blue mountains City Council

Citywide Parking Strategic Plan 2018

Acknowledgement

The City of the Blue Mountains is located within the Country of the Darug and Gundungurra Peoples. Blue Mountains City Council recognises that Darug and Gundungurra Traditional Owners have a continuous and deep connection to their Country and that this is of great cultural significance to Aboriginal people, both locally and in the region.

For Darug and Gundungurra Peoples, Country takes in everything within the physical, cultural and spiritual landscape – landforms, waters, air, trees, rocks, plants, animals, foods, medicines, minerals, stories and special places. It includes cultural practice, kinship, knowledge, songs, stories and art, as well as spiritual beings, and people: past, present and future.

Blue Mountains City Council pays respect to Elders past and present while recognising the strength, capacity and resilience of past and present Aboriginal and Torres Strait Islander people in the Blue Mountains region.

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Background Reports/Appendices (online at www.bluemountainshaveyoursay.com.au/citywide-parking-strategic-plan)

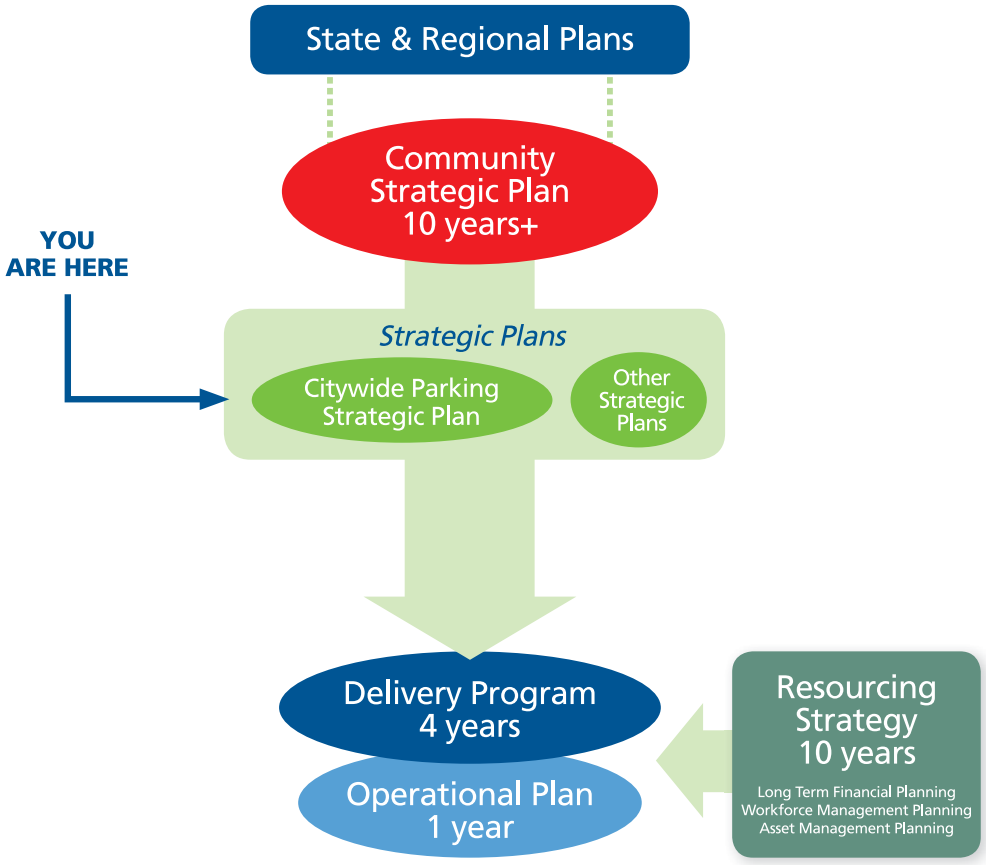
a) Towns and Villages
b) Visitor Destinations

Prologue

Blue Mountains City Council (Council) is undertaking a large-scale review of plans and strategies to inform future service planning. These plans outline how Council will address the Community's priorities and aspirations as identified in the Blue Mountains Community Strategic Plan 2035.

Ongoing review of policies, programs and priorities allows Council to ensure that it is prepared and resourced to meet the challenges and opportunities of a changing and contemporary City and community. It will inform Council's Delivery Program and resource allocation, now and into the future.

INTEGRATED PLANNING & REPORTING FRAMEWORK



The Citywide Parking Strategic Plan is directly informed by the Blue Mountains Community Strategic Plan 2035, developed in consultation with the community. It has also been informed by the draft Blue Mountains Integrated Transport Strategic Plan, the Blue Mountains Draft Visitor Infrastructure Investment Strategic Plan (VIISP), and Council's adopted and draft Town and Village Masterplans.

The Strategic Plan falls under Council's Key Direction of "Move: an Accessible City", in particular objective 5.1: "The City has an integrated, accessible and sustainable transport network".

1 Introduction

Why a Citywide Parking Strategic Plan

Providing and managing vehicle parking is an important issue for Blue Mountains City Council (BMCC), Blue Mountains businesses and the wider community. The location of many Blue Mountains towns and villages along the railway line and Great Western Highway, and high levels of car usage, have resulted in competing demands for parking space between commuters, employees, shoppers and visitors.

To help understand parking issues in the Blue Mountains, Council resolved to prepare a Citywide Car Parking Strategy in 2010. Parking data was collated for town and village centres, commuter parking areas, and selected visitor destinations. A Citywide Car Parking Strategy – Priority Sites document was prepared and adopted by Council in 2012. It takes a strategic approach to parking across the City, with data provided for key locations.

Additional parking data for town and village centres, commuter parking areas, and selected visitor destinations was collected throughout 2015/16 to facilitate a longitudinal comparison of data from 2011/12 to 2015/16, and provide a picture of parking trends in the City over recent years. This has informed the development of this current document – the Citywide Parking Strategic Plan.

Since the Citywide Parking Strategy – Priority Sites was adopted in 2012, continuing increases in visitor numbers to the City have placed substantial pressure on existing roads and parking facilities, especially during peak holiday periods. Council faces the challenge of providing and maintaining infrastructure that is fit for purpose for visitors, locals and the local visitor industry, satisfies community expectations, and eases the financial burden on ratepayers. In addition to town centres, such as Leura and Blackheath, key locations affected by increased visitors include Echo Point, Cliff Drive Katoomba and Wentworth Falls Conservation Hut/Falls Road. The Citywide Parking Strategic Plan was expanded to include these key locations.

BMCC has recently prepared a Blue Mountains Visitor Infrastructure Investment Strategic Plan (VIISP). The VIISP looks at opportunities to better manage the impacts of tourism and reduce the financial burden on local ratepayers. The Blue Mountains Integrated Transport Strategic Plan is also currently under preparation – both documents have informed the Citywide Parking Strategic Plan.

Purpose

The purpose of this Strategic Plan is to:

- Provide a longitudinal parking supply and demand profile for locations across the Blue Mountains Local Government Area - indicating trends and pressures over time;
- Review the key issues and options for addressing parking issues and future parking needs in the City;
- Provide recommendations to minimise parking conflicts and guide future planning for parking management and infrastructure;
- Inform wider planning processes and the preparation and assessment of development applications in the City.

Parking is a vital part of a transport system, and its availability can influence car use and the operation of a road network. Convenient and affordable parking is important to attract customers and to encourage commuters to use public transport. Parking is one of the first experiences people have when arriving at a place. Inadequate or insufficient or difficult to find parking will frustrate users and can result in people parking where it is not permitted or appropriate. Inadequate parking arrangements can result in conflicts between users and non-users, such as residents.

However, parking is costly to construct and maintain, and can have costly environmental impacts. Large parking areas are not consistent with the distinctive character of towns in the Blue Mountains, and there is a limited supply of suitable land in areas with high parking demand. Providing a lot of parking tends to encourage driving and discourages alternative travel modes (which is inconsistent with the Blue Mountains community vision for an integrated, accessible and sustainable transport network (BMCC Community Strategic Plan). This Strategic Plan aims to achieve a sustainable balance between the needs of drivers, the character of the Blue Mountains and environmental, economic and social objectives.

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2 Context

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Blue Mountains – geography and population

Blue Mountains towns developed along the east-west ridgeline, followed by the route of the Great Western Highway and the Western Railway Line. Town centres developed close to the railway stations, with housing following the north-south ridgelines and bushland separating the towns. The lack of large expanses of level land has resulted in the towns retaining a compact development pattern focussed around the railway stations.

The compact development pattern provides opportunities to increase public transport use and active transport options, and reduce parking demand. However, the location of most railway stations within or adjacent to town centres, puts pressure on town centre parking, especially where there is insufficient commuter parking provided.

Data from the Australian Bureau of Statistics and .id Consulting show the Estimated Resident Population of the Blue Mountains increased from 78,553 in 2011 to 78,705 in 2016, and is forecast to increase to 82,869 by 2036. Residential density is higher in the lower Blue Mountains, with the most densely populated towns being Mount Riverview, Glenbrook, Blaxland and Winmalee. Due to the lack of suitable land available, residential development is not expected to increase significantly, with the main opportunities being for density in and around town centres. The population is older and ageing faster than the NSW average. More people are living longer, and people aged 65 or more are a significant and growing sector of our community.[1] This creates a greater need for accessible car parking close to services and facilities.

Analysis of ABS data in 2016 shows a high level of car ownership - 52% of households in the Blue Mountains had access to two or more vehicles, compared to 46% in Greater Sydney. There has been an increase in households with one or more vehicles from approximately 21,700 in 1996 to over 26,000 in 2016. The number of households with three or more vehicles has more than doubled from 2,154 in 1996 to 4,980 in 2016. This increase has had an impact on the demand for parking.

The 2011 Census Journey to Work data shows that 50% of the Blue Mountain's working residents travel outside the LGA to work. For Blue Mountains residents who work outside the LGA, the key employment locations are Penrith, Blacktown, Parramatta and Sydney City. Figure 1 shows that 14% of work trips from Blue Mountains residences to locations outside the Blue Mountains are made by train. Only 5% of work journeys to jobs located in the Blue Mountains are by train.

Parking and transport futures

Smart parking is an evolving industry centred on using technology to address parking availability and traffic congestion. A range of innovations using sensors, cameras, smart parking meters and wireless technology are being developed and trialled across Australia – for on and off street parking. Mosman Council recently introduced a (sensor based) smart parking system, supported by an app that enables drivers to locate available parking bays. A similar system is being trialled

1 Blue Mountains City Council Ageing Strategy 2017–2027

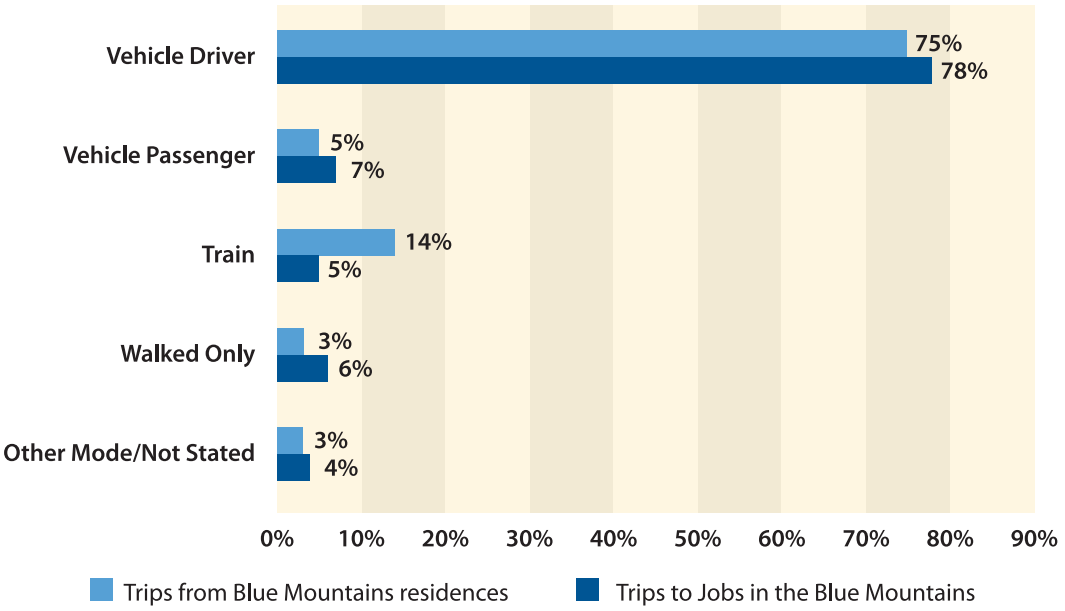

Figure 1: 2011 Journey to Work data for Blue Mountains (Australian Bureau of Statistics)

in Canberra. BMCC has adopted electronic sensor parking, which is a form of smart parking, in Leura Mall. Council will continue to monitor opportunities to adopt appropriate smart technology.

Electric and hybrid vehicles are quieter and can significantly reduce greenhouse gas emissions in comparison to traditional combustion engines. ABS data indicates that the number of electric and hybrid cars in Australia is increasing. Electric charging stations are currently provided at the Scenic World Car Park, however there is opportunity for further charging stations in the Blue Mountains, with existing car parks suitable locations.

