

## VISITOR PARKING DESTINATIONS

The inclusion of visitor parking into the CWPS, was undertaken in the later stages of 2016 and early 2017. This has been primarily driven, as identified early in the document, by the increased pressures of visitors to the City. The development of a Visitor Infrastructure Investment Strategic Plan has also highlighted the need for these sites to be identified and appropriate management measures developed.

It should be noted that the assessment of these sites have not benefited from longitudinal data collated in 2010-12 to 2015-16, as the town centre components of this strategy. It is intended that current parking trends together with anecdotal evidence will be used as a base for developing appropriate measures for future parking controls. A recommendation for the tourism parking components of this strategy will be to continue to undertake data collection.

Visitor Destinations	
Location	Towns and Villages
Glenbrook - National Park Tourist Centre	Glenbrook
Faulconbridge – Norman Lindsay Gallery	Wentworth Falls
Woodford - Bulls Camp	Leura
Wentworth Falls: <ul style="list-style-type: none"> <li>Wentworth Falls Lookout</li> <li>Conservation Hut</li> <li>Lincolns Rock</li> <li>Wentworth Falls Lake</li> </ul>	Blackheath
Leura: <ul style="list-style-type: none"> <li>Leura Cascades</li> <li>Gordon Falls</li> <li>Everglades Gardens</li> </ul>	
Katoomba: <ul style="list-style-type: none"> <li>Echo Point</li> <li>Katoomba Falls</li> <li>Scenic World</li> <li>Minnehaha Falls</li> </ul>	
Blackheath – Mt Blackheath	
Megalong Valley: <ul style="list-style-type: none"> <li>Old Ford Reserve</li> <li>Blackheath Glen Reserve</li> </ul>	
Mount Wilson – Cathedral of Ferns campground	

These sites have been detailed in the following section.

## GLENBROOK NATIONAL PARK TOURIST CENTRE

### Description of the area surveyed

The access to the Glenbrook National Park is via Bruce Road, Glenbrook. Nearby streets impacted by overflow parking include Ranch Avenue.



**Fig: National Park Tourist Centre Study Area**

### Summary of parking at Glenbrook NP Tourist Centre (NPTC)

The NPCT provide 51 formalised spaces within the Parks boundary adjacent to the visitors information centre, 2 of which are disability parking spaces. On Bruce Road there are some unformed areas where cars can park, however this is not encouraged as it potentially interferes with access to driveways, pedestrian access and the rail corridor.

### Adjoining and adjacent land uses

Land uses adjoining and adjacent to the NPTC include detached residential dwellings and the Western Rail Corridor.

### Characteristics

- Off-street parking
  - Restrictions
 

The main NPTC parking is accessed off Bruce Road. There is ticketed parking at grade for 51 vehicles.
  - Accessible spaces
 

There are 2 accessible spaces in the main NPTC carpark.
- On-street parking
  - Restrictions
 

Cars park on unformed areas, however high demand causes cars to park in areas that potentially interfere with pedestrian access, access to driveways and the rail corridor.
  - Accessible spaces
 

Nil

- Bus, train and taxi services  
Blue Mountains Transit provides service 690P & 691 into Glenbrook Village with nearest stop on corner of Park and Mann Streets. The nearest train service is Glenbrook. Taxis services are provided from a rank in the village centre.

#### Tourist Bus Parking

There is a tourist coach parking zone in Ross Street adjacent to the former Infants School site which provides adequate space for 1 coach or 2 mini buses. The tourist coach parking zone is located approximately 40m from cafes and shops.

#### Links

- Roads  
Access is by Bruce Road only.
- Footpaths  
Footpath runs from Glenbrook Village to within 600 metres of Park entrance. From end of path to rail over bridge, there is adequate road reserve area for pedestrians and cyclist.
- Bike/shared paths  
The Blue Mountains Bike Plan has identified Bruce Road as Route REC L1 – on road. There are bicycle racks at the NPTC.

#### Safety & Security

- Lighting  
NPTC has carpark lighting.  
Street lighting is provided in Bruce Road.
- Vegetation  
Glenbrook has numerous street trees. The trees are well maintained and contribute positively to the character of Glenbrook and the Blue Mountains in general.
- Directional Signage  
There is adequate signage on the highway directing visitors to the NP Tourist Centre, supported by additional signage within the village.

#### Community Demographics

Refer to Glenbrook Town Centre demographics detailed in Appendix 1a.

#### Capacity

- Peaks  
Glenbrook is a destination for mountain biking. It hosts the annual Woodford to Glenbrook Classic in June which attracts hundreds of entrants and their supporters. Weekends also sees large number of mountain bikes using Glenbrook as the drop off point to the National Park.

#### Projections

Glenbrook will continue to grow as an adventure sport hub as the popularity of mountain biking increases. The future upgrades of the Glenbrook VIC and Glenbrook Park precinct will also attract a greater number of visitors to the area.

An increase in tourism demand, particularly on weekends, is leading to increasing pressure on town centre parking and the changes proposed for Glenbrook Park may increase visitation to the northern end of town. Whilst the parking data shows weekend demand decreasing from 66% in 2011 to 60% in 2015-16, there is anecdotal evidence to suggest demand is increasing, even since the data was collected in 2015-16. This is likely to be the most significant change in overall parking demand.

Alternatives/Expansion Options

There is potential for unformed areas to become formalised to increase capacity and more efficient to reduce the impact on nearby residential roads. The railway overbridge on Bridge Road currently has poor pedestrian access.

Rangers' comments

This area is managed by National Parks and Wildlife Service, Council Ranger's comments are not applicable.

Conclusion

No known complaints by residents affected by over flow parking at the NPTC.

Recommendations

- GNP.1 Undertake supply & demand audits of this site 2019/20.
- GNP.2 Traffic Management Plan for Events required for Woodford Glenbrook Classic
- GNP.3 Investigate the potential to formalise unformed carpark areas on Bruce Road
- GNP.4 Implement actions form Scenic Eastern Escarpment Masterplan in relation to parking.

## WENTWORTH FALLS LOOKOUT

### Description of the area surveyed

The area adjacent to the Falls includes Falls Road, Wilson Street, Sir Burrell Drive, Wentworth Street, and Langford Street.



**Fig: Wentworth Falls Lookout Study Area**

### Summary of parking at Wentworth Falls Lookout

Conservation Hut and Wentworth Falls lookout are two key tourism destinations in the Blue Mountains National Park, both managed by the National Parks and Wildlife Service. Parking areas for both locations are located within Park boundaries and are adjoined by residential areas.

Evidence indicates that both parking areas are often at or over capacity on weekends and the overflow is being accommodated in the adjoining residential streets. Concerns raised by residents relate to parking across driveways, wearing of grass verges, increased traffic on residential streets and safety issues (for drivers and pedestrians).

A review has been undertaken of existing parking arrangements and a number of options are suggested for further consideration with the aim to accommodate further parking whilst minimising effects on residents.

Location	Available spaces	Saturday 7 May 2016	Sunday 8 May 2016	Sunday 15 May 2016 (1pm)	Tuesday 17 May 2016
Falls Road		36	28	103	6
Entrance		5	0	0	0
NP Top parking area	26	26 (incl. 2 vans)	25 (incl. 1 van)	27	26
NP Lower parking area	35	33	34	35	25
Wilson St		8	0	15	1
Wentworth St		3	0	16	0
<b>TOTAL</b>	<b>61</b>	<b>85</b>	<b>62</b>	<b>196</b>	<b>58</b>



### Current Parking restrictions



### Adjoining and adjacent land uses

Land uses adjoining and adjacent to the Falls Lookout is the National Park, detached residential dwellings and Murray Park.

### Characteristics

- Off-street parking
  - Restrictions
 

Within the formal parking area there are 61 ticketed car parking spaces.
  - Accessible spaces
 

There are 2 accessible spaces within the formal parking area on the upper level.
- On-street parking
  - Restrictions
 

Overflow parking occurs on residential streets including Falls Rd, Wentworth St and Langford St.
  - Accessible spaces
 

Nil
- Bus, train and taxi services
 

Blue Mountains Transit provides service 685 with nearest stop on corner of Fletcher and Falls Road. Nearest Train Service is Wentworth Falls Station. Taxis services are also provided from a rank near the Railway Station entrance.

### Links

- Roads

Access to Wentworth Falls Lookout is via Falls Road. Other roads that feed to this location are the Great Western Highway, Valley Road and Fletcher Street. Wentworth Falls Lookout has a one way circulation connecting back onto Falls Rd from the carpark area.
- Footpaths

- There are no formed footpaths in the near vicinity
- Bike/shared paths  
The Blue Mountains Bike Plan has identified Falls Road as Route L10 – on road and Valley Road/Fletcher Street as Route L10b.

#### Tourist Bus Parking

There are no designated tourist bus parking on Falls Road. Within the NP car parking area there is parking for 4 tourist buses. Buses sometimes park parallel to parked tourist buses temporarily when there is high demand.

#### Safety & Security

- Lighting  
There is no lighting provided in the formal carpark.  
Street lighting is provided on local roads.
- Vegetation  
Wentworth Falls has numerous street trees. The trees are well maintained and contribute positively to the character of Wentworth Falls and the Blue Mountains in general.

#### Signage

- Directional  
There is adequate signage on the highway directing visitors to the National Park, supported by additional signage within the village.

