

VALLEY HEIGHTS

Description of the area surveyed

The area surveyed included Peninsula Road, Tayler Road and car parks associated with businesses in the Valley Heights Industrial Area, which is land zoned IN1 – General Industrial under LEP 2015. The Valley Heights commuter car park was also surveyed.



Fig. 1: Valley Heights Study Area

Summary of parking at Valley Heights

The parking at Valley Heights is a mix of unrestricted on-street parking, and off-street staff and customer parking. The demand for parking generally exceeds the supply, with vehicles parking on the footpath. It was observed that some on-site parking spaces were occupied by the business owners and their staff, or used for storage, resulting in limited on-site parking for customers. Parking is not permitted along the Great Western Highway in the vicinity of the study area.

The commuter car park was well patronised but the supply of parking was adequate for the demand. There is an overhead pedestrian bridge linking the car park with the station.

Adjoining and adjacent land uses

The Valley Heights study area is a light industrial use area. The land uses includes a major hardware store, car repair stations and a bus depot. The businesses are generally small scale.

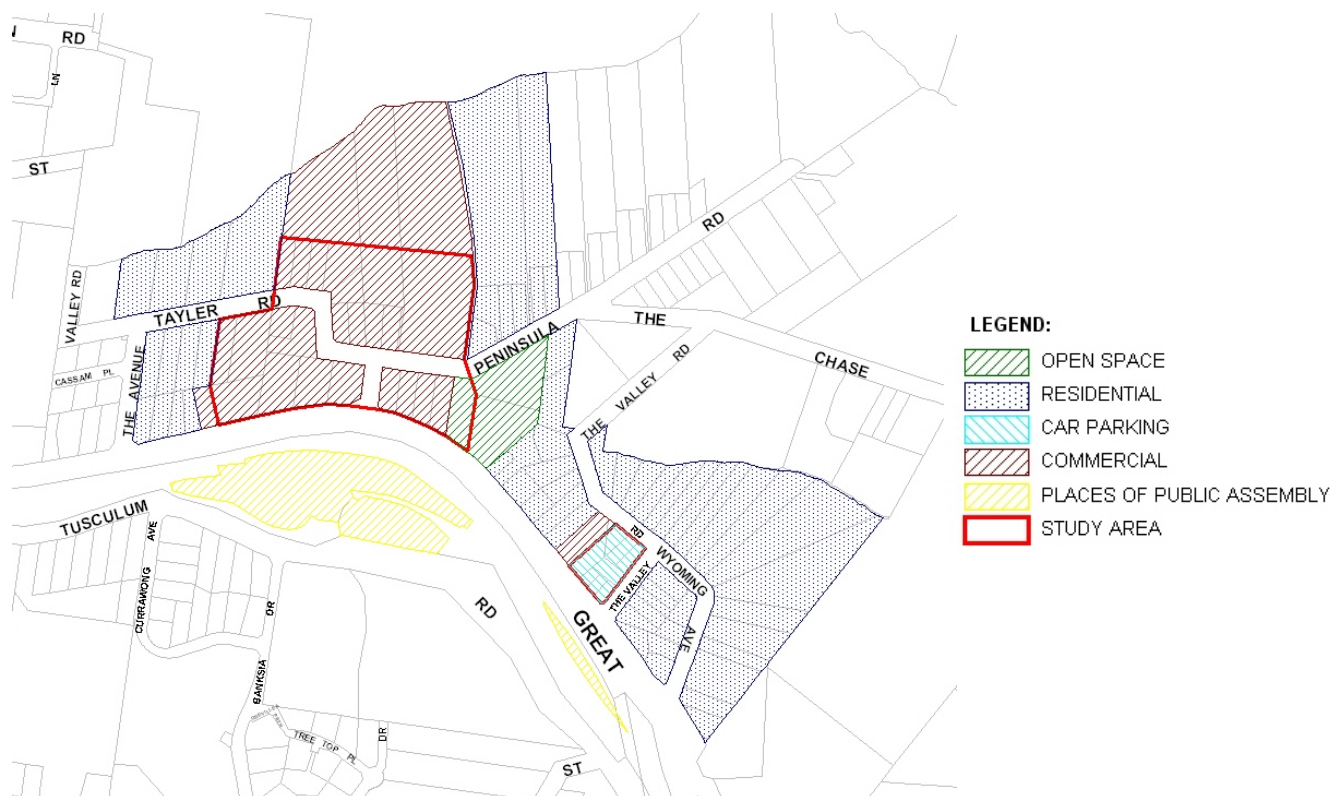


Fig. 2: Valley Heights Study Area Land Uses

Characteristics

- Off-street parking

- Restrictions

Off-street parking is provided for most of the businesses in the industrial area but much of this parking is not utilised due to poor visibility/signage and customers choosing to park on-street.