Autonomous/ driverless vehicles and on-demand services are evolving and will change the way we consider driving and parking in the future. Researchers are predicting that the advent of driverless technology will substantially reduce the need for parking in town centres as autonomous vehicles will require less space and will be able to park outside of town centres, returning to collect their owner/customer on demand. This would allow increased space for pedestrians, cyclists and housing.[2]

Autonomous vehicle technology is being trialled on a small scale in some Australian cities. Driverless buses are currently being trialled within the Sydney Olympic Park Precinct and in a suburban area in South Perth.

On-demand bus services are also being trialled in Sydney, and providing further opportunities for improving public transport use and reducing car parking requirements in the Blue Mountains into the future.

Car share schemes, such as *GoGet* and *Car Next Door,* enable individuals to hire a vehicle for short periods of time and are increasing in popularity. Participating in a car share scheme can be a cheaper alternative to owning and maintaining a car, while providing the same convenience of owning a car.

Residents who participate in car share schemes are less likely to own a car and may not want to pay additional costs for a property that has a parking space. The provision of car share scheme/spaces can therefore reduce traffic generation as well as the demand for parking spaces.

2 Newcombe (2016) www.pcmag.com/commentary/346952/how-driverless-cars-spell-the-end-of-parking-as-we-know-it

Ride sharing services, such as *GoCatch* and *Shebah*[3] as well as cheaper taxi services, such as Uber, are also increasing in popularity and are similarly reducing the need for parking in town centres. Whilst such schemes are typically most prevalent in inner-city areas, the practicality of providing car sharing in larger town centres such as Katoomba should be considered.

The full impact of these changes in the Blue Mountains is not possible to predict, with a number of the technologies still emerging. However, it is clear that the technology needs to be factored in to Council's decision making on the future of parking demand and the investment in new parking facilities.

Visitation to the Blue Mountains

The Blue Mountains is one of NSW and Australia's premier tourist destinations. The area has seen rapid visitor growth in recent years – with an increasing proportion of visitors from Asia. Currently, the City attracts over 3 million visitors a year and this is predicted to increase to 4.5 million by 2025 (Figure 2). Visitation is focused at key times – weekends, long weekends and school holidays – creating peak periods when facilities are in high demand.

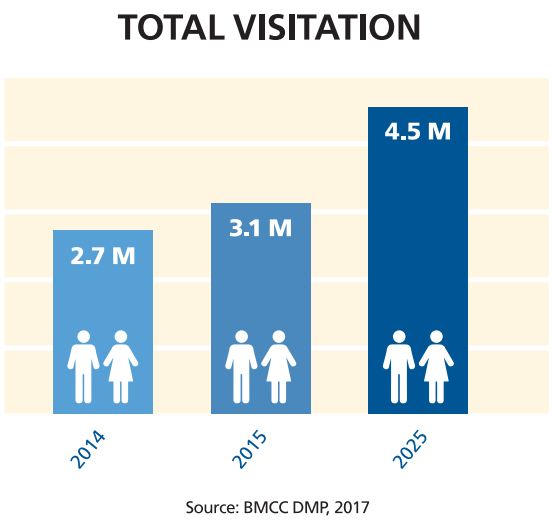

Figure 2: Total and forecast visitation to the Blue Mountains

Domestic and international tourism is a major contributor to the Blue Mountains economy and employment, with flow on economic benefits to Greater Sydney and the surrounding regions. Worth $342M per annum, it is the third largest sector in terms of output in the Blue Mountains. This equates to 7.8% of total economic output in the Blue Mountains compared with a NSW average of 3.2%.

Blue Mountains received 843,000 domestic overnight visitors for the year ending December 2015. The largest proportion (84%) arrived by private vehicle. Domestic overnight visitors spent $320 million in the region.

The development of the visitor sector, and capturing the employment and economic benefits arising from the visitor economy in the Blue Mountains, is of critical importance.

Tourism is also a significant cost to the Blue Mountains community – residents are effectively subsidising visitor infrastructure. The costs to manage the impact of the rapid growth in visitor numbers on infrastructure and local amenity are projected to increase. The means of leveraging

3 www.news.com.au/technology/online/5-uber-alternatives-for-everything-from-ridesharing-to-food-deliveries/news-story/b03f46cca9d06239c1265b47f89ea810

visitor expenditure to benefit the Blue Mountains, and to reinvest in Blue Mountains' visitor infrastructure and service delivery, needs to be considered at a wider level.

Results from community engagement (conducted in 2016 to inform the Blue Mountains Community Strategic Plan 2035) indicate growing concerns from residents about the impacts of visitors, including:

- Parking stress and traffic congestion, especially on Cliff Drive Katoomba (overflow from Scenic World), Wentworth Falls in the vicinity of the Conservation Hut/Falls Road, and in Leura and Blackheath villages;
- Tourist buses generating congestion and parking stress, particularly in Leura Mall; and
- Toilet and waste facilities stretched by increased visitation, increased littering, and increased, and illegal, camping.

Informing visitors about the location of parking, including accessible parking spaces, is an important component in providing a good visitor experience.

Strategic Policy context

Blue Mountains Community Strategic Plan 2035

Blue Mountains Community Strategic Plan 2035 (CSP) is the current Community Strategic Plan for the City of Blue Mountains. The CSP is the over-arching plan prepared by the Council that identifies the community's main priorities and aspirations for the future and presents a range of strategies for achieving them. Strategies and actions within the CSP relevant to car parking include:

- Key Direction: "Move: an Accessible City", specifically objective 5.1: "The City has an integrated, accessible and sustainable transport network".
- Key Direction: "Thrive: an Economically Sustainable City" through considering infrastructure, facilities and services that support tourism;
- Key Direction: "Live: a Liveable City" through supporting the character of towns and villages and creation of vibrant and well-designed places and spaces for people to live, work and play; and
- Key Direction: "Care - An Inclusive, Healthy and Vibrant City" through considering community safety and inclusion (for example accessible parking).

Blue Mountains City Council Delivery Program 2017-2021, Operational Plan 2017-2018

Key actions in Council's 2017-2018 Operational Plan relating to car parking include:

- Implement priority actions from the Blue Mountains City Council Citywide Parking Strategic Plan 2017-2021;
- Prepare plans for managing parking at key tourist precinct sites;
- Implement Blackheath Village Parking Options and Leura Tourist Bus Strategy; and
- Implement Lawson Town Centre Car Parking Plan.

Priority Infrastructure Plan

Council is preparing a Priority Infrastructure Plan (PIP) which seeks to integrate land use and infrastructure planning by determining future requirements based on the Community Strategic Plan. It is proposed that the PIP will consist of three priority focus areas:

1. Integrated Transport Strategic Plan.
2. Urban Stormwater Catchment Strategic Plan.
3. Infrastructure Strategic Plan – State Agencies, Service Providers and Authorities.

Draft Integrated Transport Strategic Plan

The draft Integrated Transport Strategy 2025 (ITS) provides objectives and actions for a range of strategic transport issues including parking in the Blue Mountains Local Government Area.

The Vision of the draft ITS is as follows: "Our vision is for an integrated transport system that is safe, healthy, accessible, sustainable and efficient and supports the economic, environmental and social needs of the Blue Mountains over the next 20 years."

The ITS will guide future investment in the Blue Mountain's transport networks. The ITS considers the forecast growth in development and travel demand. It proposes a suite of changes to the transport system to focus on providing sustainable modes of travel that offer a genuine choice for residents and visitors, enables people to access a full range of employment, services and recreational land uses, and reduces reliance on private motor vehicles.

The following draft actions relating to car parking are proposed in the emerging draft ITS:

- *Finalise the Draft Citywide Parking Strategic Plan ;*
- *Plan and construct facilities to manage tourist bus impacts;*
- *Expand paid parking to key visitor areas and towns;*
- *Review the provision of commuter parking in the Blue Mountains;*
- *Develop parking wayfinding strategies;*
- *Carry out a full review of access parking within population centres.*

Pedestrian Access and Mobility Plan 2025

The Blue Mountains Pedestrian Access and Mobility Plan 2025 (PAMP) was developed by BMCC to identify priorities for pedestrian infrastructure to realise key goals in the CSP relating to sustainable transport. "The Vision" of the PAMP is:

> *To create safe and accessible pathways of travel that improve our connections with our destinations and each other and encourages people of all ages to walk for everyday transport and enjoyment.*

The PAMP identifies a 6 step plan, including steps to provide pedestrian friendly neighbourhoods, a safe and comfortable pedestrian network through design, signage and maintenance and improving the integration of public transport and active transport.

Visitor Infrastructure Investment Strategic Plan

Council has prepared a Visitor Infrastructure Investment Strategic Plan (VIISP) to identify the investment required to support visitor infrastructure, visitor services, city presentation, and additional revenue streams to fund this investment. Council is investigating funding options, including user pays approaches that can generate funding for visitor infrastructure, visitor services and city presentation and offset some of the costs borne by local rate payers. The principle of a user pays approach is equity – that those who use a service are the ones who pay for it.

There are two parking user pays schemes in the Blue Mountains:

- *Pay and display parking at Echo Point.* As at September 2017, there are 29 parking meters (for private vehicles) at Echo Point, generating $1,000,000 in revenue per annum for Council, patrolled by rangers employed by Council. Revenue is used to fund meter replacements, sensor parking, and visitor precinct maintenance.
- *Bus parking* at Echo Point. Under an agreement with Council, the owners of the Three Sisters Plaza pay Council a fee for the bus parking outside their premises, in lieu of Council charging for bus/coach parking at Echo Point.

Case study analysis shows that, if correctly planned, some visitor user pays schemes can generate additional income to support and enhance the visitor experience without adversely impacting visitor numbers and residents. The analysis identified two parking related schemes that score well against these factors:

- Paid car parking at busy visitor destinations (with resident exemptions); and
- Pay and display for buses at Echo Point and a wider bus/coach parking coupon scheme across the LGA.

The VIISP and associated schemes should assist in addressing parking needs and issues in the Blue Mountains.

Blue Mountains Local Environmental Plan and Development Control Plan

While the Blue Mountains Local Environmental Plan 2015 does not contain specific controls or standards relating to parking, it does regulate lands use, which has a direct impact on traffic generation and parking demand. Council can, however, influence and regulate parking provision on private land through the Blue Mountains Development Control Plan (BMDCP 2015). The objective of the DCP is to ensure that an appropriate level of off-street parking and loading facilities are provided in a manner that is safe, convenient, functional and accessible.

Different parking rates apply to different land uses through the BMDCP 2015. Retail and commercial development has some of the highest rates, while residential development has relatively low rates. There are parking rates for visitor accommodation and other visitor attractors such as entertainment and recreation facilities. Any facility developed on land (whether by a private individual or public organisation) will be required to provide parking on-site.

The BMDCP 2015 does not apply to roads and it is not retrospective. While Council can require parking in new development, it can't use the DCP to address historical deficiencies in parking, and can't use it to regulate competing interests for parking on the road or in public car parks. Echo Point, for instance, is on public land and has existed for more than a century. Most of the associated parking is on the road. Council needs to use other methods, as discussed in this Strategic Plan, to address parking demand in places such as Echo Point.

Town and Village Masterplans

Council has a program for the masterplanning of key town and village centres. Masterplans involve a high level of community consultation and consider transport and parking, town and village identity, urban design and short and long term improvements to the public domain. Whilst most of the masterplans already undertaken have been limited to the public domain, both Springwood and Blaxland are holistic town centre masterplans that also consider private land holdings and redevelopment opportunities. Car parking is a key consideration when looking at the potential for redevelopment.

Masterplans undertaken to date include:

- Springwood Town Centre Masterplan (adopted April 2016)
- Hazelbrook Village Centre Masterplan (adopted 2014)
- Pioneer Place Katoomba Stage 2 Public Domain Masterplan (adopted July 2015)
- Blackheath Village Public Domain Masterplan (adopted September 2017)
- Draft Blaxland Town Centre Masterplan

Destination Management Plan

The aim of the Destination Management Plan (DMP) is sustainable growth of the visitor economy and increased economic benefits for the local community (such as employment). Grant funding and investment and guided marketing activities, will support increased demand and raise local awareness of the importance and value of the visitor economy.

Self-drive visitation is popular in the Blue Mountains and this has an impact on local parking infrastructure. Most visitor-related infrastructure is concentrated in upper mountains towns (from Wentworth Falls to Blackheath). The lack of supporting infrastructure (such as car and coach parking) in other locations, makes it difficult to introduce sustainable visitation, and can create conflict between resident and visitor parking demand.

Provision of adequate car and coach parking is a challenge at some existing visitor locations. New visitor infrastructure, including parking, in the lower mountains could encourage growth in visitor numbers (for example at the Eastern Escarpment).

The DMP recommends development of a parking strategy to accommodate peak visitor parking demand and tourist buses. The following potential solutions to improve the management of coaches within the Blue Mountains are identified:

- Develop a coach layover hub for 20 – 30 vehicles within a central facility where drivers can rest, in a location that can support tourism activity in Katoomba and Leura.
- Develop a dedicated drop off parking space in Leura where coaches can safely drop off their passengers and then travel to the proposed coach layover hub.
- Investigate park and ride/shuttle bus system.