#### Community Demographics

Refer to Wentworth Falls Town Centre demographics detailed in Appendix 1a.

#### Capacity

- Peaks  
The car parking area within the National Park is at capacity on weekends and close to capacity during the week. Within the formal parking area there are 61 spaces. 196 vehicles were observed in total (including surrounding streets) on the busiest day during the survey period, Sunday 15 May. Whilst not a long weekend, the Ultra Trail event in the Blue Mountains on that weekend is likely to have contributed to the figures recorded on this day. No stopping signs along the lower end of Falls Road were observed to be deterring vehicles parking in this narrow section.

#### Projections

The area immediately surrounding this location will continue to be heavily impacted by increased visitors.

#### Alternatives/Expansion Options

Options to be explored include the provision of additional car parking; installation of parking restrictions, formalise parking areas and reconfiguring existing parking.

#### Rangers comments

As detailed in previous section.

#### Conclusion

There is a strong view expressed by Councillors and concerned residents at a meeting in July 2016 that additional parking needs to be provided.

#### Recommendations

Options for NPWS to extend and or redesign existing parking areas, should be considered as a preferred option, however there is limited capacity and this may not provide a long-term solution given current visitation levels.

A range of other options (not mutually exclusive) have been noted with varying benefits, potential costs and environmental impacts. There is potential to offset costs by installing pay parking metres in both locations (subject to agreement with RMS) and additional 'no parking' signs or resident's parking only' would be required to deter drivers from parking along streets, as they are currently.

Traffic calming in both locations is also recommended to improve safety.

Longer term solutions for the wider issue of tourism parking across the southern escarpment should also be considered, including exploring the potential for a Park and Ride facility for the Southern Scenic Escarpment and Leura township and encouraging public transport.

WL.1 Together with NPWS investigate implementation of options for additional parking.

WL.2 Investigate feasibility around a shuttle bus service (Park & Ride) facility for Southern Scenic Escarpment.

WL.3 Development and implementation of a Parking Precinct Plan.



## CONSERVATION HUT

### Description of the area surveyed

The area adjacent to the conservation Hut includes Fletcher Street, Fitzgerald Street, Pritchard Road, Murphy's Lane and Valley Road.

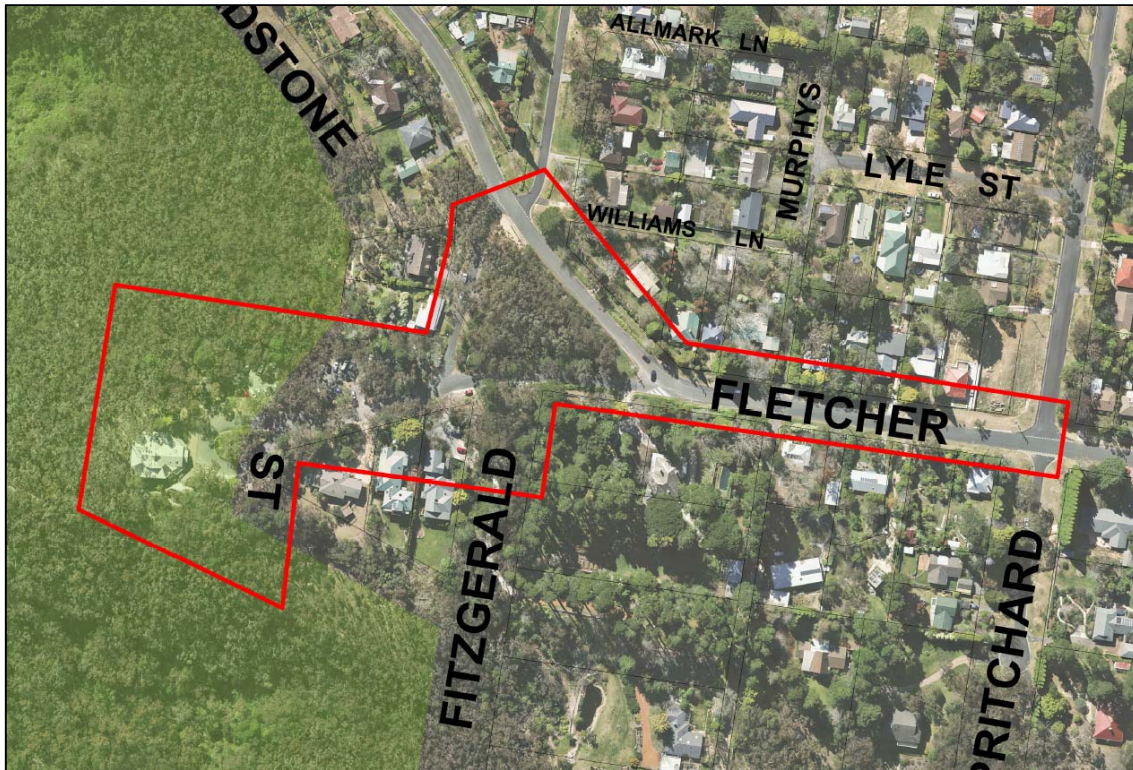


Fig: Conservation Hut Study Area

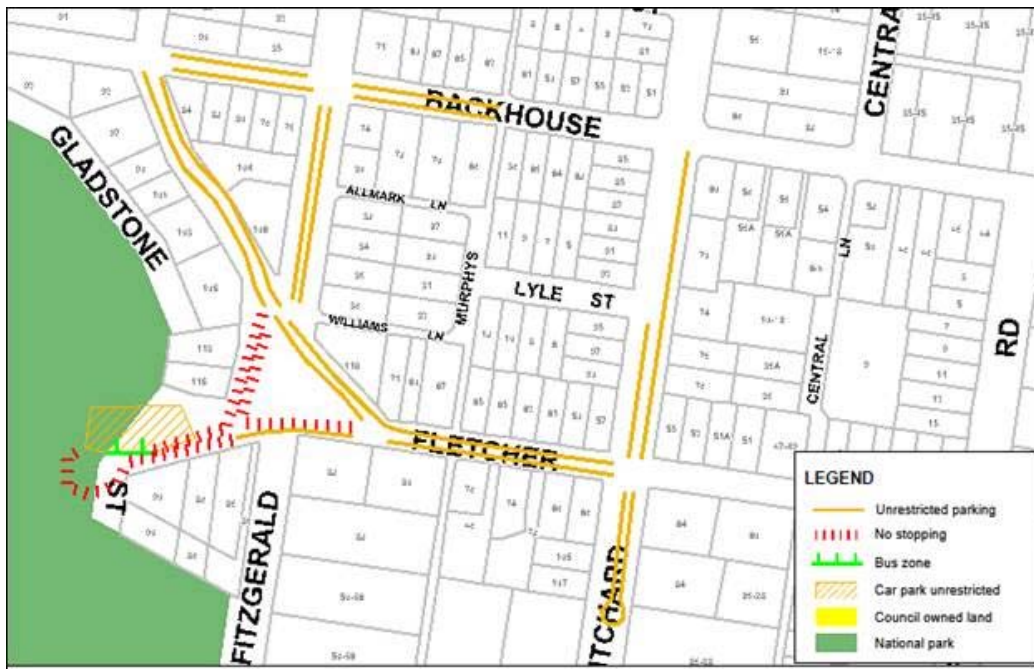
### Summary of parking at Conservation Hut

The formal parking areas are over capacity both on weekends and during the week, with overflow onto residential streets. The National Parks and Wildlife Service parking area is poorly designed and inefficient, holding only 27 vehicles. 93 vehicles were observed in total (including surrounding streets) on the busiest day on the weekend, Saturday 7<sup>th</sup> May 2016.

### ***Conservation Hut – Number of parked cars***

Location	Available spaces	Saturday 7 May 2016	Sunday 8 May 2016	Sunday 15 May 2016	Tuesday 17 May 2016
NP Conservation Hut-lower carpark	12	13	11	12	11
NP Conservation Hut- (accessible )	1	0	0	0	0
NP Conservation Hut-upper carpark	14	15	13	15	14
Fletcher Street entry		5	4	2+ 2 buses	1
Valley Road		19	9	35	3
Backhouse St		5	3	2	0
Fitzgerald St		11	6	8	0
Pritchard St		3	2	2	
Fletcher St east		22	30	28	7
<b>TOTAL</b>	<b>27</b>	<b>93</b>	<b>78</b>	<b>85</b>	<b>36</b>

### Parking Restrictions



### Adjoining and adjacent land uses

Land uses adjoining and adjacent to the Conservation Hut include National Park and detached residential dwellings.

### Characteristics

- **Off-street parking**
  - Restrictions  
There are a total of 27 car parking spaces in the formal parking area.
  - Accessible spaces  
There is 1 accessible space in the upper formal parking area. This space has poor access and signage.
- **On-street parking**
  - Restrictions  
There is on street parking available on Fletcher St, Valley Road and Backhouse St. There is signage outside the formal parking area advising not to park outside the formal parking area.
  - Accessible spaces  
Nil
- **Bus, train and taxi services**  
Blue Mountains Transit provides service 685 with nearest stop on corner of Fletcher and Falls Road. The nearest Train Service is Wentworth Falls Station. Taxis services are also provided from a rank near the Railway Station entrance.