The commuter car parking area is accessible off The Valley Road from both east and west bound highway lanes.

- Accessible Spaces

There is one accessible parking space provided in the hardware store car park.

- On-street parking

- Restrictions

There are no timed restrictions applying to parking in Valley Heights. On each visit vehicles were observed parked on the footpath as well as vehicles parked in “no stopping” areas particularly in the section of Peninsula Road directly off the highway. The loading and unloading of goods regularly occurred from Peninsula Road with vehicles parked on the paved apron and across the footpath.

- Accessible Spaces

There are no publically available on-street accessible parking spaces.

- Bus, train and taxi services

Bus and rail services are available between Valley Heights and destinations within the Blue Mountains and Sydney. However, due to the use of the land as light industrial/bulky goods, most transport is via cars and trucks.

Links

- Roads

The study area has access directly to the Great Western Highway via Peninsula Road.

- Footpaths

Footpaths within the area are unpaved and of irregular surface.

- Bike Path/Shared paths

The Blue Mountains Bike Plan has identified Route L5, L6a Ext North and L6a. Regional route is located along the Great Western Highway.

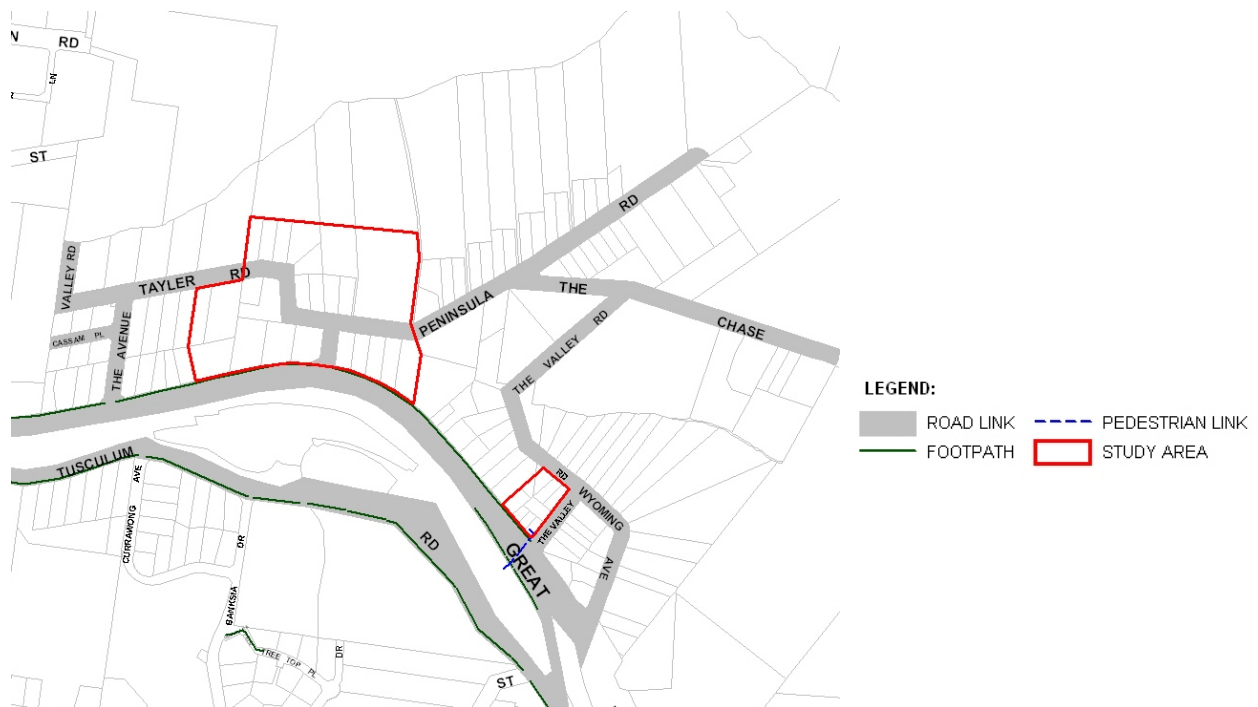


Fig. 3: Valley Heights Study Area Links

Safety & Security

- Lighting

There is street lighting on all public roads in the study area as well as lighting within the commuter parking area.

- Vegetation

There are mature street trees within the study area but they do not significantly reduce safety or security for people or property.

Signage

- Directional

There is signage on the highway directing drivers to parking areas.

Community Demographics

In 2016 Valley Heights had a population of around 1,443 residents in 529 dwellings.

Forecast i.d.¹ estimate that the population of the Springwood-Valley Heights area will increase by around 3.5% by 2036.

In 2011, 481 residents travelled to work by private car which is a slight decrease from the 2006 and 2001 data. In 2011, 94 residents travelled to work by public transport, which is a decrease from the 2006 figures.

Capacity

There is a supply of on-site parking for each of the businesses in Valley Heights however there is a higher demand for parking. Some of the on-site parking was unavailable due to the space being used for storage, or occupied by owners or staff vehicles. On each weekday visit, vehicles were observed illegally parked on the footpath/verge and this was observed to compromise pedestrian safety.