Car parking recommendations include:

- upgrade parking and provide better management at tourist sites including Knapsack Reserve Trails Hub, Woodford Academy, Wentworth Falls Lookout, Govetts Leap.
- Investigate timed parking or pay parking to improve turnaround.

Plans to upgrade the Glenbrook VIC (supported through grant funding) include improved coach and car parking. Upgraded and additional car parking is proposed at Katoomba Falls in association with the Kiosk upgrade.

Blue Mountains City Council Ageing Strategy 2017-2027

The BMCC Ageing Strategy provides Council with an opportunity to review its policies, programs and priorities to ensure that it is prepared and resourced to meet the challenges and opportunities

of an ageing population. It is directly informed by the Blue Mountains Community Strategic Plan 2035 and the World Health Organisation's Checklist of Age friendly Cities 2007. It supports a whole-of-Council approach to ageing in our local government area.

The key relevant actions from the Ageing Strategy in relation to car parking are:

- Maintain parking meters and enforce accessible parking spaces.
- Review the City wide Parking Strategy Strategic Plan to ascertain whether the number of dedicated accessible parking spaces needs increasing and implement as required.
- Implement the Pedestrian Access Mobility Plan (PAMP).

Blue Mountains City Council Disability Inclusion Action Plan 2017-2021

The Disability Inclusion Action Plan (DIAP) is a four year plan which will help assist Council to work towards creating an inclusive community that is respectful and accessible to everyone, providing equal opportunities for all residents regardless of their abilities. It identifies diverse areas for action, including Council service delivery as well as community, nongovernment sector and services from other levels of government. Implementation will require an all-of- Council approach.

The DIAP sets out the following actions relevant to the Citywide Parking Strategic Plan :

- Consider accessibility for accessible parking that goes beyond compliance in future parking strategies to better consider the requirements for width and height of modified vehicles and vans.
- Advocate to the Department of Health and State Government for improved and more accessible carpark facilities at Blue Mountains Anzac Memorial Hospital to enable better access.

Regulatory context

The provision of car and coach parking is well-regulated at a National level, and Council is bound by the following regulations:

NSW Road Transport Act 2013

Regulations and rules regarding the enforcement of parking offences and traffic control and monitoring under this act apply to the Blue Mountains, especially during seasonal events.

NSW Roads Act 1993

The Roads Act sets out the rights of members of the public to utilise public roads and the distribution of functions relating to roads between RMS and other roads authorities- relevant to the management of parking on both local and RMS roads.

NSW Local Government Act 1993

This is the principal legislation in NSW governing the establishment and operation of councils. It defines the purpose and function of local government as well as providing the legal framework for establishing and administering Councils.

Transport Administration (General) Regulation 2013

This regulation makes provisions regarding traffic control on land that is vested in other agencies such as Transport for NSW and Sydney Trains. This is relevant to the operation and management of commuter car parks provided in the Blue Mountains.

NSW Road Rules 2014

The road rules provide the legislative framework for safe and efficient movement of traffic on NSW roads, including restrictions on stopping and parking and the general rules for the application of parking control signs.

Austroads Guide to Traffic Management Part 11: Parking (2017 Edition)

Provides guidance for planners and engineers to ensure on-street and off-street parking is provided safely and efficiently and with due regard to access/ impact on the wider road and transport system. Other relevant sections of the Austroads guide include:

- Guide to Road Design Part 3: Geometric Design (Austroads 2016c)- guidance on road design which caters for on-street parking
- Guide to Road Design Part 5: General and Hydrology Considerations (Austroads 2013c)- guidance on drainage design for on-street parking.

Australian Standards

The following Australian Standards and supplements are of particular relevance to the management and operation of parking facilities.

- AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street Car Parking
- AS 2890.2:2002 Parking Facilities Part 2: Off-street Commercial Vehicle Facilities
- AS 2890.3:1993 Parking Facilities Part 3: Bicycle Parking Facilities
- AS 2890.4 Part 4: Bus parking
- AS 2890.5:1993 Parking Facilities Part 5: On-street Parking
- AS 1742.11:2016 Manual of Uniform Traffic Control Devices Part 11: Parking Controls
- AS/NZS 2890.6:2009 Parking Facilities Part 6: Off-street parking for people with disabilities
- AS 1428.1:2009 Design for access and mobility Part 1: General requirements for access – New building work
- AS1743 Road Sign Specifications supplement

The National Construction Code (NCC)

This code, incorporating the Building Code of Australia (BCA) is relevant to the construction of new or upgraded parking facilities and structures.

Roads and Maritime Services Pay Parking Guidelines

These guidelines specify the policy and operational framework for parking authorities who wish to establish pay parking schemes. Any proposed new parking meter, ticket machine, pay-by phone or coupon parking scheme must be approved by RMS prior to their introduction.

Roads and Maritime Services Permit Parking Guidelines & Restricted Parking Areas Guidelines

These guidelines specify the policy and operational framework within which parking authorities may establish permit and restricted parking schemes.

3 Parking Demand

This section outlines basic aspects of parking to enable a better understanding of this Strategic Plan.

There are a number of different parking demand "markets", each with their own needs and limitations. Key markets include:

- **Shoppers** – residents, who generally seek accessible, available parking. Out-of-area visitors, e.g. residents from Lithgow also make up a component of this market.
- **Visitors/tourists** – who drive and may be unfamiliar with all parking areas in the Blue Mountains.
- **Workers** – retail and office workers in particular, who may not have on-site parking, so compete with other users and typically park all day.
- **Commuters** – who have a long rail journey ahead and typically park for most of the day.
- **Residents** – who want to be able to access their property as well as have reasonable on-street parking for their guests and visitors.
- **Tourist Bus Operators** – who transport large numbers of tourists to and from popular locations across the Blue Mountains.

Types of Parking

Design and location: Parking spaces can be designed for a variety of public and private vehicles, on public and private land. This Strategic Plan focusses on private cars and tourist buses, and public parking on public land, whether on-street or off-street (off-street car parks are generally at grade or buildings dedicated to the use). Parking is ideally located as close as possible to the land use that generates the need for the parking. Accessible parking is specifically designed for people with a disability and is located as close as possible to destination.

User specific: Parking can be provided for a variety of public and private users. This Strategic Plan focusses on parking for commuters, business owners and their staff, shoppers and other town centre visitors, tourists (by car or bus), and those using venues such as markets, sporting facilities and tourist destinations.

Time restricted: Parking may be time restricted (usually during daytime business hours). Time restrictions are placed on high demand parking, e.g. the main street of a town centre, to ensure high turnover and availability for many users. Similarly restrictions are often placed on parking in a town centre car park and on tourist parking, although the time allowed will generally be longer. Time restrictions are not usually applied to commuter parking or where demand is low.

Permit parking: Can restrict who can park (such as tourist bus operators or local residents) or time limit non-permit holders.

Pay parking: Pay parking (meters, pay and display) is used where there is high competition for parking, or where there is high demand during a certain period.

Shared parking: Different users can use the one parking resource at different times. For instance commuter parking can be used on the weekends when commuters are not in need of the space.

Overflow parking: Parking that overflows into adjoining areas or parking infrastructure. For example weekend market parking could be directed to a commuter car park or playing field.

Smart Parking: Use of technology to regulate and identify parking availability/traffic congestion through a range of innovations (sensor technologies, cameras, and wireless technology).

Parking Demand

Land use drives parking demand. Town centres, with concentrated retail, business, community and transport services, generate the highest demand and most competition. Changes to land use (e.g. increased retail or residential in town centres) and associated parking infrastructure (e.g. additional shopper or commuter parking) can alter parking demand over time. Other factors influencing parking demand in the Blue Mountains are:

Distance: Many residents are not within reasonable walking distance (generally considered to be 400-800m) of town centres and rail stations.

Topography: The hilly topography impedes provision of road and pedestrian links through bushland and across valleys, and can add difficulty to walking/cycling.

Weather: The upper mountains in particular experiences periods of wet and cold weather that can add difficulty to walking/cycling.

Attractive alternatives to car use: Public transport needs to be convenient, safe, comfortable, affordable and timely to be a viable alternative.

Demographic and socio-economic patterns: As households become more affluent or are populated with teenagers, car ownership increases. People who have a disability can find it difficult to move around without a car.

Town centres are adjacent to rail stations: There can be competition due to the demand for all day commuter parking and higher turnover customer parking.

Staff parking: Without dedicated staff parking, and the influence of the points above, there can be conflict between all day business owner/staff parking, and customer parking.

Pricing and regulation: Increasing cost can reduce demand, and the threat of a parking infringement notice can encourage turnover in accordance time restrictions or ensure parking is available for the intended use/user.

Tourism: As tourism increases there is competition for available parking, particularly in town centres and in some residential areas near to tourist destinations, and competition between car users and tourist bus operators.

Demand Management: Influencing behaviours and expectations to achieve more efficient use of existing transport infrastructure as an alternative to expanding roads and parking facilities. Emphasises the movement of people and goods, rather than motor vehicles, and gives priority to more efficient travel modes (such as walking, cycling, car sharing, public transport and telecommuting), particularly under congested conditions.

It is recognised that a good road network and attractive and available parking options at a destination will result in an increase in the use of the private vehicles for travel. Conversely, congested roads, limited parking and increases in the cost of running a vehicle will result in people opting for alternative modes of travel such as walking, cycling or public transport or travelling to an alternative destination.

Parking Paradigms

Old Paradigm: Motorists should always be able to easily find convenient, free parking adjacent to every destination. Parking planning consists primarily of generous minimum parking requirements, with costs borne indirectly, through taxes and building rents.

New Paradigm: Parking facilities should be used efficiently, so car parks at a particular destination may often fill provided that alternative options are available nearby, and travellers have information on these options. Planning includes shared parking, pricing and other regulation, information, and walkability improvements.

4 Developing the Citywide Parking Strategic Plan

Methodology

Parking data was collated for commercial centres, commuter parking areas, and selected visitor locations between 2010-12, informing the Citywide Car Parking Strategy - Priority Sites document, adopted by Council in 2012. Further parking data for town and village commercial centres, commuter parking areas, and selected visitor locations was collected throughout 2015-16 to facilitate a longitudinal comparison of data from 2011/12 to 2015/16, providing a picture of parking trends in the City over recent years. This data has formed the basis of a review of parking and has informed the development of this current draft Strategic Plan.

Additional visitor sites where problems have been recognised through traffic studies, community complaints, or consultation with National Parks and Wildlife Service and other land managers were added to the Strategic Plan in 2017. It is recommended that data collection be expanded to include these sites in future reviews to provide an understanding of changes over time.

Audits of the nominated locations were undertaken at times selected to obtain a snapshot of the parking. The times selected were during the daily peaks, between 10am and 3pm. Times were adjusted where demand would be influenced by activities or land uses, for example where a school was within or adjacent to a study area. Audits were generally conducted between Wednesdays and Fridays (but not in school holiday periods) to capture the higher weekday demand for parking. Parking audits were conducted on at least one regular weekend to capture the impact regular of weekend demand.

Detailed information (and audits where available) are provided in the Background Reports and are listed below:

Towns and Villages
Lapstone
Glenbrook
Brooklands
Mount Riverview
East Blaxland
Blaxland
Warrimoo
Valley Heights
Winmalee
Springwood
Coomassie
Faulconbridge
Woodford
Hazelbrook
Lawson
Bullaburra
Wentworth Falls
Leura
Katoomba
Medlow Bath
Blackheath
Mount Victoria

Visitor Destinations
Mt Wilson - Cathedral of Ferns campground
Mt Blackheath
Blackheath - Glen Reserve
Megalong Valley - Old Ford Reserve
Katoomba- Echo Point
Katoomba Falls
Katoomba - Scenic World
Katoomba - Minnehaha Falls
Leura Cascades
Leura - Gordon Falls
Leura - Everglades Gardens
Wentworth Falls Lake
Wentworth Falls lookout
Wentworth Falls Conservation Hut
Wentworth Falls Lincolns Rock
Woodford Bulls Camp
Faulconbridge - Norman Lindsay Gallery
Glenbrook National Park Tourists Centre

Consultation

Community Survey

Council undertakes the Blue Mountains City Council Community Survey to measure the importance of, and satisfaction with, services and facilities provided by Council. The survey shows that residents rank parking issues with relatively high importance, and that this ranking is stable over time (there were no statistically significant changes since 2014). There is little variation in importance ranking across the five planning areas, with the exception that commuter parking is slightly less important in Planning Area 1.

The latest survey (in 2016) identified that the traffic/transport infrastructure of highest importance to the community is: *Traffic safety for pedestrians and vehicles* (ranked 1st) and *pedestrian access around shopping centres and community facilities* (2nd). Car parks/commuter parking was ranked 5th in importance. This should be kept in mind when planning for town centres and parking.

The survey found that work needs to be done to improve satisfaction with parking for shoppers. Car parks and commuter car parking were given slightly lower priority by the community but are still in need of improvement.

The survey confirms that car parking is important for residents. However, the atmosphere, look and feel of towns and villages is a higher priority, and this should be considered when planning for future parking needs.