### Links

- **Roads**  
Access to the Conservation Hut is via Falls Road. Other roads that feed to this location are the Great Western Highway, Valley Road and Fletcher Street. The Fletcher St/Valley Rd intersection experiences sight distance issues when cars are parked on the verge.

- Footpaths  
There are no formed footpaths in the near vicinity.
- Bike/shared paths  
The Blue Mountains Bike Plan has identified Falls Road as Route L10 – on road and Valley Road/Fletcher Street as Route L10b.

#### Safety & Security

- Lighting  
Lighting is provided in the formal carpark.  
Street lighting is provided on local road.
- Vegetation  
Wentworth Falls has numerous street trees. The trees are well maintained and contribute positively to the character of Wentworth Falls and the Blue Mountains in general.

#### Signage

- Directional  
There is adequate signage on the highway directing visitors to the NP, supported by additional signage within the village.

#### Community Demographics

Refer to Wentworth Falls Town Centre demographics detailed in Appendix 1a.

#### Capacity

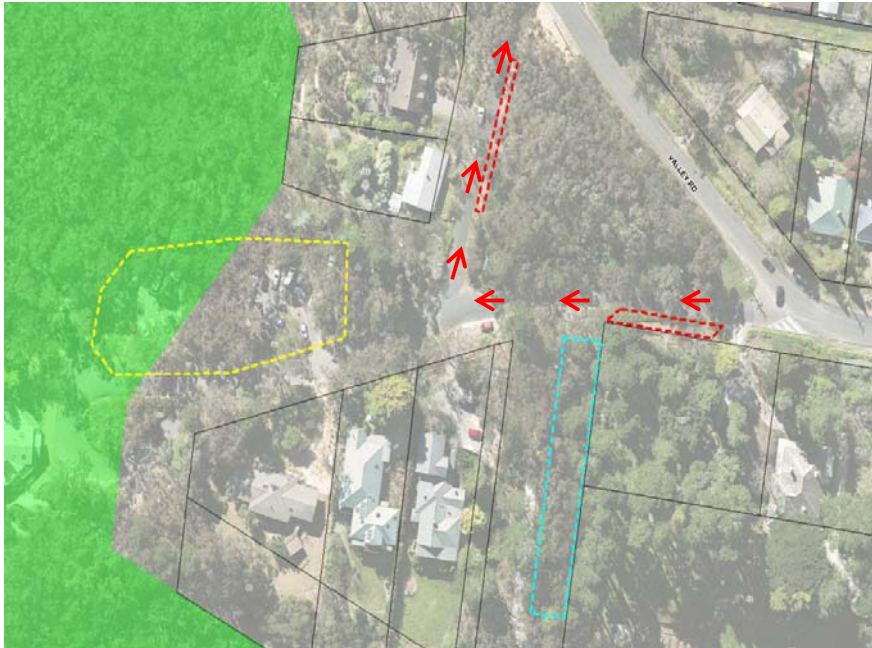
- Peaks  
The formal parking areas are over capacity both on weekends and during the week, with overflow onto residential streets. The parking area is poorly designed and inefficient, holding only 27 vehicles. 93 vehicles were observed in total (including surrounding streets) on the busiest day on the weekend, Saturday 7<sup>th</sup> May 2016.

#### Projections

The area immediately surrounding this location will continue to be heavily impacted by increased visitors.



### Alternative/Expansion Options



- Option 1 - Upgrade and reconfigure existing car park area**  
NPWS to design existing car park area at the Hut (parking area within the National Park). It is estimated an additional 10-15 car parking spaces could be created.
- Option 2 – Construct new car park area in the unformed road (Fitzgerald road)**  
Fitzgerald Road Reserve approximately 24m wide. Utilising the northern end of the unformed section of Fitzgerald road (at intersection with Fletcher street) to construct angle parking. However this option would require clearing of native vegetation & the environmental impact would need to be investigated. Pay parking may be an option for this location.
- Option 3 – Construct new car park areas for angled parking & parallel parking.** One-way traffic flow around the vegetated triangle to allow for angled parking adjacent to 82 Fletcher street and parallel parking opposite 113 and 115 Fitzgerald street. Unlikely to require clearing of native vegetation. Approximately 15 spaces could be created and traffic flow improved. Pay parking may be an option for this location.
- Traffic calming.** Whilst not strictly a parking solution, traffic calming measures along Fletcher and Fitzgerald streets may help to alleviate concerns about safety issues.

### Rangers' comments

As detailed in previous section.

### Conclusion

There is a strong view expressed by Councillors and concerned residents at a meeting in July 2016 that additional parking should be provided.

### Recommendations

- CH.1 Together with NPWS investigate implementation of options for additional parking.
- CH.2 Investigate feasibility around a shuttle bus service (Park & Ride) facility for Southern Scenic Escarpment.
- CH.3 Improve accessible parking in formal carpark.
- CH.4 Development and implementation of a Parking Precinct Plan.

## LINCOLNS ROCK (Wentworth Falls)

### Description of the area surveyed

The area adjacent to Lincolns Rock includes Little Switzerland Road, Hordern Road and Tablelands Road.



**Fig: Lincolns Rock Study Area**

### Summary of parking at Lincolns Rock

Parking near Lincolns Rock is unformed along Little Switzerland Drive. Little Switzerland Drive is an unsealed road with an informal turning circle area at the end. This location has become increasingly popular by tourist providers for 'offering a Blue Mountains experience'. Impact on unformed roads and nature environment is of high concern by relevant asset owners.

### Adjoining and adjacent land uses

Land uses adjoining and adjacent to the Lincolns Rock include Community Land and National Park, environmental management and environmental conservation.

### Characteristics

- Off-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil
- On-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil

- Bus, train and taxi services  
Blue Mountains Transit provides service 690K with nearest stop on GWH and Tablelands Road. Nearest Train Service is Wentworth Falls Station. Taxis services are also provided from a rank near the Railway Station entrance.
- Roads  
Access is via Tablelands Road, Hordern Road and Little Switzerland Drive.
- Footpaths  
There are no formed footpaths in the near vicinity
- Bike/shared paths  
The Blue Mountains Bike Plan has identified Falls Road as Route REC6a – on road.

#### Safety & Security

- Lighting  
Nil
- Vegetation  
The site is surrounded by bushland.

#### Signage

- Directional  
Nil
- Parking restrictions  
Nil

#### Community Demographics

Refer to Wentworth Falls Town Centre demographics detailed in Appendix 1a.

#### Projections

The area will continue to be heavily impacted by increased visitations.

#### Alternatives/Expansion Options

Formalise parking and access.

#### Tourist Bus Parking

Unformed

#### Conclusion

The location has become increasingly popular for tourist buses as it offers a free (to tourist companies) site which showcases the Blue Mountains Escarpment.

#### Recommendations

- LR.1 Investigate need to seal access and formalise parking.  
LR.2 Investigate options to minimise the environmental impact of tourist buses in the area.



## LEURA CASCADES

### Description of the area surveyed

The Leura Cascades study area includes the area off Cliff Drive adjacent to the Leura Cascades.



**Fig: Leura Cascades Study Area**

### Summary of parking at Leura Cascades

Parking at Leura Cascades is limited to 35 marked parking spaces within the reserve which are primarily clustered around the picnic areas. Parking close to the entrance to the walk to Leura Cascades was observed to have the highest demand, with vehicles parking illegally rather than parking in marked spaces further to the west. Leura Cascades has recently attracted overnight tourists in camper vans.

### Adjoining and adjacent land uses

The Leura Cascades study area is surrounded by Blue Mountains National Park and environmental conservation land uses.



**Fig: Leura Cascades Study Area Land Uses**

### Characteristics

- Off Street Parking
  - Restrictions  
There are no time restrictions on parking within Leura Cascades, and all spaces are clearly line marked.
  - Accessible Spaces  
There are currently 2 accessible spaces within the parking area.
- On Street Parking
  - Restrictions  
Nil
  - Accessible Spaces  
Nil
- Bus, train and taxi services  
Leura Cascades is remote from the town centre of Leura and the Leura railway station. Local tour buses (Explorer and Trolley) include a stop in the reserve, conveying people to the site from Katoomba and Leura stations.

### Links

- Roads  
Leura Cascades is serviced by Cliff Drive.
- Footpaths  
There are no paved footpaths at Leura Cascades but there are walking tracks linking the reserve to other locations within the Blue Mountains. Cliff Drive is a major tourist route linking Leura and Katoomba.
- Bike/shared paths  
Leura Cascades is part of the Great Blue Mountains Trail (GBMT) which connects Leura to Mt Victoria. The entire length of the GBMT has been signed posted. The section connecting the Mall to the Cascades has been completed which includes both on road and off road facilities.