The on-site parking for the Bunnings store has high occupancy with an average of 87% occupancy on weekdays and 100% occupancy on weekends.

The parking supplied for commuters is adequate for the demand, with an average of 32% occupancy.

Rangers' comments

The Rangers note that there are frequently vehicles parked on the footpath, indicating that there is an inadequate supply of parking compared to the demand for parking generated by the businesses in this locality.

Conclusion

Valley Heights has a very high demand for parking in the vicinity of the industrial area- especially on weekends. This results in people parking illegally on the footpath or in areas with a "no stopping" restriction. The issues associated with parking supply in Valley Heights are exacerbated because some of the on-site parking areas are used for storage. In addition to this constraint, many of the businesses have been operating for some time and parking demand has increased over this time. Vehicles were observed to park on both sides of the road, reducing the travel lane and sight lines, and vehicles parked in the Tayler Road cul-de-sac made turning very difficult.

There is conflict in this locality because the residential area of Peninsula Road and The Chase are accessed through the industrial area. The impacts of parking associated with the businesses are often in contrast to the expectations of residents.

The parking issues in the Valley Heights industrial area are exacerbated by its location immediately off the highway, so any disruption to the flow of traffic on Peninsula Road can impact on the flow of traffic on the highway. A second Bunnings hardware store is scheduled to open in 2017 in Katoomba, and it is anticipated this will reduce parking demand at Valley Heights.

The commuter car park has adequate supply for the demand.

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

Recommendations

- VH.1 Review and implement parking restrictions.
- VH.2 Enforce current parking restrictions and DA conditions & provide education around staff parking.
- VH.3 Monitor demand in 2019 once new hardware store opens in Katoomba.
- VH.4 Review the requirements for parking within the Development Control Plan to ensure that adequate parking is provided on-site, and that the parking area is used for parking not storage.
- VH.5 Investigate providing formal parking area on southern side of station to encourage southern Valley Heights residents to use train station.

Valley Heights Data and Analysis

COMMUTER AREA



Number of vehicles

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
Total	81	26	32%	25	31%	-1%	31/38%

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.