Parking Rangers' comments

Discussions with Council Rangers noted a number of concerns that are consistent across the Blue Mountains. These concerns are:-

- inconsistency in parking signage;
- people overstaying time restricted parking;
- people parking contrary to parking restriction including overstaying, illegally parking in loading zones and accessible spaces; and
- complicated or confusing parking signage.

Parking infringements are able to be contested by the vehicle owner. The most frequent arguments put forward for not paying a parking infringement is that the parking signs were not clear, they were confusing or they are inconsistent. Parking signage that conveys simple and clear messages about parking restrictions is considered paramount to gaining maximum benefit from Rangers' time with respect to monitoring and enforcing parking.

Rangers have also noted that the increased use of electronic parking technology has significant benefits in improving the efficiency of ranger patrols and increasing parking equity.

Stakeholder Consultation and Public Exhibition

A community consultation workshop was held at the Mid-Mountains Neighbourhood Centre on the 11th April 2017 to gain feedback on traffic and transport issues. Key issues raised included the following needs: to improve train and bus services; for a visitor user pays approach at key visitor destinations; and for better access and services for the Blue Mountains' ageing population.

Issues previously identified by stakeholders (RMS, Sydney Trains, NSW Police, State and Federal members, Council's Aged and Disability Officer, Blue Mountains Integrated Transport Forum, local bus and taxi operators and business groups and Chambers of Commerce) during the Citywide Parking Strategy- Priority sites document remain relevant, and include:

- Issues relating to bus parking including: Dual bus and car parking, overhanging vegetation, a lack of layover spaces,
- Issus relating to a lack of truck stops and the illegal parking of delivery vehicles,
- Concerns about provision of accessible parking (including for minibuses)
- Issues relating to footpaths leading from parking areas to shops
- A need for more consistent parking signage
- Taxi stops being used by cars

The draft Strategic Plan was placed on public exhibition 22 November 2017 to 12 January 2018 and featured on Council's Have Your Say website. The exhibition was advertised in local newspapers and notification was sent to key stakeholders including Chambers of Commerce, Town and Village associations and NPWS.

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5 Parking in the Blue Mountains - key themes

Parking in town centres, visitor destinations and sports and recreation areas in the Blue Mountains is generally provided by Blue Mountains City Council. Private landowners are required to provide on-site parking to meet the needs of their development, or in some instances (such as in Lawson Town Centre), when undertaking new development landowners must provide financial contributions towards town centre parking via developer contributions plans.

Off-street parking areas available for public use are typically in retail precincts within town centres and are restricted to time periods of 1 – 4 hours. The largest off-street parking area in Katoomba is Pioneer Place, which is located within a major retail precinct.

On-street parking is permitted on most streets within the Blue Mountains. In order to encourage vehicle turnover, time restrictions (typically one-hour) apply to many on-street parking areas in town centres and near tourist facilities, particularly around train stations and shopping precincts.

Commuter parking

Commuter parking is a State Government responsibility and parking areas are generally provided by Sydney Trains. However Blue Mountains Council does have a number of existing commuter car parks. The Council also maintains on-street parking in the vicinity of train stations, which is used for commuter parking. Commuter car parks within the Blue Mountains are usually provided at grade, however a large multistorey commuter parking facility is located at Springwood Station.

One of the key observations from the parking data is an increase in the demand for commuter parking. The 2015/2016 data shows that a number of commuter car parks are close to or over capacity. This increase since 2010/12 reflects a wider increase in demand for commuter parking across the Sydney region.

The data shows an increase in demand for commuter parking at express stops in the lower mountains, including Springwood and Blaxland. As the largest commuter parking area in the LGA, Springwood was observed to be at an average weekday capacity of 70% in 2010/12, but by 2015-16, average capacity was observed to be at 89%. Blaxland commuter parking has increased in demand from 83% in 2010/2012 to 99% in 2015/16.

Over the same period, parking demand at smaller stations that are not serviced by express trains tended to decrease: Faulconbridge station experienced a decrease in demand of 15% points, Woodford a decrease of 5% points, and Valley Heights a decrease of 1%.

In the mid mountains, there was also an increase in commuter car parking usage. In Lawson, the formal commuter car park at capacity and in Hazelbrook demand increased by 13% (despite additional commuter parking being provided).

Changes in demand in the upper mountains were variable. In Blackheath a decrease of 5% was observed between 2010/12 and 2015/16. In Katoomba an increase of 11% was observed, in Leura there was an increase of 12%, and in Wentworth Falls an increase of 10%.

Since the audits were undertaken in 2015/16, it has been observed there has been a further increase in demand for commuter parking, with the commuter car parks at Hazelbrook, Katoomba and Leura reportedly full, and complaints received regarding commuters parking in residential areas in Blaxland and Glenbrook.

The results are summarised in **Table 1**.

Table 1: Commuter weekday occupancy (including commuter car parks and surrounding streets used for commuter parking)

	Spaces available	2010-2012	2015-2016	Difference
Upper Mountains:				
Mount Victoria	30/39/60[1]	73%	73%	=
Blackheath	25	70%	65%	-5%
Katoomba	128	67%	79%	+11%
Leura	85	67%	89%	+22%
Wentworth Falls	114	90%	100%	+10%
Mid Mountains:				
Bullaburra	20	52%	50%	-2%
Lawson	96	59%	47%	-12%
Hazelbrook	72	61%	83%	+22%
Woodford	44	69%	64%	-5%
Lower Mountains:				
Faulconbridge	48	55%	40%	-15%
Springwood	555	77%	89%	+12%
Valley Heights	81	32%	31%	-1%
Warrimoo	35	83%	86%	+3%
Blaxland	198	83%	99%	+16%
Glenbrook[1]	143	82%	93%	+11%
Lapstone	84	70%	93%	+23%

1 Note that parking provision increased at this location between the audit periods.

If surrounding on-street car parking is excluded from the figures, the 2015/16 data illustrates that many of the Blue Mountains key Commuter car parks are operating at or over capacity, see **Table 2** below:

Table 2: Commuter Car Park only - Weekday occupancy (excludes surrounding streets)	
Commuter Car Park only	**2015-2016**
Upper Mountains:	
Mount Victoria Commuter Car park	73%
Blackheath Commuter Car park	77%
Katoomba Commuter Car park	94%
Leura Commuter Car park	89%
Wentworth Falls Commuter Car park	100%
Mid Mountains:	
Bullaburra Commuter Car park	50%
Lawson Commuter Car park	98%
Hazelbrook Commuter Car park	91%
Woodford Commuter Car park	64%
Lower Mountains:	
Faulconbridge Commuter Car park	40%
Springwood Commuter Car park	89%
Valley Heights Commuter Car park	31%
Warrimoo Commuter Car park	86%
Lapstone Commuter Car park	100%
Glenbrook Commuter Car park	99%
Blaxland Commuter Car park	102%

Town and Village Centre Parking

Over 7500 publically available parking spaces were identified in the towns and village centres surveyed across the Blue Mountains, including commuter spaces. Katoomba (1376 spaces) and Springwood (1164 spaces) have the highest number of public parking spaces.

Demand for parking in town and village locations is variable, with Springwood, Leura and Wentworth Falls being the closest to capacity during the weekday peak (generally Thursday and Fridays 11-1pm). On weekends, Blackheath, Leura and Valley Heights (Peninsula Road precinct) were found to be the closest to capacity during the peak period (generally Saturdays 10-12pm). Generally parking demand has increased over the last 5 years. However this increase in demand for parking in town centres is a good indicator of retail health, that is a high demand for parking illustrates that towns and villages are well frequented, vibrant and busy.

The mapped areas included within audits (generally 400m from retail commercial centres) were close to capacity during some peak periods. However in most locations there is additional space to accommodate peak traffic. For example in busy weekends in Leura, cars park further into residential streets and in Wentworth Falls parking occurs on unformed Council property on Plantation Place adjacent to the town centre.

Table 3 and **Table 4** summarise the findings of the longitudinal study of parking for each town and village location for weekdays and weekends. For each location a percentage peak occupancy is shown (in bold) for 2010-12, and compared to 2015-16. The difference between the two percentages is shown in the final column.

Table 3: Town and Village Centre Parking - Weekday occupancy (peak times)

	Spaces available	2010-2012	2015-2016	Difference
Upper Mountains:				
Mount Victoria	73	10%	38%	+28%
Blackheath	305	65%	77%	+12%
Medlow Bath	39	28%	18%	-10%
Katoomba	992/1389[2]	78%	80%	+2%
Leura	524	80%	83%	+3%
Wentworth Falls	151	79%	89%	+10%
Mid Mountains:				
Lawson (South side)	248	44%	50%	+6%
Hazelbrook	172	63%	75%	+12%
Woodford	10	30%	20%	-10%
Lower Mountains:				
Faulconbridge	41	49%	44%	-5%
Coomassie	106	39%	58%	+19%
Springwood (North)	244	94%	94%	=
Springwood (South)	202	78%	90%	+12%
Springwood (Civic)	163	63%	68%*	+5%
Valley Heights	74	67%	77%	+10%
Warrimoo	29	17%	17%	=
Blaxland	404	75%	71%	- 4%
Blaxland Layton Ave	72	77%	67%	-10%
East Blaxland	94	43%	48%	+5%
Brooklands	272	30%	27%	-3%
Glenbrook	386	60%	55%	-5%
Mt Riverview	62	11%	52%	+41%
Winmalee	374/430[3]	72%	62%	-10%

2,3 Note that parking provision increased at these locations between the audit periods.

Table 4: Town and Village Centre Parking - Weekend occupancy (peak times)

	Spaces available	2010-2012	2015-2016	Difference
Upper Mountains:				
Mount Victoria	73	35%	52%	+17%
Blackheath	305	64%	102%	+38%
Katoomba (central precinct)	992/1389[2]	76%	63%	-13%
Leura	524	89%	98%	+9%
Wentworth Falls	151	60%	65%	+5%
Mid Mountains:				
Lawson (South side)	248	27%	36%	+9%
Hazelbrook	172	56%	47%	-9%
Lower Mountains:				
Springwood (North)	244	88%	96%	+8%
Springwood (South)	202	63%	63%	=
Valley Heights	74	66%	100%	+34%
Blaxland	404	57%	43%	-14%
Blaxland Layton Ave	72	n/a	85%	N/A
Brooklands evening	286	90%	53%	-37%
Glenbrook	386	66%	71%	+5%
Winmalee	374/430[3]	67%	63%	-4%

*Note: Weekend parking counts not undertaken in Medlow Bath, Woodford, Faulconbridge, Coomassie and Warrimoo as limited weekend parking occurs in these locations.

2,3 Note that overall parking provision increased at these location between the audit periods. Whilst there has been an increase in number cars parked, the percentage occupancy of spaces has decreased.

Staff parking - retail and commercial districts

Employee surveys undertaken by independent traffic consultants for three masterplan areas: Blackheath, Hazelbrook and Blaxland Town centres, have illustrated substantial use of prime town and village centre parking by retail and office staff working in those locations. In Blackheath, 100 staff and in Hazelbrook, 52 staff, surveyed were regularly parking in Council car parks or on-street. In Blaxland, 141 staff surveyed were found to be regularly parking in Council car parks or on-street. In Blaxland, 39 of approximately 88 private parking spaces were used by staff to park. This data supports information provided by the Rangers that long-term staff parking is a problem across the Blue Mountains.

Public parking closest to shops and services needs to be prioritised for customers and clients. Requests for permit parking for businesses have been refused by Council previously because if business owners and staff occupy key spaces all day, customers will travel elsewhere for goods and services, impacting turnover and local town economies.

Loading bays are provided in each centre, allowing short-term parking for the loading and unloading of goods for businesses. Long-term parking for businesses and staff is, in a number of cases, provided on private land. In each centre unrestricted parking spaces, including on-street parking, are also available.

Markets

Data has been collected for a number of the larger regular markets in the Blue Mountains, where parking issues have been observed. Particular issues were identified at the Blackheath Growers Market; cars were observed to be double parking, illegally parked across driveways and causing local congestion. The Glenbrook Rotary Markets and Lawson Magpie Markets also experienced parking and traffic congestion.

In some ways, the parking issues for these busy markets are similar to those for public events and it is suggested that parking management plans be considered for the busiest markets to address the impacts on residential amenity and pedestrian safety. This could include a requirement for market stallholders and organisers to unload and then park vehicles in locations further away from the venue. An education program similar to the sports grounds education program could also be investigated for stallholders and visitors.

Table 5: Weekend markets occupancy

	Spaces available	2010-2012	2015-2016	Difference
Blackheath Growers Market	257	80%	117%	+37%
Lawson Magpie Market	189	82%	107%	+25%
Springwood Growers Market	225	n/a	94%	n/a

Tourism visitation

The increase in visitor levels is having an adverse impact on car parking availability in popular visitor destinations. There is particularly high parking demand at Echo Point and on Cliff Drive Katoomba, at Wentworth Falls in the vicinity of the Conservation Hut / Falls Rd, and in Leura and Blackheath town centres.