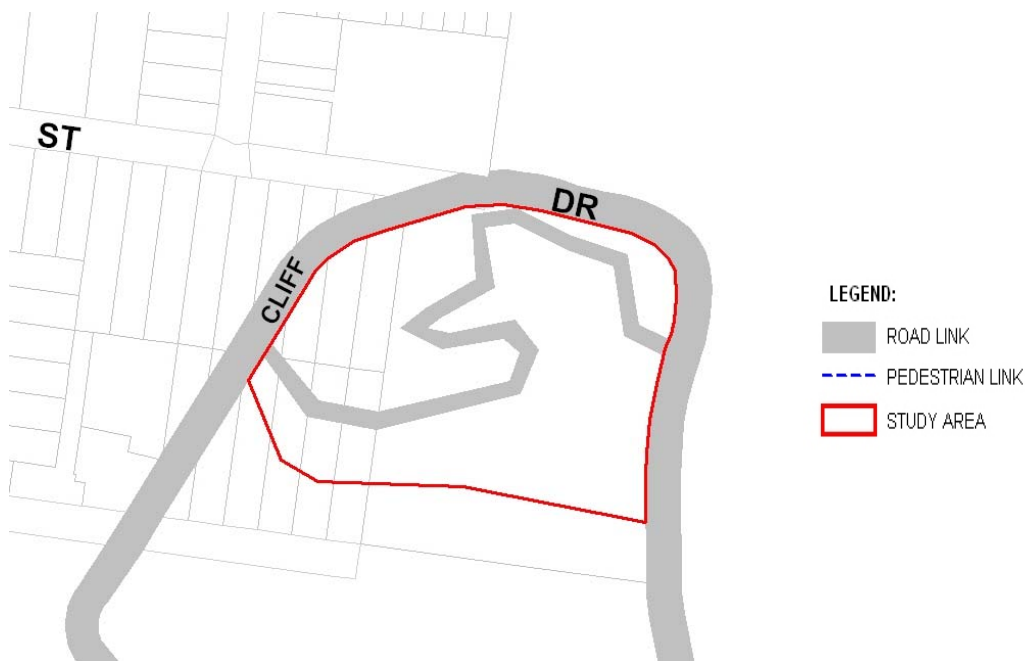
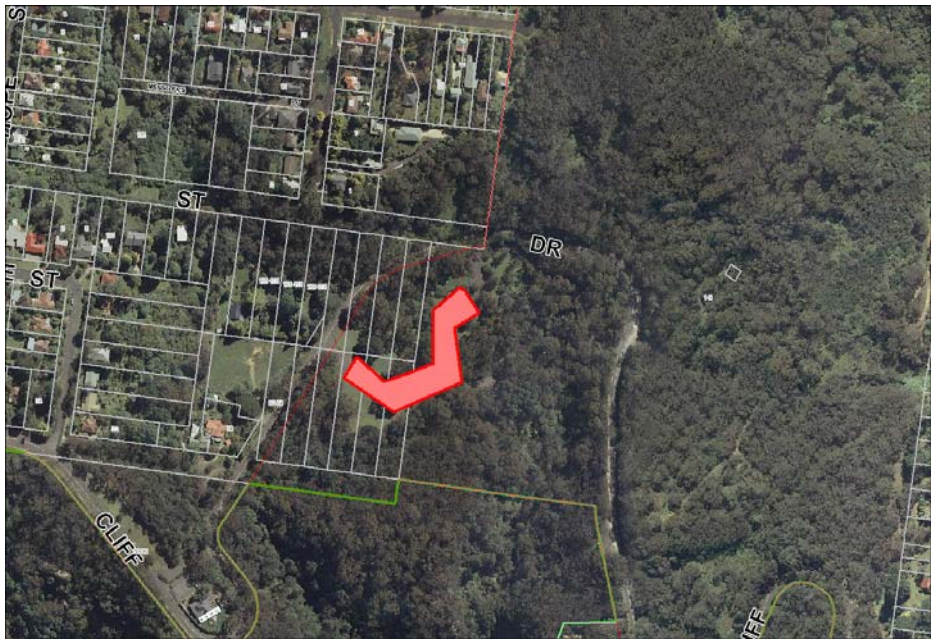


Fig: Leura Cascades Study Area Links

Leura Cascades Data and Analysis



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		
designated parking areas	35	14	39%	10	29%	-10%	30/86%

**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		
<b>designated parking areas</b>	35	16	<b>45%</b>	26	<b>74%</b>	<b>+30%</b>	26/74%

Safety & security

- Lighting  
Minimal lighting is provided in the location.
- Vegetation  
Leura Cascades has numerous trees and vegetation surrounding and within picnic areas. The trees are well maintained and contribute positively to the character of Leura Cascades along with numerous watercourses throughout the area.

Signage

- Directional  
There is minimal signage relating to parking at the location. Parking bays are marked on the road pavement.
- Parking restrictions  
There is currently no timed parking restriction signage.

Community demographics

Refer to Leura Town Centre demographics detailed in Appendix 1a.

Capacity

- Peaks  
Parking audits were conducted on several occasions, predominantly during the week and during the middle part of the day. Weekend audits were undertaken on a peak weekend in autumn. The observed occupancy rate on weekends has increased over time, in 2010-2012 average weekend occupancy was at 45%, by 2016 this had increased to 74%. The maximum observed was 86% capacity.

Projections

The location is very popular for tourist as it offers picnic facilities, disabled access to nature features and other unique mountains features.

Alternatives/Expansion Options

Will be based on future growth needs.

Capacity

Anecdotal evidence indicates that during peak period there is still capacity for parking in western car park.

Rangers' comments

No issues identified.

Tourist Bus Parking

No demand at this time has been observed.

Conclusion

The audits indicate there is adequate supply of parking to meet the demand for parking for regular weekends and during the week. There are seasonal peaks and troughs, with highest demand on good weather days during the milder seasons- particularly on long weekends and holidays. The audits did not identify any adverse parking issues.

Recommendations

No specific recommendations



## GORDON FALLS

### Description of the area surveyed

The Gordon Falls study area consists of the eastern end of Olympian Parade, the southern end of Lone Pine Avenue and includes the parking area within the Gordon Falls reserve.



**Fig: Gordon Falls Study Area**

### Summary of parking at Gordon Falls

There is parking for 15 vehicles adjacent to the corner of Olympian Parade and Lone Pine Ave. The parking spaces are nose in to kerb and there is adequate space to turn around without disrupting the flow of traffic. There is an additional parking area within the reserve but this is informal and unmarked. Approximately 8 vehicles could park in this area. On-street parking is available in Olympian Parade

### Adjoining and adjacent land uses

Land uses adjoining and adjacent to the west and north of Gordon Falls are detached residential dwellings, most on large allotments with established gardens. The Blue Mountains national park adjoins Gordon Falls to the east and south.



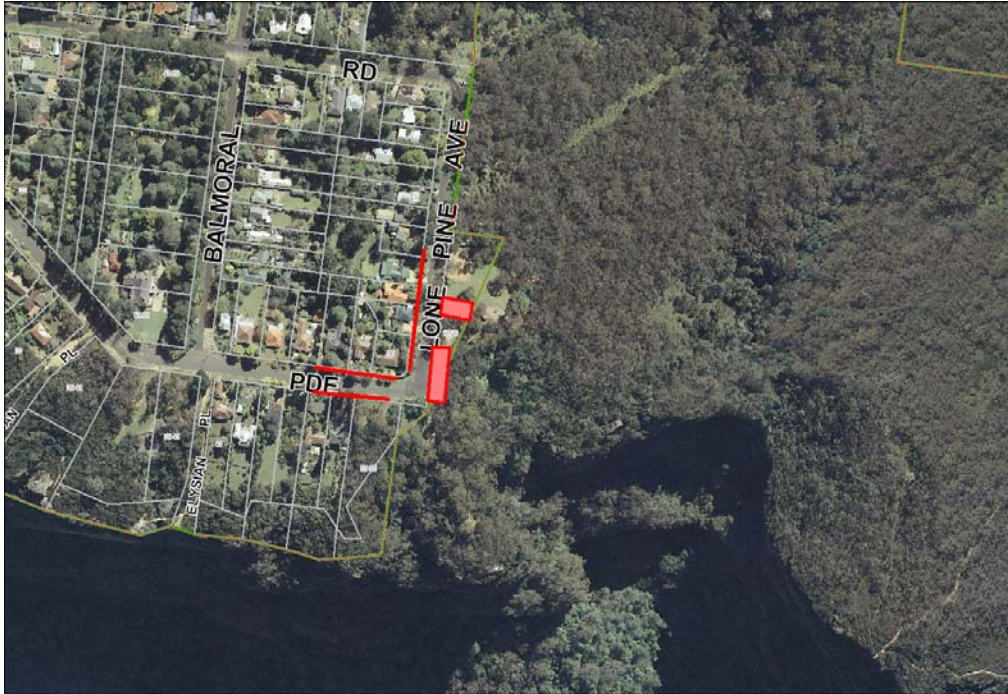
Characteristics

- Off-street parking
  - Restrictions  
There is some parking on site but this is unmarked. There are approximately 15 spaces which are unmarked and nose-in to the kerb. Overflow parking is available in the adjacent streets. There are no time restrictions on parking in the vicinity of Gordon Falls. There is an additional parking area within the reserve but this is informal and unmarked. Approximately 8 vehicles could park in this area.
  - Accessible spaces  
There is one accessible space located at the entrance to Gordon Falls.
- On-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil
- Bus, train and taxi services  
Blue Mountains Transit provides service bus 695 between Wentworth Falls, Leura and Katoomba. Local tour buses include a stop in Olympian Parade, conveying people to the site from Katoomba and Leura stations. The nearest train station and taxi services are located at Leura village.

Links

- Roads  
Gordon Falls is access via The Mall, Gordon Road, Olympian Parade and Lone Pine Avenue.
- Footpaths  
There is a footpath on northern side of Olympian Parade from Leura Mall. There are no paved footpaths adjacent to Gordon Falls.
- Bike/shared paths  
Gordon Falls is part of the Great Blue Mountains Trail (GBMT) which connects Leura to Mt Victoria. The entire length of the GBMT has been signed posted. The section connecting the Mall to the Cascades has been completed which includes both on road and off road facilities.