INDUSTRIAL AREA (PENINSULA RD & TAYLER RD) – WEEKDAYS

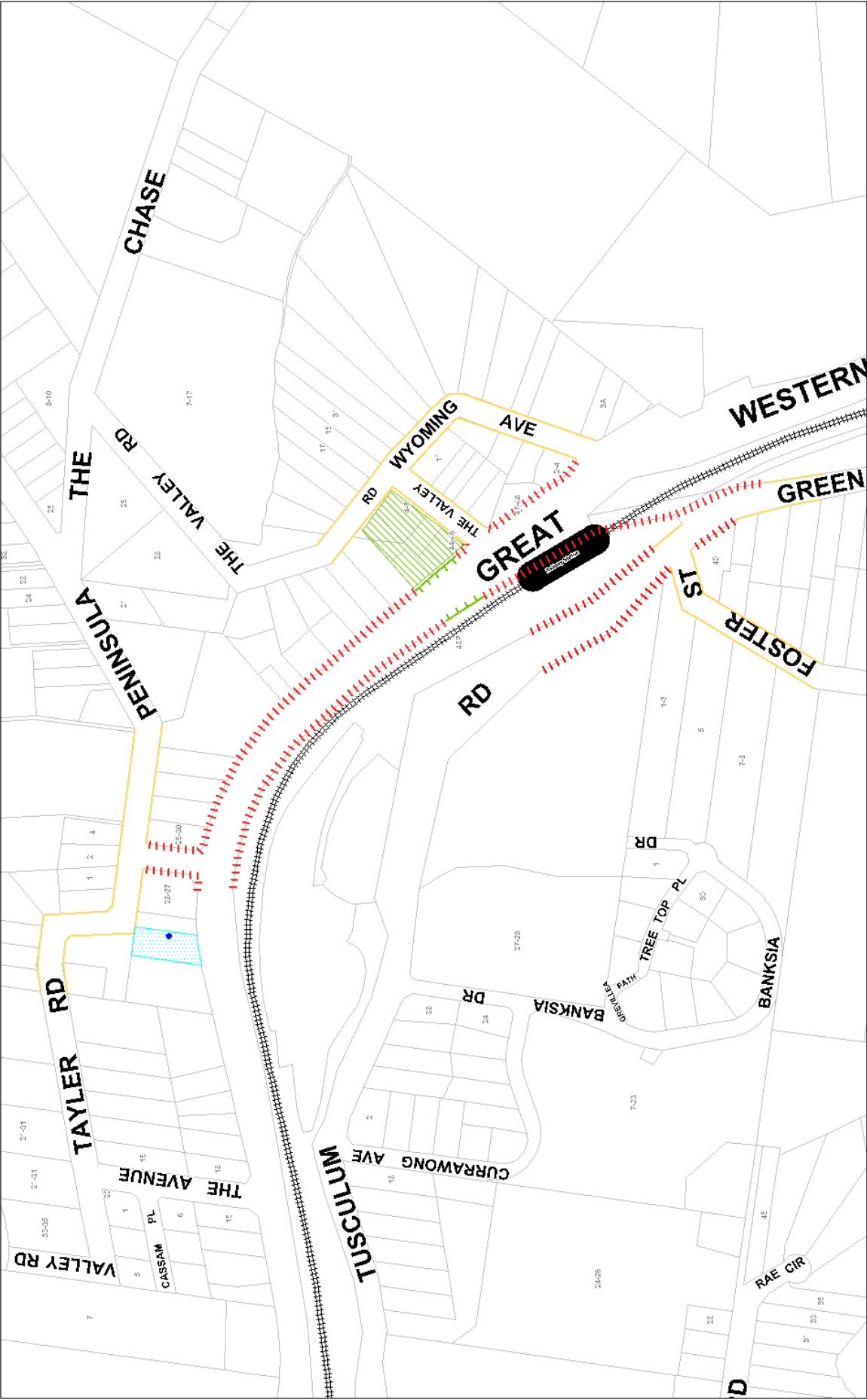


Number of vehicles

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/ percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
Tayler Road	26	22	83%	21	81%	-2%	29/112%
Peninsula Road	18	10	56%	10	56%	=	13/72%
Bunnings car park	30	18	61%	26	87%	+26%	26/87%
Total	74	50	67%	57	77%	+10%	

Number of vehicles - weekends

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/ percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
Tayler Rd	26	16	62%	28	108%	+46%	28/108%
Peninsula Rd	18	3	17%	16	89%	+72%	16/89%
Bunnings	30	30	100%	30	100%	=	30/100%
Total	74	49	66%	74	100%	+34%	



Valley Heights Map Legend:

- No Stopping
- Bus Zone
- Unrestricted Parking
- Private Parking
- Car Park Commuter
- Accessible Parking