Tourist buses are operating at or near capacity during the peak months of tourist activity and large volumes of coaches are having a detrimental impact on local amenity in key tourist centres such as Leura. Another problem identified is that tourism coach operators struggle to find a safe place within Leura to pick up and set down their passengers. In July 2016, the Council adopted the Leura Tourist Bus Parking Strategy which outlined the preferred approach for tourist bus parking in Leura. This followed extensive community consultation with local residents, businesses and bus companies. Further work on detailed design is underway.

The increase in tourism numbers was particularly evident in the Autumn of 2016, when parking counts for locations popular for autumn colours (particularly Leura and Blackheath) showed a sudden increase in visitation. Other locations such as Mount Wilson and Mount Tomah also experienced a sudden increase in visitation during this period. However visits undertaken in Autumn 2017 showed that numbers had settled again. This extreme peak visitation placed additional strain on car parking and congestion in tourist destinations, highlighting the need to develop parking precinct plans to manage this high seasonal demand at a number of popular tourist locations.

Current growth trends of car usage within the Blue Mountains will lead to more congestion and associated environmental problems if travel behaviour is not significantly changed. For a majority of key population centres in Greater Sydney, it takes longer to visit the Blue Mountains by public transport than it does by car. This highlights the relatively difficult nature of using public transport

for both journey to work trips and recreational trips. One of the most effective ways to reduce the demand on parking is to prioritise the use of public transport through more efficient public transport services and infrastructure.

Increasing bus patronage and prioritising the use of bus services for tourists and visitors is part of the solution, however appropriate supporting infrastructure is needed to increase the efficiency, safety and turnover of bus and coach parking. Another suitable approach is to implement user pays approaches to manage the impacts of high parking demand. The VIISP has proposed the phased introduction of a bus/coach coupon scheme to be delivered at visitor destinations throughout the LGA over the next ten years.

To reduce the impact of tourist buses and coaches, it is necessary to continue to advocate to Transport for NSW (TfNSW) for additional train carriage capacity. During peak tourist seasons some trains operate under crush conditions which deters increased usage. Significant increases in tourism, particularly resulting from the rapid population growth and investment within the Western Sydney Priority Growth Area will be a difficult challenge for the Blue Mountains.

The Blue Mountains Integrated Transport Plan identifies specific strategies and actions to address the current issues and cater for the future demand of the Blue Mountains' traffic and transport networks, including the action to develop Parking Precinct Plans to identify feasible locations for bus and coach parking facilities at key locations within the Blue Mountains.

Table 6: Visitor Destinations - occupancy weekends

	Spaces available	2010-2012	2015-2016	Difference
Wentworth Falls - National Park	61	n/a	>100%	n/a
Wentworth Falls - Conservation Hut	27	n/a	>100%	n/a
Leura Cascades	35	45%	74%	+30%
Gordon Falls	23	49%	70%	+20%
Everglades	54	29%	17%	-12%
Norman Lindsay Gallery	43	23%	23%	0%

Further detail is provided in the Background Reports. With parking only recently emerging as a significant issue at most visitor destinations, only a limited selection of visitor destinations have been subject to audits. It is recommended that data collection be expanded to include additional sites in future reviews.

Parking at Sporting facilities and recreation areas

Parking around many Blue Mountains Sports Facilities is limited, requiring some members and visitors to park in nearby residential streets. In the past, Council and clubs have received complaints from nearby residents because sports users have parked across driveways, in no stopping zones or too close to intersections, causing issues for residents and through-traffic.

Council Officers from the Recreation and Road Safety areas have been working with community sporting groups to improve parking provision and reduce conflicts between the parking needs of sporting users and other users and residents. Signs (temporary and permanent) and information sheets have been prepared and distributed to sporting clubs and their members to ensure users are parking legally, hence reducing impacts on residential amenity.

To date, it has been observed that the program has been successful at improving parking behaviours. This educational program could be used as a model for other parking users, for example car parking at monthly markets.

The resurfacing and improvement of carparks at a number of sports fields is under way to further mitigate the impacts of sportsground users:

- Summer Hayes, stage 1 completed, 2 stages remain
- Warrimoo underway 2017/18, 2 stages remain
- Lapstone oval underway 2017/18
- Knapsack not commenced.

Parking Precinct Plans (PPPs)

The development of the Visitor Infrastructure Investment Strategic Plan (VIISP) and the rollout of Electronic Sensor Parking have highlighted the need for a coordinated approach to delivering equitable and sustainable parking options for residents, businesses and visitors to the Blue Mountains. This need can be addressed through the preparation of Parking Precinct Plans.

The objectives of a Parking Precinct Plan are:

- To encourage the use of active and sustainable travel modes rather than increased private vehicle travel.
- To implement measures to manage the impacts of tourist buses.
- To provide parking equity and manage increasing demand through the implementation of electronic sensor parking and visitor user pays approaches.
- To establish a network of easily locatable and accessible public parking facilities over time.
- To benefit activity, business and lifestyle through increasing parking efficiency.

Whilst the Parking Strategic Plan includes some location- specific recommendations for individual towns and villages, it is recommended that Parking Precinct Plans are developed for key towns and visitor destinations to further investigate the available options for electronic sensor parking, pay parking (with possible resident permits), and any changes required to time restrictions.

These plans will form the implementation framework to deliver recommendations from the City Wide Parking Strategic Plan and the VIISP. The parking precinct plans will set out a clear and proactive strategy to manage and facilitate the provision of on-street and off-street parking (and appropriate controls) within the Blue Mountains.

Parking in recreation areas in the Blue Mountains is also under pressure and Council is actively working to improve parking supply at the following locations:

- Wentworth Falls Lake - 2017-2018
- Glenbrook visitor information centre - 2017-18

Figure 3: Signs established at BMCC sporting grounds.

Electronic Sensor Parking, Leura

In 2012, BMCC trialled an electronic sensor parking surveillance project in Leura. The project involved the placement of vehicle detection units in a sample of the parking spaces in the Leura CBD. BMCC Rangers can monitor overstay vehicles and issue infringement notices more easily using this system. The trial was successful and the Council installed 62 automated vehicle detection units in Leura Mall, Megalong Street and Railway Parade, Leura.

The Rangers noted that shop keepers and staff were frequently the worst offenders for parking in time-restricted parking spaces, close to their work, not realising the economic impacts on businesses of low parking turnover.

The expansion of Electronic Sensor Parking to other key towns and villages, including Katoomba, Blackheath and Springwood, and continued rollout in Leura will be considered further through the development of Parking Precinct Plans for those locations.

Parking at Major Events

For major events involving temporary road and car park closures and temporary traffic management arrangements, a Traffic Management Plan, Risk Management Plan and an Event Application are required to be submitted to the Council for authorisation for use on the roads and car parks nominated. Event organisers are responsible for mitigating the risk of vehicle incursion into a crowded event space.

In 2016, 24 major events occurred including Lady Luck Festival, Six Foot Track Marathon, Springwood Foundation Day Festival, Leura Harvest Festival, Ultra Trail Marathon, Winter Magic Festival, Woodford to Glenbrook Classic, Vietnam Veterans Day, Leura Village Fair, Blackheath Rhododendron Festival, Glenbrook Spring Festival, Mid Mountains Festival, Lawson, and Anzac Day Parades. NB: In past years Anzac Day and Vietnam Veterans Day were managed as an event on road under Police control. However, since 2015 they now all require a full Traffic Management Plan.

In addition there are 'one off' events that pass through the area or in some cases start in the Blue Mountains and submit a Traffic Plan to Police On Road Events (with copy to Council) if they pass through several local government areas e.g. Zoo to Zoo Bike Ride, AIM Ride Your Heart Out. Parking is assessed as part of event planning. Parking for these events was not surveyed for this parking Strategic Plan.

Accessible parking

The provision of accessible parking is an ongoing challenge for the Council with particular regard to an ageing population and the topographic constraints presented by many of the towns and villages. This often results in difficulties in the provision of an accessible path of travel from parking areas to the main street and key facilities. This not only affects the elderly but other community members with temporary and permanent disabilities, complex care needs and parents with babies and young children.

Where it is possible to provide accessible parking in all main town centres, these should be provided as close as possible to key amenities and services, for example chemists, doctors surgeries/medical centres, banks, Medicare, Centrelink offices, libraries, council offices, and supermarkets. Accessible parking should be provided at the front/street entry of the facility, where possible.

Pay parking

As at September 2017, there are 29 parking meters (for private vehicles) at Echo Point, generating $1,000,000 in revenue per annum for Council.

Once operating costs for the pay and display are withdrawn, the remaining income is held in reserve to be spent on meter replacement, management of the sensor parking program (i.e. Leura), Echo Point capital renewal, and general tourist precinct maintenance and services such as toilet cleaning.

Subject to NSW government grant funding, Council is proposing the upgrade of the natural area visitor facilities at Katoomba Falls Reserve which experiences high visitor numbers and use, including extension of pay and display parking areas to this location.

The Visitor Infrastructure Investment Strategic Plan (VIISP) recommends the expansion of pay and display parking adjacent to key tourist spots and limited application in town centres, subject to approval from RMS. A residents parking permit, similar to that used in Echo Point would need to be considered if this were to proceed.

Council's Ageing Strategy outlines the importance of this issue and includes strategies and actions for improving accessible parking. Council has an active Access Advisory Committee that oversees access issues on behalf of people with a disability, both temporary and permanent, in the Blue Mountains. The committee was involved in the preparation of Council's DIAP. The aim of both the Committee and the DIAP is to ensure inclusive access for everyone, irrespective of their abilities/disabilities.

Currently Council is addressing concerns about existing accessible parking on a case by case basis and through consultation with the Access Advisory Committee, where appropriate. Council's masterplanning for individual towns and villages is also considering issues in relation to accessible parking.

The provision of accessible parking warrants further analysis, consideration and consultation and will be considered through Parking Precinct Plans, the Integrated Transport Strategic Plan and the implementation of the Ageing Strategy and Disability Inclusion Action Plan.

Time restrictions

Parking restrictions place limits on the amount of time a vehicle may be parked in a parking bay, the type of vehicle that can use a parking bay (for example: buses or taxis) or the activity the parking bay can be used for (e.g. a loading zone is used for loading and unloading goods from particular vehicles).

Parking restrictions are applied in streets and car parks to assist in regulating and controlling traffic and parked vehicles. Time restrictions usually apply to areas where parking demands far exceed the number of parking bays available and allow the sharing of available parking bays with as many vehicles as possible. This maximises vehicle and hence, customer turnover.

Parking time restrictions are also used to encourage motorists who want to park for longer to use car parks further away from high demand areas.

Parking time restrictions support strong and profitable local business, employment and job security.

Parking time restrictions need to be enforced to function as planned and to achieve this.

The Hazelbrook masterplan process recommended the introduction of time restrictions in the most popular carpark adjacent to the Great Western Highway- this has proved a successful approach to increasing parking turnover. There has also been substantial community support for a review of time restrictions in Blackheath as part of the Blackheath Village Masterplan to ensure that all-day parking doesn't occupy prime spaces.

Other locations across the City could benefit from changes to time restrictions and promoting alternative locations for staff parking. Education (explaining key benefits for business) would be required in addition to publicising alternate parking locations for staff. A review of timed parking will be undertaken as part of the Parking Precinct Plans for key locations.

Signage, demarcation and safety issues

The car parking audits identified a number of examples of inadequate, insufficient, or poorly designed signage across the LGA, unclear demarcation of spaces and safety concerns. This includes problems such as:

- Illegible signs, faded text or confusing signs with multiple restrictions
- Faded line marking
- Damaged, obscured or poorly maintained signs, including mould
- Non-standard, obsolete or contradictory signs
- Parking spaces used for purposes other than parking, e.g. skip bins
- No provision for large/ long vehicles, resulting in large vehicles occupying several spaces
- Unsatisfactory pedestrian and vehicular interactions
- Poor connections between parking areas with town centres, particularly difficult at night or steep, narrow or unpaved footpaths
- Illegal parking e.g. in loading zones, outside of marked bays, on footpaths
- Irresponsible parking causing environmental damage
- Poor or no street lighting
- Blind aisle parking design (drivers are unable to see if a space is available without entering the car park)

These issues will continue to be addressed through Council's asset renewal and maintenance programs.

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6 Recommendations

The recommendations made in this Strategic Plan aim to deliver efficient use of parking resources, minimise parking conflicts, and support the delivery of sustainable transport. Both general citywide recommendations and town-specific recommendations are provided.

Recommendations - Citywide

1. **Develop Parking Precinct Plans (PPP's) for key towns, villages and priority tourist destinations:**

Towns/Villages	Tourist Destinations
Blackheath Village Centre	Wentworth Falls Lookout, Wentworth Falls
Katoomba Town Centre	Wentworth Lake
Leura Village Centre	Conservation Hut, Wentworth Falls
Wentworth Falls Village Centre	Echo Point Vicinity, Katoomba
Lawson Village Centre	Katoomba Falls/Scenic World Katoomba
Springwood Town Centre	Leura Cascades
Blaxland Town Centre	
Glenbrook Town Centre	

The plans will include the following:

- Review of timed parking restrictions across the town/village centres and in visitor destinations.
- Review of accessible parking to determine compliance with regulations, the suitability of existing locations and whether sufficient spaces are available.
- Investigate provision of long-term parking for staff in town and village centres.
- Review parking signage, including wayfinding signage.
- consider potential locations for parking expansion/upgrades if required, including feasible locations for bus and coach parking.
- Investigation of expanding **Electronic Sensor Parking** to key towns and villages, including Katoomba, Blackheath and Springwood, and consider further expanding existing electronic sensor parking in Leura.
- In accordance with the draft VIISP, investigate the expansion of **pay and display** parking in visitor destinations, including Katoomba Falls, Leura Cascades, Wentworth Falls Lake, Wentworth Falls-subject to approval from RMS.
- In accordance with the draft VIISP, investigate the implementation of limited pay and display parking in popular visitor towns such as Katoomba, Leura, Blackheath and Glenbrook Town Centres (e.g. The Mall, Leura and Katoomba Street). A residents parking permit, similar to that used in Echo Point will need to be considered if this were to proceed.