## Gordon Falls Data and Analysis



### 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		
parking off Lone Pine Ave	15	6	40%	1	7%	-31%	9/60%
parking within reserve	8	1	13%	0	0%	-17%	5/63%
<b>Total</b>	<b>23</b>	<b>7</b>	<b>30%</b>	<b>1</b>	<b>4%</b>	<b>-26%</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		
parking off Lone Pine Ave	15	10	67%	10	67%	0%	14/93%
parking within reserve	8	1	13%	6	75%	58%	6/75%
<b>Total</b>	<b>23</b>	<b>11</b>	<b>49%</b>	<b>16</b>	<b>70%</b>	<b>+20%</b>	

### Safety & security

- Lighting  
Street lighting is present in the study area.

- Vegetation  
Leura has numerous street trees. The trees are well maintained and contribute positively to the character of Leura and the Blue Mountains in general.

#### Signage

- Directional  
There is a Blue Mountains Drive tourist signage on Olympian Pde towards Cliff Drive.
- Parking restrictions  
There are currently no parking restriction signs.

#### Capacity

- Peaks  
Parking audits were conducted on several occasions, predominantly during the week and during the middle part of the day. Weekend audits were undertaken on a peak weekend in autumn. The average parking observed on weekdays in 2010-2012 was 30% capacity, rising to 49% on weekends. In 2016 capacity on weekdays was observed to be 4%.

#### Projections

The location is very popular for tourist as it offers picnic facilities, disabled access to natural features and other unique mountains features. Will continue to receive visitations.

#### Alternatives/Expansion Options

Will be based on future growth needs.

#### Capacity

Anecdotal evidence indicates that during peak period there is still capacity for parking.

#### Ranger's comments

In 2010-2012, the Rangers had no parking issues specific to the Gordon Falls, however by 2016 overnight parking and camping was beginning to become a problem and the rangers advised (in 2016) that "*notices have been placed at the location to deter overnight parking and camping*".

#### Tourist Bus Parking

None provided. No demand at this time.

#### Conclusion

The audits show there is a higher demand for parking at weekends compared to weekdays but the demand for parking is adequately met by the supply of parking spaces available. The audits did not identify any adverse parking issues but it is believed that overflow parking in adjacent streets occurs when there is peak tourist demand such as holiday times.

#### Recommendations

GF.1 Formalise informal carpark to provide more efficient parking.

## EVERGLADES

### Description of the area surveyed

The area surveyed adjacent to Everglades includes Everglades Avenue south of Easter Street, Fitzroy Street, Kensett Avenue and Wentworth Avenue.



**Fig: Leura Everglades Study Area**

### Summary of parking at Everglades

Everglades is a 5 hectare property owned by the National Trust of Australia and is listed on the National and State Heritage Registers. The property is open to the public every day.

There are 14 marked “rear to kerb” parking spaces in Everglades Avenue adjacent to the entrance to Everglades; however it was observed that most of the cars were parked front to kerb. There is limited parallel parking on the opposite side of the street. There is no opportunity for parking in Wentworth Avenue, which is very narrow. There is a bus stop adjacent to the intersection of Everglades Avenue and Fitzroy Avenue.

There is opportunity to park on the verge in Kensett Avenue as well as other adjacent streets. The Everglades website notes that up to 80 guests can be accommodated at a function at Everglades. A large function could result in 40 vehicles plus day visitors parking in the locality. There is approval for up to 17 such functions per year plus 19 major events at Everglades with up to 300 people in attendance. The audits did not capture these major events.

On-site parking for 14 vehicles, including 2 accessible spaces is available.

### Adjoining and adjacent land uses

Land uses adjoining and adjacent to the Everglades are detached residential dwellings, most on large allotments with established gardens.

### Characteristics

- Off-street parking
  - Restrictions  
There is limited parking on site holding 14 spaces.
  - Accessible spaces  
Two accessible spaces are available on site.
- On-street parking
  - Restrictions  
An additional 14 marked on-street parking spaces are available in Everglades Avenue adjacent to the entrance. Overflow parking is available in the adjacent streets. There are no time restrictions on parking in the vicinity of Everglades.
  - Accessible spaces  
Nil
- Bus, train and taxi services  
Blue Mountains Transit provides service bus 695 between Wentworth Falls, Leura and Katoomba. The nearest train station and taxi services are located at Leura village. Local private tour buses include a stop in Everglades Avenue, conveying people to the site from Katoomba and Leura stations.

### Links

- Roads  
The Everglades are accessed via Everglades Avenue, Fitzroy Street and Craigend Street.
- Footpaths  
There are no paved footpaths adjacent to the Everglades.
- Bike/shared paths  
The Blue Mountains Bike Plan has identified Route L12 – on road and REC6 on road as providing connection to the Everglades.



## Everglades Data and Analysis



### 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		
rear to kerb parking	14	8	60%	4	29%	-31%	14/100%
Everglades St on-street parking	40	1	3%	0	0%	-3%	4/10%
<b>Total</b>	<b>54</b>	<b>10</b>	<b>18%</b>	<b>4</b>	<b>7%</b>	<b>-11%</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		
rear to kerb parking	14	12	83%	8	57%	-26%	14/100%
Everglades St on-street parking	40	4	10%	1	3%	-8%	9/23%
<b>Total</b>	<b>54</b>	<b>16</b>	<b>29%</b>	<b>9</b>	<b>17%</b>	<b>-12%</b>	

### Safety & security

- Lighting



Street lighting is present in the study area.

- Vegetation  
Leura has numerous street trees. The trees are well maintained and contribute positively to the character of Leura and the Blue Mountains in general.

#### Signage

- Directional  
There is a Blue Mountains Drive tourist signage on Craigend Street & Everglades Ave.
- Parking restrictions  
Parking restriction signs are consistent, clear in their intention, easy to interpret, and they are generally well maintained.

#### Community Demographics

Refer to Leura Town Centre demographics detailed in Appendix 1a.

#### Capacity

- Peaks  
Parking audits were conducted on several occasions predominantly during the week and during the middle part of the day. Weekend audits were undertaken on a peak weekend in autumn. The average parking observed in 2010-2012 was 18% capacity on weekdays and 29% on weekends, and the maximum capacity observed was 100% capacity in the marked parking spaces. In the 2015-2016 the parking situation for weekdays had changed with an average occupancy of just 7%.

#### Projections

The location is very popular for tourist as it offers picnic facilities, disabled access to nature features and other unique mountains features. Everglades also host a number of events throughout the year.

#### Alternatives/Expansion Options

Will be based on future growth needs.

#### Capacity

Anecdotal evidence indicates that during peak period there is still capacity for parking in western car park.

#### Rangers comments

In 2010-2012 the Rangers had no particular parking issues specific to the Everglades and this situation had not changed in 2016.

#### Tourist Bus Parking

There is currently a bus zone directly outside the entrance to Everglades Gardens that facilitates Tourist Bus Parking.

#### Conclusion

The audits did not identify any adverse parking issues but it is believed that overflow parking in adjacent streets occurs when large events are held at the venue or during peak tourist times in spring and autumn. There was a higher average number of vehicles observed parked at Everglades at weekends compared to weekdays.

The parking issues at Everglades relate to event parking involving cars and buses, as well as peak visitor times such as autumn and spring.

#### Recommendations

EG.1 Traffic Management Plan for Events if required.

## ECHO POINT

### Description of the area surveyed

Echo Point precinct captures Silver Mist Park, Three Sisters Plaza, Lilanfels Park, Areas of southern Lurline Street.



Fig: Echo Point Study Area

### Summary of parking at Echo Point

Echo Point is the City's premier tourist destination.

There is on-street parking starting from Echo Point Rd / Birdwood Avenue intersection. On street parking continues along Birdwood Avenue. There is 8P ticketed parking along Echo Point Road, Lilianfels Avenue and along the left hand side of Panorama Drive. There are 22 spaces of 8P ticketed 90 degree parking along Cliff Drive including 4 accessible parking spaces. There is also 8P ticketed parking on Cliff Drive.

The off-street carpark west of Echo Point Road provides the easiest access to the lookout area. This carpark holds 42 spaces including 2 accessible spaces.

Silvermist Carpark is a newly constructed carpark in 2017 holding 17 90 degree parking spaces on Cliff Drive between Forster Road and Raymond Road.

Within the lookout area, there are 3 accessible spaces and 1 authorised access space.

### Adjoining and adjacent land uses

Adjoining and adjacent land uses include Blue Mountains National Park, residential area, environmental conservation and environmental living.

## Characteristics

- Off-street parking
  - Restrictions  
There are a total of 22 8P ticketed 90 degree parking spaces on Cliff Drive and 17 90 degree parking spaces at Silvermist Carpark on Cliff Drive.  
The off-street carpark west of Echo Point Road holds 42 spaces.
  - Accessible spaces  
The Cliff Drive parking area includes 4 accessible spaces.  
The off-street carpark west of Echo Point Road has 2 disability parking spaces. There are an additional 3 accessible spaces within the lookout area and one authorised parking space.
- On-street parking
  - Restrictions  
On street parking within the study includes 2P parking and 8P ticketed parking within the Echo Point vicinity.
  - Accessible spaces  
Nil
- Bus, train and taxi services  
Blue Mountains Transit provides service bus 686 between Katoomba and Scenic World. The nearest train station is Katoomba train station and the nearest taxi services are located on Echo Pt Road.

