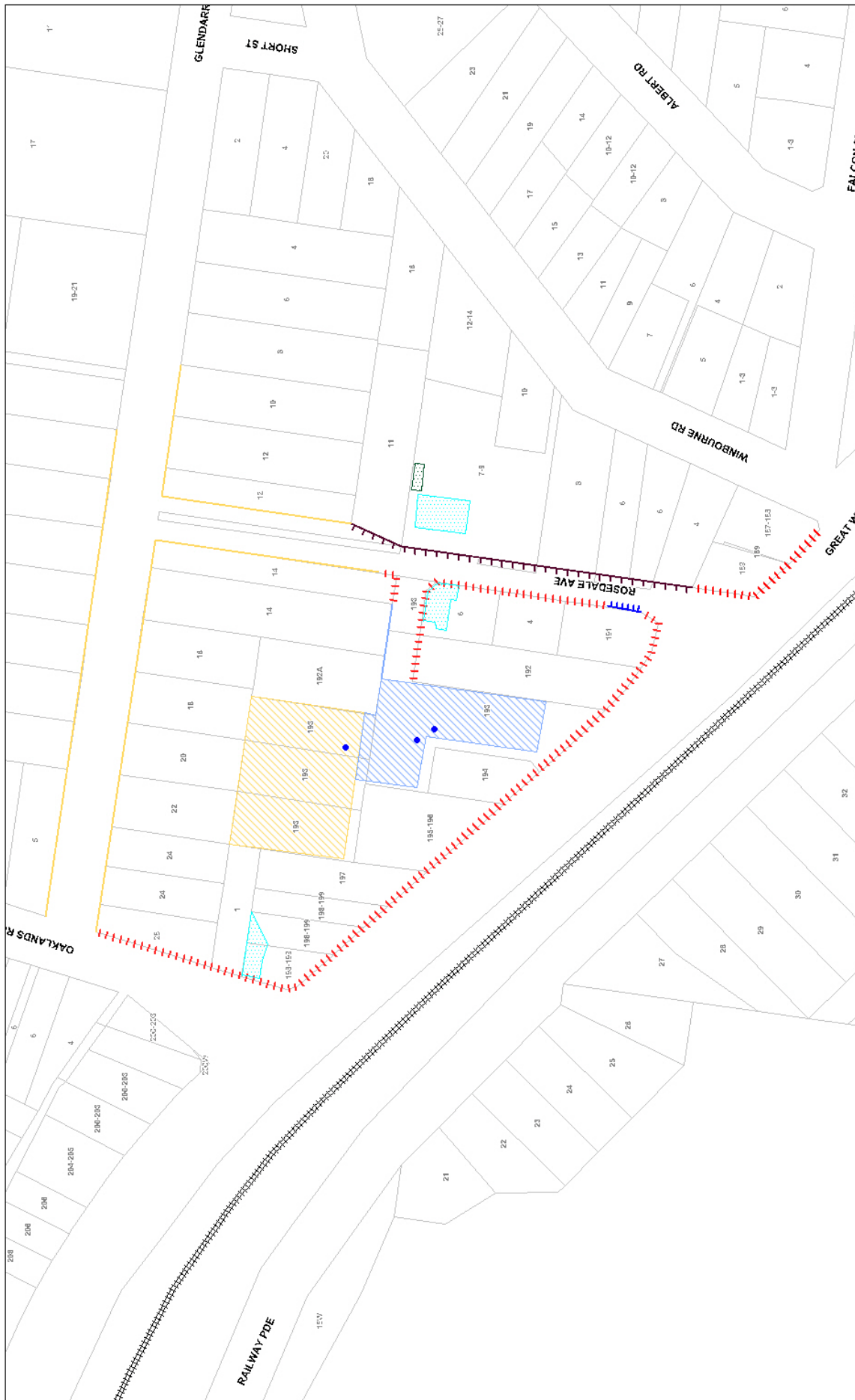


### Number of vehicles parked - weekdays

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/ percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
Shopping centre	132	90	68%	95	72%	+4%	118/89%
Rosedale Ave	10	4	40%	8	80%	+40%	10/60%
Medical Centre	24	19	77%	23	97%	+20%	24/100%
Dentist	6	3	52%	2	33%	-17%	5/ 67%
<b>Total</b>	<b>172</b>	<b>116</b>	<b>63%</b>	<b>129</b>	<b>75%</b>	<b>+12%</b>	

### Number of vehicles parked - weekends

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
Shopping centre	132	84	63%	69	52%	-11%	100/76%
Rosedale Ave	10	4	40%	5	50%	+10%	8/80%
Medical Centre	24	5	21%	6	25%	+4%	7/29%
Dentist	6	3	56%	2	33%	-23%	5/83%
Total	172	96	<b>56%</b>	82	<b>47%</b>	<b>-9%</b>	



Hazelbrook North Map Legend:

- |  |                      |  |                          |  |                    |
|--|----------------------|--|--------------------------|--|--------------------|
|  | No Stopping          |  | Taxi Zone                |  | Private Parking    |
|  | No Parking           |  | Car Park Unrestricted    |  | Designated Parking |
|  | Restricted Parking   |  | Car Park Time Restricted |  | Accessible Parking |
|  | Unrestricted Parking |  |                          |  |                    |