2. **Manage existing parking monitoring and enforcement services to ensure that parking patrols are deployed to greatest effect.**

   This will include investigating the potential for increasing parking enforcement services to reduce illegal parking and overstays- particularly in key locations where parking is at high levels of capacity during peak times. Increased parking enforcement is dependent on increasing efficiencies of existing enforcement services (e.g. electronic parking technology), and increased funding.

3. **Through implementation of the Integrated Transport Strategic Plan, further investigate opportunities for reducing reliance on private vehicles both for locals and for visitors to the Blue Mountains and support the delivery of active and sustainable transport.**

   Council, in association with State Government and the Greater Sydney Commission should investigate both short and longer term solutions including: better integrated multi-modal transport planning (e.g. coordinating sight-seeing bus services with train arrivals), Park and Ride facilities (particularly for Leura/Wentworth Falls/Southern Scenic Escarpment), and a dedicated bus shuttle service for visitors. Review Pedestrian Access & Mobility Plan 2025 and Bike Plan 2020 for active transport linkages (e.g. pedestrian and cycle paths) and facilities.

4. **Explore opportunities to improve short and long term parking provision in town and village centres through Council's Masterplanning Program.**

   This is an ongoing action and includes opportunities to provide parking through site redevelopment.

5. **Advocate for a review and upgrade of commuter parking facilities by Sydney Trains for stations in the Blue Mountains and Penrith LGAs at priority locations.**

   Key locations include Blaxland, which is at capacity and Blackheath commuter parking areas, where there are opportunities to expand.

6. **Investigate Parking Management Plans for regular markets where there are significant parking issues – in Blackheath, Glenbrook and Lawson.**

   This may include a requirement for market stallholders and organisers to unload and then park vehicles in locations further away from the venue. An education program similar to the sports grounds program: "Parking Around Sports Grounds - What are you risking" could also be implemented.

7. **Monitor parking use every 2 years in the following locations:**

   Towns/Villages

   - Blackheath Village Centre
   - Katoomba Town Centre
   - Leura Village Centre
   - Wentworth Falls Village Centre
   - Lawson Village Centre
   - Springwood Town Centre
   - Blaxland Town Centre
   - Glenbrook Town Centre
   - Valley Heights

   Tourist Destinations

   - Wentworth Falls Lookout, Wentworth Falls
   - Wentworth Lake
   - Conservation Hut, Wentworth Falls
   - Echo Point Vicinity, Katoomba
   - Katoomba Falls/Scenic World Katoomba
   - Leura Cascades

   and review parking following any significant developments in a locality.

8. **Review parking information available online (BMCC and Visit Blue Mountains websites) and improve, especially for key tourist towns: Glenbrook, Wentworth Falls, Leura, Katoomba and Blackheath.**

   Liaise with Destination NSW to include public transport and parking information on the official Blue Mountains App.

9. **Review opportunities for the provision of car sharing schemes and electric-car charging stations in existing parking areas.**

10. **Ensure that the Pedestrian Access and Mobility Plan (PAMP) projects and any future reviews of the PAMP consider pedestrian links to parking locations**

11. **Address accessible parking issues through consultation with the Access Advisory Committee, and review existing provision through Parking Precinct Plans, Town and Village Masterplanning, and the implementation of the Disability Inclusion Action Plan.**

    Where possible, implement best practise in the design of accessible parking that goes beyond compliance.

12. **Ensure that future maintenance programs and signage reviews consider improved parking signage within town centres and better directional signage to direct road users to public parking areas.**

13. **Undertake a review of the Parking Strategic Plan in 2019/20.**

    In addition to the locations included in the current draft strategic plan, the review should include parking audits of the following locations: North Katoomba Civic Precinct, Mt Wilson-Cathedral of Ferns campground, Mt Blackheath, Blackheath- Glen Reserve, Megalong Valley-Old Ford Reserve, Katoomba- Echo Point, Katoomba Falls, Katoomba- Scenic World, Katoomba- Minnehaha Falls, Wentworth Falls Lake, Wentworth Falls Lincolns Rock, Woodford Bulls Camp, Glenbrook National Park Tourists Centre, Railway Parade Linden (Paradise Pools).

14. **Review future traffic modelling studies to provide further information and data related to parking activity and travel demand.**

    Data and findings can be cross referenced with biennial parking surveys and inform the ongoing management of parking.

15. **Develop a Citywide approach to managing tourist bus and coach visitation.**

    This should include a study of bus movements, stakeholder engagement and design of a bus/coach parking scheme. It should also consider a review of options for a layover area.

Location Specific Recommendations for Town/Village Localities

Upper Mountains		
Mount Victoria	MV.1	Continue to monitor demand and review 2019/20 once the Great Western Highway works are complete.
Blackheath	BH.1	Enforcement of current parking restrictions.
	BH.2	Implement Blackheath Master Plan - Traffic Study Actions: • Remove access to off-street parking from Govetts Leap Road (and investigate option of maintaining 1 way access) to create Town Square; • Remove signage in Sutton Lane carpark that specifies "for medical centre usage only"- (note: the centre has relocated, so parking is no longer required); • Encourage staff parking at the rear of properties alongside Hydora Lane to maximise convenient parking for business customers; • Review and implement parking restriction and direction signage including: · Consideration of converting all unrestricted spaces in Council's car parks to two hours limit; · Consideration of converting one 1-hr space to 15 mins near the Post Office; · Review time restrictions for all on-street parking within 200m of town centre, especially the northern side of Govetts Leap Road between the Highway and Clanwilliam Street. • Encourage all businesses to have their staff park on-site where available - this may require some businesses to improve their onsite parking areas; • Encourage businesses using on-street restricted (1 & 2 hours) spaces for their deliveries to receive deliveries or pick up from either their site (if possible) or the designated loading spaces.
	BH.3	Investigate implementation of electronic sensor parking, particularly on Govetts Leap Road.
	BH.4	Approach Transport for NSW requesting an expansion of the commuter parking area at Blackheath Station.
	BH.5	Implement actions from the Destination Management Plan.
	BH.6	Implement Citywide recommendations in relation to parking for monthly markets (i.e. requirement for a Traffic/Parking Management Plan and education).
	BH.7	Development and implementation of a parking precinct plan.
Medlow Bath	MB.1	Ensure implementation of DA conditions of consent relating to parking and highway safety for the Hydro Majestic.

Katoomba	K.1	Review and implement parking restriction and direction signage.
	K.2	Enforce current parking restrictions, including enhanced enforcement during long weekends, school holidays and festivals.
	K.3	Implement Katoomba Traffic Study Actions: • Consider the provision of limited 3hr parking limit spaces within Council owned car parking areas to cater for tourists and locals staying longer; • Provide improved directional signposting to off-street parking locations; • Consider allocating the short length parking spaces on Katoomba Street as specific motorcycle parking spaces; • Develop a strategy to provide coach parking areas to satisfy the demand for a typical day within BMCC area and to provide designated pick up/drop off points within the town centre.
	K.4	Investigate implementation of electronic sensor parking in Katoomba Street and Bathurst Road (in vicinity of Katoomba Railway Station)
	K.5	Investigate potential to introduce pay parking metres in Katoomba Street (7 days/week) to encourage higher turnover of vehicles. Consider operating this similarly to Echo Point Pay parking, where residents are eligible to apply for a residents permit allowing free parking.
	K.6	Implement actions from Destination Management Plan.
	K.7	Implement the Pioneer Place Masterplan actions including: • Improving the amenity and safety of pedestrian laneways connecting Katoomba Street to Pioneer Place; • Reduce timed-parking in vicinity of the fish shop and laundromat to 1 hour to encourage turnover; • Redesign parking in upper Pioneer Place to ensure consistency with Australian Standards for parking dimensions; • Improve pedestrian facilities in Pioneer Place parking area.
	K.8	Development and implementation of a Town Centre parking precinct plan, including consideration of parking issues at Katoomba Civic Precinct, north of the railway station and highway.
Leura	Le.1	Review and implement parking restriction and direction signage.
	Le.2	Enforce current parking restrictions.
	Le.3	Implement Leura Tourist Bus Parking Strategy and VIISP actions re: Bus parking.

	Le.4	Investigate potential pedestrian improvements and the re introduction of a one-way system in the Council car park, instead of the current 2 entrance/exists off Megalong Street.
	Le.5	Investigate expansion of electronic sensor parking to Railway Parade (southern side) and the sections of Grose Street and Megalong Street closest to the Town Centre.
	Le.6	Investigate potential to introduce pay parking metres in Leura Mall (7 days/week) to encourage higher turnover. Consider operating this similarly to Echo Point Pay parking, where residents are eligible to apply for a residents permit allowing free parking.
	Le.7	Advocate for better commuter parking with Transport for NSW.
	Le.8	Implement actions from Destination Management Plan.
	Le.9	Investigate longer term solutions including the potential for the provision of a park and ride site to service Leura Village and nearby visitor destinations.
	Le.10	Development and implementation of a parking precinct plan.
Wentworth Falls	WF.1	Review and implement parking restriction and direction signage.
	WF.2	Enforce current parking restrictions.
	WF.3	Identify potential sites for increase in Tourist Bus Visitations/Shuttle Bus Service.
	WF.4	Advocate for improved signalisation/traffic management at the intersection of Great Western Highway and Station Street to minimise congestion in town centre and blocked entrances to parking areas.
	WF.5	Formalise parking along Plantation Street, including line marking to increase efficiency and investigate expanding 90 degree parking on western side.
	WF.6	Development and implementation of a parking precinct plan.
Mid Mountains		
Bullaburra		No specific recommendations.
Lawson	Law.1	Continue to monitor and enforce town centre parking to ensure continued turnover in the high demand time-restricted spaces.
	Law.2	Through preparation of a Parking Precinct Plan, review and implement parking restriction and direction signage with a focus on short term parking e.g. 15-30 minutes on Highway Access road and fronting lower ground shops on Staples Crescent.
	Law.3	Improve and expand existing car parking in the Lawson Town Centre, as provided for in the Lawson Development Contributions Plan and 2017-18 Delivery Program. This should include short term measures, such as expanded parking on Lowden Lane and longer term options, e.g. improved parking on the northern side of the Highway which is close to the

		Town Centre and has convenient access via the pedestrian underpass.
	Law.4	Advocate to relevant State Agencies for a safer and improved pedestrian link under the Great Western Highway.
	Law.5	Advocate to Transport for NSW for provision of additional commuter car parking
	Law.6	Increase monitoring and enforcement during monthly Magpie Market and consider requiring a Traffic/Parking Management plan for this event.
	Law.7	Development and implementation of a parking precinct plan.
Hazelbrook	H.1	Continue to monitor and enforce town centre parking to ensure continued turnover 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; • Install vehicle barriers to edge of eastern footpath; 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.
Woodford	W.1	Investigate improvements to the access to main northern commuter carpark to absorb oversupply from the southern commuter car park.
Lower Mountains		
Faulconbridge		No specific recommendations.
Coomassie		No specific recommendations.
Springwood	SW.1	Review and implement parking restriction and direction signage particularly to parking on Greenway Lane and The Hub to encourage parking in these underutilised areas and reduce pressure on the Northern Carpark.
	SW.2	Enforce current parking restrictions.
	SW.3	Investigate the introduction of electronic sensor parking on Macquarie Road in the main shopping area to increase turnover and reduce overstay. This would require the demarcation of spaces, which would also facilitate more efficient use of space.
	SW.4	Undertake review of Accessible Parking in Springwood Town Centre.

	SW.5	Improve lighting in the Southern Carpark to increase safety at night.
	SW.6	Review and implement findings of Springwood Masterplan and associated traffic studies.
	SW.7	Review the requirements for parking within the Development Control Plan to ensure that adequate parking is provided on site, and undertake enforcement where necessary to ensure that parking areas are not used for storage.
	SW.8	Investigate the introduction of time-limited parking for some spaces on the lower story of commuter parking to alleviate pressure on other parking locations, and help to activate the commuter carpark and improve safety.
	SW.9	Implement Springwood Town Centre Masterplan Action to improve safety and activation of commuter carpark.
	SW.10	Improve links from carpark off Raymond Road to Macquarie Rd. Formalise Carpark off Raymond Road.
	SW.11	Review parking restriction signage on Macquarie Road and rationalise where required to avoid confusion.
	SW.12	Consider development of a Parking Management Plan for regular monthly growers markets.
	SW.13	Development and implementation of a parking precinct plan.
Valley Heights	VH.1	Review and implement parking restrictions.
	VH.2	Enforce current parking restrictions and DA conditions and provide education around staff parking.
	VH.3	VH.3 Monitor demand in 2019 once new hardware store open 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.
Warrimoo	WR.1	Advocate for provision of accessible parking spaces at the commuter carpark (responsibility of Sydney Trains) and in the shopping area.
Blaxland	Blx.1	Review and implement parking restrictions and directional signage.
	Blx.2	Continued enforcement of current parking restrictions.
	Blx.3	Work with Transport NSW to develop additional commuter car parking.
	Blx.4	Implement relevant findings of Blaxland Master Plan including proposals for improvement to circulation, amenity and turnover in Council owned parking areas.
	Blx.5	Development and implementation of a parking precinct plan.
East Blaxland		No specific recommendations.