## Links

- Roads  
The Echo Point vicinity is accessed via Lurline St heading onto Echo Pt Road. Birdwood Avenue, Lilianfels Avenue and Panorama Drive connect to Cliff Drive.
- Footpaths  
The majority of the Echo Point Vicinity is well serviced by concrete footpaths.
- Bike/shared paths  
Echo Point and its connection east to Leura Cascades and onto Leura; and its connection west too Katoomba Falls, Scenic World and onto Mt Victoria, is part of the Great Blue Mountains Trail. The Trail is well signposted as both off road and on road.

## Safety & Security

- Lighting  
The Echo Point vicinity is generally well lit, including lighting in the lookout area and street lighting.
- Vegetation  
Katoomba has numerous street trees. The trees are well maintained and contribute positively to the character of Katoomba and the Blue Mountains in general. Vegetation within the lookout area contributes positively to the character of Echo Point and the surrounding National Park.

## Signage

- Directional  
Well signposted from Great Western Highway and local roads.
- Parking restrictions  
Parking restriction signs are consistent, clear in their intention, easy to interpret, and they are generally well maintained.

## Community Demographics

Refer to Katoomba Town Centre demographics detailed in Appendix 1a.

Capacity

- Peaks  
During holiday periods and special events.
- Turnover  
Metered parking and Rangers ensures parking equity is maintained.
- Overstay  
Metered parking and Rangers ensures parking equity is maintained.

Projections

The Echo Point Vicinity is likely to experience continued high, increasing demand for parking.

Alternatives/Expansion Options

Limited capacity to expand off street parking options without the purchase of land for this purpose.

Rangers' comments

Ticketed parking well established and enforced. Options for expansion will be considered as part of Visitor Infrastructure Investment Strategic Plan.

Tourist Bus Parking

Tourist Bus Parking is located along the west of Echo Point Rd with 3 spaces for buses/mini buses on Panorama Drive. Will be reviewed in the Parking Precinct Plan.

Conclusion

Echo Point is the priority site for tourist parking provision in the City. A review of bus parking is currently being completed. Options for additional parking should be investigated. Formalisation of area in front of Silver Mist Reserve has been completed. Option to further formalise areas north along Cliff Drive should also be considered.

Recommendations

- EP.1 Investigate options for addition off road parking.
- EP.2 Investigate the formalisation of on-road parking along Cliff Drive, north of Silver Mist Reserve.
- EP3. Development and implementation of a Parking Precinct Plan.



## KATOOMBA FALLS

### Description of the area surveyed

The area surveyed adjacent to Katoomba Falls includes Cliff Drive, Katoomba Falls Road and Peckmans Road.



Fig: Katoomba Falls and Scenic World Study Area

### Summary of parking at Katoomba Falls

Katoomba Falls is part of the tourism precinct known as the Scenic Southern Escarpment, a natural area that stretches from Katoomba to Wentworth Falls in the east. There are three parking areas in this study area. Katoomba Falls – Kiosk has no formal parking arrangements in place. This business is only open on an adhoc basis. As detailed below, a major upgrade of the Kiosk and surrounds is currently underway. The parking at intersection of Katoomba Falls Road and Cliff Drive (Maple Grove) is asphalted with no line marking, space for approximately 10 cars and 1 accessible space. The parking on Cliff Drive is asphalted with no line marking and has approximately 15 spaces with 1 large accessible parking space located further south of this carpark area. Access is gained to nearby walking tracks, playground and BBQ's.

### Adjoining and adjacent land uses

Land uses adjoining and adjacent to Katoomba Falls includes Blue Mountains National Park, Katoomba Park, Katoomba Falls Caravan Park and nearby Scenic World.

### Characteristics

- Off-street parking
  - Restrictions  
There is off street parking located off Katoomba Falls Road (Maple Grove - intersection of Katoomba Falls Road and Cliff drive). This area holds spaces

for approximately 10 cars. The carpark area on Cliff Drive fronting the park holds approximately 15 spaces.

- Accessible spaces  
There is 1 accessible space in the Maple Grove carpark and 1 large accessible space just south of the Cliff Drive carpark fronting the park.
- On-street parking
  - Restrictions  
There are approximately 12 unmarked parking spaces to be provided on the southern side of Cliff Drive fronting the Kiosk.
  - Accessible spaces  
There are two accessible spaces to be provided in the Kiosk car park area.
- Bus, train and taxi services  
Blue Mountains Transit provides service bus 686 between Katoomba and Scenic World. The nearest train station is Katoomba train station and the nearest taxi services are located on Echo Point Road.

#### Links

- Roads  
Katoomba Falls is accessed by Falls Road, Cliff Drive, Peckmans Road and Kamillaroi Road.
- Footpaths  
Footpaths exist on the Northern side of Cliff Drive from the entrance to Katoomba Park east towards Katoomba Town Centre. A shared path connection exists on the southern side of Cliff Drive from Katoomba Falls Road to Scenic World and connections to Echo Point. Two refuge crossing points provide connection between the paths on Cliff Drive.
- Bike/shared paths  
Katoomba Falls, Echo Point and Scenic World are part of the Great Blue Mountains Trail. The Trail is well signposted as both off road and on road.

#### Safety & Security

- Lighting  
Street lighting is present in the study area.
- Vegetation  
Katoomba has numerous street trees. The trees are well maintained and contribute positively to the character of Katoomba and the Blue Mountains in general. Vegetation within the area contributes positively to the character of Katoomba Falls and the surrounding National Park.

#### Signage

- Directional  
Well signposted from Great Western Highway and local roads.
- Parking restrictions  
There are no parking restriction signs in place fronting the Katoomba Falls Kiosk and on the southern side of Cliff Drive. There are no stopping restrictions on northern side.

#### Community Demographics

Refer to Katoomba Town Centre demographics detailed in Appendix 1a.

#### Capacity

- Peaks  
Weekend and holiday periods



Projections

The Katoomba Falls precinct is currently undergoing a major upgrade. This work will include the upgrade of the Kiosk building and additional restaurant and viewing area, onsite parking for 10 spaces and 2 accessible parking spaces; formalising on road spaces, a new pedestrian crossing to Katoomba Park and Caravan Park; changes to entry of Caravan park and Oval; formalising oval car parking on southern side; and improvements to shared path arrangements.

Alternatives/Expansion Options

As detailed above.

Rangers' comments

Requires formalisation which will be captured as part of upgrade project.

Tourist Bus Parking

There is currently a bus stop and shelter provided west of the Kiosk for the local bus, Trolley and Explorer services. Upgrade will include improvements to this area.

Conclusion

The upgrade project will make significant improvements to parking provisions by providing off street, on road and accessibility parking spaces. Improvements to the entrance/exit of the Caravan Park and sporting area will improve vehicle and pedestrian movements resulting in increased safety for all road users.

Recommendations

- KF.1 Implementation of Katoomba Falls Upgrade Project.
- KF.2 Development and implementation of a Parking Precinct Plan.



## SCENIC WORLD

### Description of the area surveyed

The area surveyed adjacent to Scenic World includes Cliff Drive, Violet Street and Peckmans Road.



**Fig: Katoomba Falls and Scenic World Study Area**

### Summary of parking at Scenic Falls

Scenic World is privately owned and is part of the tourism precinct known as the Scenic Southern Escarpment, a natural area that stretches from Katoomba to Wentworth Falls in the east. There are currently multiple parking arrangements available. Scenic World is one of the City's premier tourist destinations with visitations expected to increase by 1 million in coming years. The Scenic World parking area includes a multi deck car park which has capacity for over 100 cars including charging points for electric vehicles, bus and coach parking which has capacity for 31 buses. There are 5 accessible parking spaces. There is a pick up and drop off zone outside the facility and this area is within a shared zone. Off street parking is available in some unformed areas on Cliff Drive. The CMS conference centre is located adjacent to Scenic World and large numbers of vehicles (up to approximately 500 including buses during major events) park on the land at 41 Violet Street.

### Adjoining and adjacent land uses

Land uses adjoining and adjacent to Scenic World are the Blue Mountains National Park, Katoomba Park, Katoomba Falls Caravan Park and the CMS & KCC Conference Centres. There are limited residential dwellings on Cliff Drive.

### Characteristics

- Off-street parking

There is a multi-deck carpark with the capacity for over 100 cars, bus and coach parking which has capacity for 31 buses.

- Accessible spaces  
5 accessible parking spaces are located outside the entry to Scenic World.
- On-street parking
  - There is some capacity for on street parking on unformed areas along Cliff Drive.
  - Accessible spaces  
Nil
- Bus, train and taxi services  
Blue Mountains Transit provides bus service 686 between Katoomba and Scenic World. The nearest train station is Katoomba train station and the nearest taxi services are located on Echo Pt Road.

#### Links

- Roads  
Scenic World is accessed via Cliff Drive, Peckmans Road and Violet Street.
- Footpaths  
A shared path connection exists on the southern side of Cliff Drive from Katoomba Falls Road to Scenic World.
- Bike/shared paths  
Scenic World and its connection east to Katoomba Falls, Echo Point and onto Leura; and its connection west to Mt Victoria, is part of the Great Blue Mountains Trail. The Trail is well signposted as both off road and on road.

#### Safety & Security

- Lighting  
Street lighting is present in the study area. Lighting in private parking areas are also present.
- Vegetation  
Katoomba has numerous street trees. The trees are well maintained and contribute positively to the character of Katoomba and the Blue Mountains in general. Vegetation within the area contributes positively to the character of Scenic World, Katoomba Falls and the surrounding National Park.

#### Signage

- Directional  
Well signposted from Great Western Highway and local roads.
- Parking restrictions  
Parking restriction signs are consistent, clear in their intention, easy to interpret, and they are generally well maintained.

#### Community Demographics

Refer to Katoomba Town Centre demographics detailed in Appendix 1a.

#### Capacity

- Peaks  
Weekends and holidays

#### Projections

Scenic World will continue to attract large numbers of visitors. During peak periods, there is overflow onto local streets. This can be exacerbated if the CMS Conference Centre is holding an event at the same time.



#### Alternatives/Expansion Options

There are limit options to expand Council car parking without the purchase of land. Options to utilise land owned by CMS and Scenic World for parking should be investigated. The formalisation of current on-road parking should be reviewed.

#### Rangers' comments

Not managed by Council. There are congestion issues during peak period and CMS conventions.

#### Tourist Bus Parking

There are currently 31 bus and coach parking spaces provided by Scenic World.

#### Conclusion

This precinct will continue to reach capacity during peak holiday periods and CMS Convention activities which impacts on local traffic safety and amenity. Council should work with these organisations to ensure additional parking during these periods.

#### Recommendations

- SW.1 Traffic Management Plans for Events at CMS and Scenic World.
- SW.2 Investigate options to partnership with CMS and Scenic World for additional parking.  
This could involve both new parking spaces or use/hire of land during peak periods.
- Sw.3 Development and implementation of a Parking Precinct Plan.

## MINNEHAHA FALLS

### Description of the area surveyed

The area surveyed adjacent to Minnehaha Falls includes Blue Mountains National Park, North Katoomba.

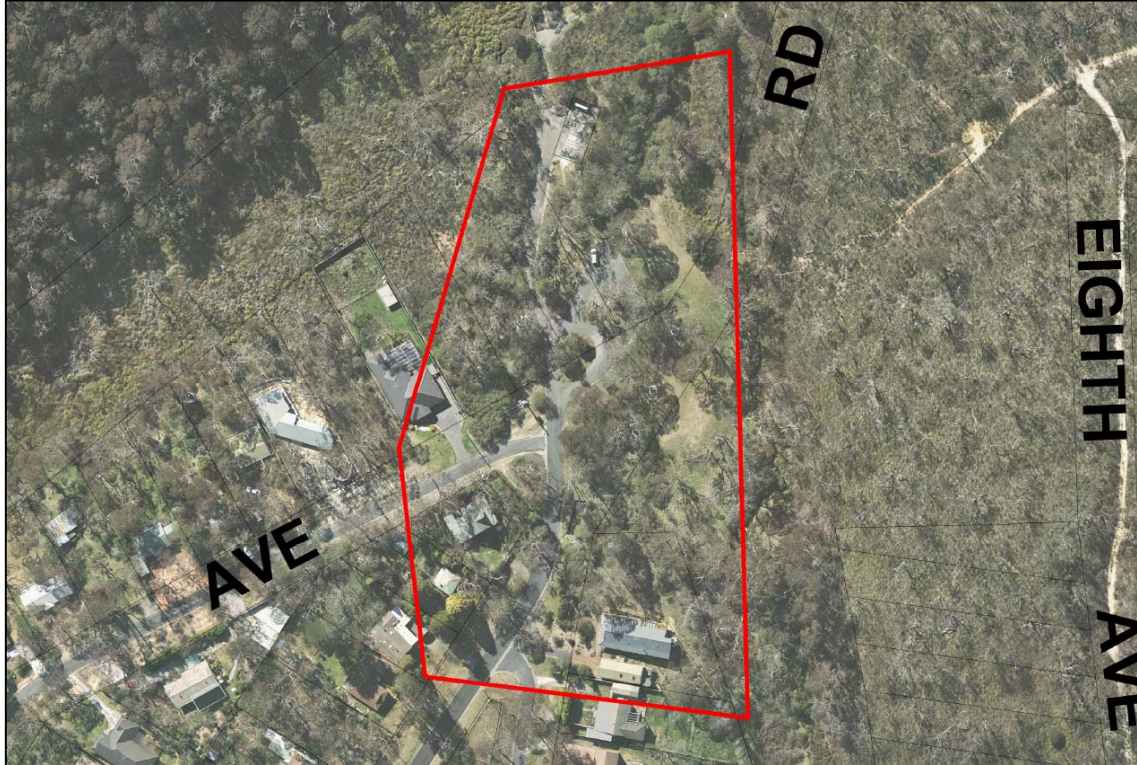


Fig: Minnehaha Falls Study Area

### Summary of parking at Minnehaha Falls

Parking is an asphalted area divided by remnants of bush land. No formal parking spaces.

### Adjoining and adjacent land uses

Land uses adjoining and adjacent to the Minnehaha includes National Park, environmental management and environmental conservation.

### Characteristics

- Off-street parking
  - Restrictions  
There is space for approximately 8 cars to park safely within the area.
  - Accessible spaces  
There are no accessible spaces
- On-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil
- Bus, train and taxi services

Blue Mountains Transit provides service bus 697 between Katoomba and North Katoomba. The nearest train station and taxi services are located at Katoomba Town Centre.

#### Links

- Roads  
Minnehaha Falls are accessed via Mini Ha Ha Road, Fifth Avenue and Seventh Avenue.
- Footpaths  
There are no formal footpaths in the vicinity.
- Bike/shared paths  
The nearest route is L16 which runs along Victoria Street from Katoomba Town Centre.

#### Safety & Security

- Lighting  
There is no lighting within the area.
- Vegetation  
Katoomba has numerous street trees. The trees are well maintained and contribute positively to the character of Katoomba and the Blue Mountains in general. Vegetation within the area contributes positively to the character of Katoomba and the surrounding National Park.

#### Signage

- Directional  
There is no directional signage.
- Parking restrictions  
There are no parking restrictions.

#### Community Demographics

Refer to Katoomba Town Centre demographics detailed in Appendix 1a.

#### Projections

Visitors are expected to increase.

#### Alternatives/Expansion Options

Not required at this time.

#### Tourist Bus Parking

Not required at this time.

#### Conclusion

Location becoming more popular with locals and visitors. Monitor future growth and impact.

#### Recommendations

MF.1 Investigate options to improve the safety and operation of the turning circle through pavement markings.

## MT BLACKHEATH

### Description of the area surveyed

The area surveyed adjacent to Mt Blackheath was Mt Blackheath Road and the Crown Land Reserve.



**Fig: Mt Blackheath Study Area**

### Summary of parking at Mt Blackheath

Parking near Mt Blackheath is along an unsealed road with a formed parking area at the end. This location has become increasingly popular by tourist providers for 'offering a Blue Mountains experience' and also with hand gliders. Impacts on the unsealed road and the nature environment is of high concern by relevant asset owners.

### Adjoining and adjacent land uses

Land uses adjoining and adjacent to the Mt Blackheath includes Crown Land, environmental management and environmental conservation.

### Characteristics

- Off-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil
- On-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil



- Bus, train and taxi services  
Blue Mountains Transit provides services 698 and 698V with nearest stop on GWH at Govetts Leap Roads. Nearest Train Service is Blackheath Station. Taxis services are also provided from a rank at corner of highway and Govetts Leap Road.

#### Links

- Roads  
Mt Blackheath Road connects to Shipley Road which goes to Blackheath.
- Footpaths  
Nil
- Bike/shared paths  
Nearest Bike Route is Rec7e which runs to Mt Blackheath Lookout to Blackheath Town Centre.

#### Safety & Security

- Lighting  
Nil
- Vegetation  
The site is surrounded by bushland.

#### Signage

- Directional  
Local signage at Blackheath on corner of highway and at junctions of Stations Street, Shipley Road and Megalong Road.
- Parking restrictions  
Nil

#### Community Demographics

Refer to Blackheath Town Centre demographics detailed in Appendix 1a.

#### Capacity

- Peaks  
Weekends and Holidays

#### Projections

The area will continue to be heavily impacted by increased visitations.

#### Alternatives/Expansion Options

Not required at this time.

#### Tourist Bus Parking

Not required at this time.

#### Conclusion

The location has become increasingly popular for tourist buses as it offers a free (to tourist companies) site which showcases the Blue Mountains Escarpment. Also locations for Hand Gliding.

#### Recommendations

MB.1 Investigate need to seal access and formalise parking.

## MEGALONG VALLEY

### Description of the area surveyed

The area surveyed adjacent to Old Ford Reserve and Blackheath Glen Reserve in the Megalong Valley includes Crown Reserve and private holdings.



**Fig: Megalong Valley Study Area**

### Summary of parking at Mt Blackheath

Parking at Blackheath Glen Reserve is unformed and adhoc camping occurring alongside formal camping areas. There are remnants of bushland throughout the site.