Brooklands		No specific recommendations.
Mount Riverview		No specific recommendations.
Glenbrook	G.1	Review and implement parking restrictions and directional signage.
	G.2	Enforcement of current parking restrictions.
	G.3	Identify potential sites for increase in Tourist Bus Visits.
	G.4	Review current kerb & gutter for management of parking behaviour impacting on pedestrian pathways and damage to other road reserve areas.
	G.5	Investigate opportunity to reconfigure Hamment Place and VIC area for better circulation / upgrade of carpark and better views/direction from GWH.
	G.6	Review signage for overflow parking, for example directions to commuter parking area from the Town Centre.
	G.7	Investigate the introduction of electronic sensor parking in central Glenbrook.
	G.8	Development and implementation of a parking precinct plan.
	G.9	Investigate further opportunities for formal commuter parking.
Lapstone	L.1	Investigate more efficient use of space in commuter carpark to increase parking and improve access from on-street parking through to station.
Winmalee	WM.1	Implement recommendations from Integrated Transport Strategy to reduce demand on Hawkesbury Rd and improve bus use.
	WM.2	Recommend that Shopping Centre owners consider implementing timed parking for selected spaces adjacent to the shopping centre.

Location Specific Recommendations for Visitor Destinations

Mt Wilson - Cathedral of Ferns campground	CF.1	Investigate need to seal access and formalise parking through the BMCC Campground Management Plan.
Mt Blackheath	MB.1	Investigate need to seal access and formalise parking.
Megalong Valley - Old Ford Reserve		No specific recommendations.
Katoomba - Echo Point	EP.1	Investigate options for additional off road parking.
	EP.2	Investigate the formalisation of on-road parking along Cliff Drive, north of Silver Mist Reserve.
	EP.3	Development and implementation of a Parking Precinct Plan.

Katoomba Falls	KF.1 KF.2	Implementation of Katoomba Falls Upgrade Project. Development and implementation of a Parking Precinct Plan.
Katoomba - Scenic World	SW.1 SW.2 SW.3	Traffic Management Plans for Events at CMS and Scenic World. Investigate options to partner with CMS and Scenic World for additional parking. This could involve both new parking spaces or use/hire of land during peak periods. Development and implementation of a Parking Precinct Plan.
Katoomba - Minnehaha Falls	MF.1	Investigate options to improve the safety and operation of the turning circle through pavement markings.
Leura Cascades		No specific recommendations.
Leura - Gordon Falls	GF.1	Formalise informal carpark to provide more efficient parking.
Leura - Everglades Gardens	EG.1	Traffic Management Plan for Events if required.
Wentworth Falls lookout	WL.1 WL.2 WL.3	Together with NPWS investigate implementation of options for additional parking. Investigate feasibility around a shuttle bus service (Park & Ride) facility for Southern Scenic Escarpment. Development and implementation of a Parking Precinct Plan.
Wentworth Falls Conservation Hut	CH.1 CH.2 CH.3 CH.4	Together with NPWS investigate implementation of options for additional parking. Investigate feasibility around a shuttle bus service (Park & Ride) facility for Southern Scenic Escarpment. Improve accessible parking in formal carpark. Development and implementation of a Parking Precinct Plan.
Wentworth Falls Lincolns Rock	LR.1 LR.2	Investigate need to seal access and formalise parking. Investigate options to minimise the environmental impact of tourist buses in the area.
Woodford - Bulls Camp	BC.1 BC.2	Provide parking for trucks to use as a rest stop. Facilitate the continued use of the site as a RMS NSW Rest Area for light vehicle access.
Faulconbridge - Norman Lindsay Gallery	NL.1	Traffic Management Plan for Events required.
Glenbrook National Park Tourists Centre	GNP.1 GNP.2 GNP.3 GNP.4	Undertake supply & demand audits of this site 2019/20. Traffic Management Plan for Events required for Woodford Glenbrook Classic. Investigate the potential to formalise unformed carpark areas on Bruce Road. Implement actions form Scenic Eastern Escarpment Masterplan in relation to parking.
Wentworth Falls Lake	WW.1	Undertake supply and demand audits of this site 2019/20.

ENTRY

7 Action Plan

An Action Plan outlining key initiatives for the next 10 years has been developed based on the recommendations of the Strategic Plan. Proposed timings for commencement of actions are included, and the responsibility (whether Council or another organisation) is included.

Many of the actions will be further reviewed and actioned through the Parking Precinct Plans (PPPs) for key locations, which are required to investigate options in further detail. Other actions relate to the implementation of related plans, in particular the Integrated Transport Strategic Plan, Town Centre Masterplans, Destination Management Plan, and the Pedestrian Access and Mobility Plan. Some will require the cooperation of third parties, including the Regional Strategic Alliance and Transport for NSW in relation to commuter parking management.

Citywide Recommendations

Recommendation	Action	Timing	Responsibility	Priority	Document
1. Develop Parking Precinct Plans (PPP's) for key towns, villages and priority tourist destinations:					
	PPP - Blackheath Village Centre	2017/18	Council	High	PPP
	PPP - Katoomba Town Centre	2018/19	Council	Med-high	PPP
	PPP - Leura Village Centre	2018/19	Council	High	PPP
	PPP - Wentworth Falls Village Centre	2019/20	Council	Med	PPP
	PPP - Lawson Village Centre	2018/19	Council	Med	PPP
	PPP - Springwood Town Centre	2019/20	Council	Med-high	PPP
	PPP - Blaxland Town Centre	2019/20	Council	Med	PPP
	PPP - Glenbrook Town Centre	2019/20	Council	Med	PPP
	PPP - Wentworth Falls Lookout, Wentworth Falls	2017/18	Council	High	PPP
	PPP - Wentworth Falls Lake	2020/21	Council	Low	PPP
	PPP - Conservation Hut, Wentworth Falls	2017/18	Council	High	PPP
	PPP - Echo Point Vicinity, Katoomba	2017/18	Council	High	PPP
	PPP - Katoomba Falls/Scenic World Katoomba	2018/19	Council	High	PPP
	PPP - Leura Cascades	2022/23	Council	Low	PPP
Recommendation	**Action**	**Timing**	**Responsibility**	**Priority**	**Document**
2. Manage existing parking monitoring and enforcement services to ensure that parking patrols are deployed to greatest effect.					
	Investigate potential for increasing parking enforcement resources	2018/19	Council	High	Citywide Parking Strategic Plan

	Recommendation	Action	Timing	Responsibility	Priority	Document
		Install electronic parking technology in key locations, as identified through Parking Precinct Plans	2018/19-2022/23	Council	High	Parking Precinct Plans
3.	**Through implementation of the Integrated Transport Strategic Plan, further investigate opportunities for reducing reliance on private vehicles both for locals and for visitors to the Blue Mountains and support the delivery of active and sustainable transport.**					
		Implement actions from Blue Mountains draft Integrated Transport Strategy re: public transport	2018/19-2028/9	Council Transport for NSW	High	Integrated Transport Strategic Plan
4.	**Explore opportunities to improve short and long term parking provision in town and village centres through Council's Masterplanning Program.**					
		Explore opportunities to improve short and long term parking through existing Masterplanning processes and implementation of masterplan actions	2018/19-2028/29	Council	High	Town Centre Masterplans
5.	**Advocate for a review and upgrade of commuter parking facilities by Sydney Trains for stations in the Blue Mountains and Penrith LGAs at priority locations.**					
		Raise issue of lower mountains commuter parking facilities with Regional Strategic Alliance, with view to advocating jointly with Transport for NSW	2017/18	Council, Regional Strategic Alliance, Transport for NSW	High	Citywide Parking Strategic Plan
		Undertake further audits of commuter car parks to provide updated 2018 figures for discussion	2017/18	Council	High	Citywide Parking Strategic Plan
6.	**Investigate Parking Management Plans for regular markets where there are significant parking issues- in Blackheath, Glenbrook and Lawson.**					
		Investigate how Parking Management Plans can be included as requirements in existing approval processes for markets	2018/19	Council	Med	Citywide Parking Strategic Plan
7.	**Monitor parking use every 2 years in key locations: and review parking following any significant developments in a locality.**					
		Undertake audits of parking for: Blackheath, Katoomba, Leura, Wentworth Falls, Lawson, Springwood, Blaxland and Glenbrook town and village centres. Undertake audits of parking for: Wentworth Falls Lookout, Wentworth Falls, Wentworth Falls Lake, Conservation Hut, Echo Point Vicinity, Katoomba Falls/Scenic World Katoomba, Leura Cascades	2018/19	Council	Med	Citywide Parking Strategic Plan
8.	**Review parking information available online (BMCC and Visit Blue Mountains websites) and improve, especially for key tourist towns: Glenbrook, Wentworth Falls, Leura, Katoomba and Blackheath.**					
		Undertake a review of existing online information on parking and update where required	2018/19	Council	Med	Destination Management Plan

Recommendation	Action	Timing	Responsibility	Priority	Document
9. Review opportunities for the provision of car sharing schemes and electric-car charging stations in existing parking areas.					
	Undertake audit of opportunities for electric car-sharing schemes and gap analysis of locations in the Blue Mountains	2017/18	Council	Med	Integrated Transport Strategic Plan
	Apply for grant funding for electric vehicle charging points	Ongoing	Council	Med	Integrated Transport Strategic Plan
10. Ensure that the Pedestrian Access and Mobility Plan (PAMP) projects and any future reviews of the PAMP consider pedestrian links to parking locations					
	Review existing PAMP projects	Review of PAMP commencing June 2018	Council	Med	Pedestrian Access and Mobility Plan
	Ensure parking area access is included in scope of PAMP review	Ongoing	Council	Med	Integrated Transport Strategic Plan
11. Address accessible parking issues through consultation with the Access Advisory Committee, and review existing provision through Parking Precinct Plans, Town and Village Masterplanning, and the implementation of the Disability Inclusion Action Plan.					
	Include Accessible parking in the scope of PPPs	2017/8-2022/3	Council	High	Disability Inclusion Action Plan, PPPs, Citywide Parking Strategic Plan
	Undertake access audits for town and village centre masterplans	Ongoing	Council	High	Citywide Parking Strategic Plan Town Centre Masterplans
12. Ensure that future maintenance programs and signage reviews consider improved parking signage within town centres and better directional signage to direct road users to public parking areas.					
	Identify key issues with parking directional signage through PPPs and implement as required	Commence 2018/19	Council	Med	Citywide Parking Strategic Plan
13. Undertake a review of the Parking Strategic Plan in 2019/20.					
	Commence parking audits in 2018/19 and review Parking Strategic Plan 2019/20	Commence 2018/19	Council	Med	Citywide Parking Strategic Plan
14. Review future traffic modelling studies to provide further information and data related to parking activity and travel demand.					
	Ensure parking activity and travel demand are written into scope of relevant traffic studies	As required in line with master-planning/ development of LATMs	Council	Med	Citywide Parking Strategic Plan Town Centre Masterplans

Recommendation	Action	Timing	Responsibility	Priority	Document
15. Develop a Citywide approach to managing tourist bus and coach visitation.					
	Design a bus/coach parking coupon scheme, including bus study, stakeholder engagement and legal review.	2018/19	Council	High	Visitor Infrastructure Strategic Plan Citywide Parking Strategic Plan
	Feasibility review of layover area, including review of site options and business case for partnership funding.	2018/19	Council	High	Visitor Infrastructure Strategic Plan Citywide Parking Strategic Plan

Location Specific Recommendations for Town/Village Localities

Recommendation	Action	Timing	Responsibility	Priority	Document
Mount Victoria Mv1 Continue to monitor demand and review 2019/20 once the Great Western Highway works are complete.	Undertake and include new counts for Mount Victoria in the review of Strategic Plan	2019/20	Council	Low	Citywide Parking Strategic Plan
Blackheath BH.1 Enforcement of current parking restrictions. BH.2 Implement Blackheath Master Plan - Traffic Study Actions: • Remove access to off-street parking from Govetts Leap Road (and investigate option of maintaining 1 way access) to create Town Square; • Remove signage in Sutton Lane carpark that specifies "for medical centre usage only"- (note: the centre has relocated, so parking is no longer required);	Blackheath recommendations will be further reviewed and actioned through the PPP for Blackheath Village Centre and implementation of Blackheath Masterplan	2017/18-2021/22	Council	Varied	PPP - Blackheath Blackheath Masterplan
• Encourage staff parking at the rear of properties alongside Hydora Lane to maximise convenient parking for business customers; • Review and implement parking restriction and direction signage including: · Consideration of converting all unrestricted spaces in Council's car parks to two hours limit; · Consideration of converting one 1-hr space to 15 mins near the Post Office;					