Parking at Old Ford Reserve is semi controlled with log bollards. Access to the site of Megalong Road is sealed. Impact on unsealed areas and nature environment is of high concern by relevant asset owners.

### Adjoining and adjacent land uses

Crown land, environmental management & environmental conservation and private land holdings.

### Characteristics

- Off-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil
- On-street parking
  - Restrictions  
Nil

- Accessible spaces  
Nil

- Bus, train and taxi services  
Blue Mountains Transit provides services 698 and 698V with nearest stop on GWH at Govetts Leap Roads. Nearest Train Service is Blackheath Station. Taxis services are also provided from a rank at corner of highway and Govetts Leap Road.

#### Links

- Roads  
Megalong Road connects to Shipley Road which goes to Blackheath.
- Footpaths  
Nil
- Bike/shared paths  
Nearest Bike Route is Rec7c which runs along Megalong Road from Shipley Road to end of seal.

#### Safety & Security

- Lighting  
Nil
- Vegetation  
The site is surrounded by bushland.

#### Signage

- Directional  
Local signage at Blackheath on corner of highway and at junctions of Stations Street, Shipley Road and Megalong Road.
- Parking restrictions  
Nil

#### Capacity

- Peaks  
Weekends and holidays

#### Projections

The area will continue to be impacted by increased visitations.

#### Alternatives/Expansion Options

Not required at this time.

#### Tourist Bus Parking

Not required at this time.

#### Conclusion

These locations have become increasingly popular for 'free campers' and will continue to be monitored for impacts.

#### Recommendations

No specific recommendations

## CATHEDRAL OF FERNS CAMPGROUND

### Description of the area surveyed

The area surveyed adjacent to Cathedral of Ferns campground includes Blue Mountains National Park, Crown Land and private land holders in the village of Mt Wilson.



**Fig: Cathedral of Ferns Campground Study Area**

### Summary of parking at Cathedral of Ferns Campground

Parking at Cathedral of Ferns is gravel and semi controlled with log bollards to prevent vehicle access into some park and bush reserve areas. Access is via Mt Irvine Road. Impact on unsealed areas and nature environment is of concern to relevant asset owners.

### Adjoining and adjacent land uses

Crown land, environmental management & environmental conservation and private land holdings.

### Characteristics

- Off-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil
- On-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil



- Bus, train and taxi services  
Nil

#### Links

- Roads  
Bells Line of road, Mt Wilson Road and Mt Irvine Road.
- Footpaths  
Nil
- Bike/shared paths  
Nil

#### Safety & Security

- Lighting  
Not provided in keeping with campground environment
- Vegetation  
No issues identified

#### Signage

- Directional  
Signage to Mt Wilson on Bells Line of Road and Mt Irvine Road
- Parking restrictions  
Nil

#### Capacity

- Peaks  
Weekends and Holidays

#### Projections

The area will continue to be impacted by increased visitations and free campers.

#### Alternatives/Expansion Options

No required at this time.

#### Tourist Bus Parking

Unformed

#### Conclusion

The locations have become increasingly popular for 'free campers' and will continue to be monitored for impacts.

#### Recommendations

CF1. Investigate need to seal access and formalise parking through the BMCC Campground Strategy.

## NORMAN LINDSAY GALLERY

### Description of the area surveyed

The area surveyed is adjacent to the entrance to the Norman Lindsay Gallery and includes the adjacent roads of Norman Lindsay Crescent and Chapman Parade.



**Fig: Faulconbridge Norman Lindsay Gallery Study Area**

### Summary of parking at the Norman Lindsay Gallery

Parking is generally not provided on the grounds of the gallery. However the site is accessed via Norman Lindsay Crescent, which provides approximately 40 un-marked car parking spaces. Norman Lindsay crescent provides access to approximately 5 properties in addition to the Gallery and has two access points onto Chapman Parade.

### Adjoining and adjacent land uses

The site adjoins single dwelling residential development on large lots. The Blue Mountains National Park adjoins part of the northern boundary.

### Characteristics

- Off-street parking
  - Restrictions
 

There are no time restrictions on parking and there are no marked parking spaces.
  - Accessible spaces
 

Nil
- On-street parking
  - Restrictions
 

There are unformed shoulders on Chapman Parade on which several cars can park within the road reserve.

- Accessible spaces
  - Nil
- Bus, train and taxi services  
Blue Mountains Transit provides services 690C to location. Nearest Train Service is Springwood Station. Taxis services are also provided from Winmalee and Springwood.

#### Links

- Roads  
Access via Grose Road, Chapman parade and Norman Lindsay Crescent.
- Footpaths  
No formal footpaths in vicinity.
- Bike/shared paths  
Route L7A runs along Chapman Parade which then connects to L6 to Springwood Town Centre, This is a combination of off-road and on-road facility.

#### Safety & Security

- Lighting  
No street lighting is provided in this location.
- Vegetation  
NLG has numerous trees and vegetation surrounding its grounds. The trees are well maintained and contribute positively to the character of Faulconbridge. The road verge is uneven with intermittent trees, shrubs and power poles. In places, where the verge is relatively even the grass is worn through.

#### Signage

- Directional  
There is signage at the intersection of the Great Western Highway and Gross Road and again at the intersection of Chapman Parade.
- Parking restrictions  
There is no signage relating to parking at the location. There are no formal (marked) parking spaces along Norman Lindsay Crescent.

#### Community Demographics

Refer to Faulconbridge Town Centre demographics detailed in Appendix 1a.

#### Capacity

- Peaks  
The estimated capacity is approximately 43 spaces. Average occupancy is 23% and has remained the same from the first count to the last count in 2016.
- Turnover  
Not Known
- Overstay  
Not Known

#### Projections

Norman Lindsay Gallery will continue to attract visitors.

#### Alternatives/Expansion Options

No required at this time.

#### Rangers' comments

No issues identified

Tourist Bus Parking

No formal parking provided. No demand at this time for additional facilities.

Conclusion

There appears to be ample parking for everyday use, however no counts were undertaken during a special event.

Recommendations

NL.1 Traffic Management Plan for Events required

### Number of vehicles parked

	Spaces available	2010-2012		2015-2016		Difference	Maximum number/percentage occupancy
		Average occupancy - vehicles	Average percentage occupancy	Average occupancy - vehicles	Average percentage occupancy		
No formal spaces marked.	43 approx	10	<b>23%</b>	10	<b>23%</b>	<b>0%</b>	13/30%

**Note:** Spaces calculated on length of Norman Lindsay Cres (between driveways) / 5.5 (parallel to kerb parking)



## BULLS CAMP

### Description of the area surveyed

The area surveyed is adjacent to the Great Western Highway, Rail Corridor and National Park.



Bulls Camp (Woodford)

### Summary of parking at Bulls Camp

Parking at Bulls Camp is semi controlled with log bollards and earthen mounds. A narrow turning circle around the site provides vehicle access to a number of camping spots. Access to the site is from the Great Western Highway. Impact on unsealed areas and the natural environment is of concern to relevant asset owners. There is no line marking at the site. There is space for approximately 10-20 vehicles in the main parking area. It has been observed that there is usually a high proportion of campervans utilising Bulls Camp as a rest stop and 'free' camping ground.

Bulls Camp is a designated Rest Area for the Great Western Highway. This function needs to be maintained, both in access to amenities and parking.

### Adjoining and adjacent land uses

Public Reserve Trust, environmental management, environmental conservation and National Park.

### Characteristics

- Off-street parking
  - Restrictions

There is space for approximately 10-20 vehicles in the main parking area, depending on size and number of trucks present.

- Accessible spaces  
Nil
- On-street parking
  - Restrictions  
Nil
  - Accessible spaces  
Nil
- Bus, train and taxi services  
Blue Mountains Transit provides service 690K Katoomba to Penrith with the nearest stop at Woodford Village. Nearest Train Service is Woodford or Linden Stations. Taxi services are also provided from Springwood or Hazelbrook.

#### Links

- Roads  
Bulls Camp is accessed from the Great Western Highway.
- Footpaths  
Nil
- Bike/shared paths  
The Great Western Highway provides a regional on road link across the mountains. Council has a proposed Bike Route L8a between Woodford and Linden and Route L7 Linden to Faulconbridge.

#### Safety & Security

- Lighting  
Toilet block area only.
- Vegetation  
The site is surrounded by bushland.

#### Signage

- Directional  
There is directional signage on the Great Western Highway.
- Parking restrictions  
There is 30min timed parking in the area outside the toilet facilities.

#### Community Demographics

Refer to Woodford Town Centre demographics detailed in Appendix 1a.

#### Capacity

- Peaks  
Observational evidence indicates that this site has become increasingly popular with free campers who are having an adverse impact on the local surrounds and amenities block.

#### Projections

The area will continue to be impacted by increased visitors and free campers.

#### Rangers' comments

Congested during peak periods. Balance of enforcement between campers and highway rest area users.

#### Alternatives/Expansion Options

Management of free campers being investigated as part of VIISP. Any expansion needs to facilitate the continued use of the site as a RMS NSW Rest Area for light vehicle access.

Tourist Bus Parking

Informal areas only.

Conclusion

The location has become increasingly popular for 'free campers' and will continue to be monitored for impacts.

Recommendations

- BC.1 Provide designated parking for trucks to use as a rest stop.
- BC.2 Facilitate the continued use of the site as a RMS NSW Rest Area for light vehicle access.