Recommendation	Action	Timing	Responsibility	Priority	Document
· Review time restrictions for all on-street parking within 200m of town centre, especially the northern side of Govetts Leap Road between the Highway and Clanwilliam Street. • Encourage all businesses to have their staff park on-site where available - this may require some businesses to improve their onsite parking areas; • Encourage businesses using on-street restricted (1 & 2 hours) spaces for their deliveries to receive deliveries or pick up from either their site (if possible) or the designated loading spaces. BH.3 Investigate implementation of electronic sensor parking, particularly on Govetts Leap Road. BH.4 Approach Transport for NSW requesting an expansion of the commuter parking area at Blackheath Station. BH.5 Implement actions from the Destination Management Plan. BH.6 Implement Citywide recommendations in relation to parking for monthly markets (i.e. requirement for a Traffic/Parking Management Plan and education). BH.7 Development and implementation of a parking precinct plan.					
	BH. 1: refer to general recommendation 6 of Strategic Plan re: market parking				
	BH.4: refer to general recommendation 5 of Strategic Plan re: commuter parking				
	BH.6: refer to general recommendation 6 of Strategic Plan				
Medlow Bath MB.1 Ensure implementation of DA conditions of consent relating to parking and highway safety for the Hydro Majestic.	Implement DA conditions of consent prior to final approvals	2018/19	Council	Med	N/A
Katoomba K.1 Review and implement parking restriction and direction signage. K.2 Enforce current parking restrictions, including enhanced enforcement during long weekends, school holidays and festivals.	Recommendations K.1-K.6 and K.8 will be further reviewed and actioned through the PPP for Katoomba Town Centre	2018/19	Council	Med/High	PPP- Katoomba
	Recommendation K.7-actions to be actioned through to Pioneer Place Masterplan implementation	Commence 2018/19	Council	Med	Pioneer Place Masterplan

Recommendation	Action	Timing	Responsibility	Priority	Document
K.3 Implement Katoomba Traffic Study Actions: • Consider the provision of limited 3hr parking limit spaces within Council owned car parking areas to cater for tourists and locals staying longer; • Provide improved directional signposting to off-street parking locations; • Consider allocating the short length parking spaces on Katoomba Street as specific motorcycle parking spaces; • Develop a strategy to provide coach parking areas to satisfy the demand for a typical day within BMCC area and to provide designated pick up/drop off points within the town centre. K.4 Investigate implementation of electronic sensor parking in Katoomba Street and Bathurst Road (in vicinity of Katoomba Railway Station) K.5 Investigate potential to introduce pay parking metres in Katoomba Street (7 days/week) to encourage higher turnover of vehicles. Consider operating this similarly to Echo Point Pay parking, where residents are eligible to apply for a residents permit allowing free parking. K.6 Implement actions from Destination Management Plan. K.7 Implement the Pioneer Place Masterplan actions including: • Improving the amenity and safety of pedestrian laneways connecting Katoomba Street to Pioneer Place; • Reduce timed-parking in vicinity of the fish shop and laundromat to 1 hour to encourage turnover; • Redesign parking in upper Pioneer Place to ensure consistency with Australian Standards for parking dimensions; • Improve pedestrian facilities in Pioneer Place parking area. K.8 Development and implementation of a parking precinct plan.					
Leura Le.1 Review and implement parking restriction and direction signage. Le.2 Enforce current parking restrictions.	Recommendations will be further reviewed and actioned through the PPP for Leura and the Leura Local Area Traffic Management Plan	2017/18-2018/19	Council	Med	PPP - Leura Leura Local Area Traffic Management Plan

Recommendation	Action	Timing	Responsibility	Priority	Document
Le.3 Implement Leura Tourist Bus Parking Strategy and VIISP actions re: Bus parking. Le.4 Investigate potential pedestrian improvements and the re introduction of a one-way system in the Council car park, instead of the current 2 entrance/exists off Megalong Street. Le.5 Investigate expansion of electronic sensor parking to Railway Parade (southern side) and the sections of Grose Street and Megalong Street closest to the Town Centre. Le.6 Investigate potential to introduce pay parking metres in Leura Mall (7 days/week) to encourage higher turnover. Consider operating this similarly to Echo Point Pay parking, where residents are eligible to apply for a residents permit allowing free parking. Le.7 Advocate for better commuter parking with Transport for NSW. Le.8 Implement actions from Destination Management Plan. Le.9 Investigate longer term solutions including the potential for the provision of a park and ride site to service Leura Village and nearby visitor destinations. Le.10 Development and implementation of a parking precinct plan.					
	Le.7, refer to general recommendation 5 of Strategic Plan re: commuter parking				
	Le.7 : refer to general recommendation 5 of Strategic Plan re: commuter parking				
	Le.8: Implement via Destination Management Plan	2018/19	Council	Med	Destination Management Plan
	Le.9: Investigate through Integrated Transport Strategic Plan	2017/18	Council	Med	Integrated Transport Strategic Plan
Wentworth Falls WF.1 Review and implement parking restriction and direction signage. WF.2 Enforce current parking restrictions. WF.3 Identify potential sites for increase in Tourist Bus Visitations/Shuttle Bus Service.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Wentworth Falls	2019/20	Council	Med	PPP - Leura
	WF.3: Investigate through Tourist Bus/Coach Strategy	Commence 2018/19	Council	High	PPP - Leura
WF.4 Advocate for improved signalisation/traffic management at the intersection of Great Western Highway and Station Street to minimise congestion in town centre and blocked entrances to parking areas. WF.5 Formalise parking along Plantation Street, including line marking to increase efficiency and investigate expanding 90 degree parking on western side.					

Recommendation	Action	Timing	Responsibility	Priority	Document
WF.6 Development and implementation of a parking precinct plan.					
Lawson WF.1 Review and implement parking restriction and direction signage. WF.2 Enforce current parking restrictions. WF.3 Identify potential sites for increase in Tourist Bus Visitations/Shuttle Bus Service. WF.4 Advocate for improved signalisation/traffic management at the intersection of Great Western Highway and Station Street to minimise congestion in town centre and blocked entrances to parking areas. WF.5 Formalise parking along Plantation Street, including line marking to increase efficiency and investigate expanding 90 degree parking on western side. WF.6 Development and implementation of a parking precinct plan.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Lawson	2018/19	Council	Med	PPP - Lawson
	Law.4 Correspond with TfNSW to highlight issues around safe access via the Lawson pedestrian underpass	2018/19	Council	Med	Citywide Parking Strategic Plan
	Law.6 Refer to general recommendation 6 of Strategic Plan re: market parking				
Hazelbrook H.1 Continue to monitor and enforce town centre parking to ensure continued turnover 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; • Install vehicle barriers to edge of eastern footpath; 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.	Undertake and include new counts for Hazelbrook in the review of Strategic Plan	2018/19	Council	Med	Citywide Parking Strategic Plan
	Recommendation H.2 to be actioned via implementation of Hazelbrook Village Centre Masterplan/ Hazelbrook Car Park works	2018/19	Council	High	Hazelbrook Village Centre Masterplan
	H.3, refer to general recommendation 5 of Strategic Plan re: commuter parking				

Recommendation	Action	Timing	Responsibility	Priority	Document
Woodford W.1 Investigate improvements to the access to main northern commuter carpark to absorb oversupply from the southern commuter car park.	W.1, refer to general recommendation 5 of Strategic Plan re: commuter parking				
Springwood SW.1 Review and implement parking restriction and direction signage particularly to parking on Greenway Lane and The Hub to encourage parking in these under-utilised areas and reduce pressure on the Northern Carpark. SW.2 Enforce current parking restrictions. SW.3 Investigate the introduction of electronic sensor parking on Macquarie Road in the main shopping area to increase turnover and reduce overstay. This would require the demarcation of spaces, which would also facilitate more efficient use of space. SW.4 Undertake review of Accessible Parking in Springwood Town Centre. SW.5 Improve lighting in the Southern Carpark to increase safety at night. SW.6 Review and implement findings of Springwood Masterplan and associated traffic studies. SW.7 Review the requirements for parking within the Development Control Plan to ensure that adequate parking is provided on site, and undertake enforcement where necessary to ensure that parking areas are not used for storage. SW.8 Investigate the introduction of time-limited parking for some spaces on the lower story of commuter parking to alleviate pressure on other parking locations, and help to activate the commuter carpark and improve safety. SW.9 Implement Springwood Town Centre Masterplan Action to improve safety and activation of commuter carpark. SW.10 Improve links from carpark off Raymond Road to Macquarie Rd. Formalise Carpark off Raymond Road. SW.11 Review parking restriction signage on Macquarie Road and rationalise where required to avoid confusion.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Springwood	2019/20	Council	Med-High	PPP - Springwood
	SW.5 , SW.6 & SW.9 to be actioned via implementation of Springwood Town Centre Masterplan	2019/20	Council	Med	Springwood Town Centre Masterplan
	SW. 12: refer to general recommendation 6 of Strategic Plan re: market parking				

Recommendation	Action	Timing	Responsibility	Priority	Document
SW.12 Consider development of a Parking Management Plan for regular monthly growers markets. SW.13 Development and implementation of a parking precinct plan.					
Valley Heights VH.1 Review and implement parking restrictions. VH.2 Enforce current parking restrictions and DA conditions and provide education around staff parking. VH.3 Monitor demand in 2019 once new hardware store open 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.	Undertake review of parking demand, existing parking restrictions, staff parking and DA conditions in Valley Heights	2019/20	Council	Med	Citywide Parking Strategic Plan
	Incorporate review of parking requirements into next review of BMCC DCP 2015	Commence 2020/21	Council	Low	Blue Mountains DCP 2015
Warrimoo WR.1 Advocate for provision of accessible parking spaces at the commuter carpark (responsibility of Sydney Trains) and in the shopping area.	Contact Sydney Trains to request addition of accessible parking spaces	2017/18	Council	Med	Citywide Parking Strategic Plan
Blaxland Blx.1 Review and implement parking restrictions and directional signage. Blx.2 Continued enforcement of current parking restrictions. Blx.3 Work with Transport NSW to develop additional commuter car parking. Blx.4 Implement relevant findings of Blaxland Master Plan including proposals for improvement to circulation, amenity and turnover in Council owned parking areas. Blx.5 Development and implementation of a parking precinct plan.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Blaxland	2019/20	Council	Med	Citywide Parking Strategic Plan
	Raise issue of lower mountains commuter parking facilities with Regional Strategic Alliance, with view to advocating jointly with Transport for NSW	2017/18	Council	High	Citywide Parking Strategic Plan
Glenbrook G.1 Review and implement parking restrictions and directional signage. G.2 Enforcement of current parking restrictions.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Glenbrook	2019/20	Council	Med	Citywide Parking Strategic Plan

Recommendation	Action	Timing	Responsibility	Priority	Document
G.3 Identify potential sites for increase in Tourist Bus Visits. G.4 Review current kerb and gutter for management of parking behaviour impacting on pedestrian pathways and damage to other road reserve areas. G.5 Investigate opportunity to reconfigure Hamment Place and VIC area for better circulation / upgrade of carpark and better views/direction from GWH. G.6 Review signage for overflow parking, for example directions to commuter parking area from the Town Centre. G.7 Investigate the introduction of electronic sensor parking in central Glenbrook. G.8 Development and implementation of a parking precinct plan. G9: Investigate further opportunities for formal commuter parking.					
Lapstone L.1 Investigate more efficient use of space in commuter carpark to increase parking and improve access from on-street parking through to station.	Contact Transport for NSW and Sydney Trains to request improved layout of commuter car park	2017/18	Council	Med	Citywide Parking Strategic Plan
Winmalee WM.1 Implement recommendations from Integrated Transport Strategy to reduce demand on Hawkesbury Rd and improve bus use. WM.2 Recommend that Shopping Centre owners consider implementing timed parking for selected spaces adjacent to the shopping centre.	Implement recommendations from Integrated Transport Strategy.	2018/19	Council	Med	Integrated Transport Strategic Plan
	Contact owners of shopping centre to recommend timed parking for selected high value spaces adjacent to the shopping centre.	2017/18	Council	Med	Citywide Parking Strategic Plan
Mt Wilson Cathedral of Ferns campground CF.1 Investigate need to seal access and formalise parking through the BMCC Campground Management Plan.	Investigate through the BMCC Campground Management Plan	2018/19	Council	Low	BMCC Campground Management Plan
Mt Blackheath MB.1 Investigate need to seal access and formalise parking.	Investigate need to seal access and formalise parking.	2020/21	Council	Low	Citywide Parking Strategic Plan
Katoomba - Echo Point EP.1 Investigate options for additional off road parking. EP.2 Investigate the formalisation of on-road parking along Cliff Drive, north of Silver Mist Reserve.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Echo Point	2017/18	Council	High	PPP - Katoomba/Echo Point

Recommendation	Action	Timing	Responsibility	Priority	Document
EP.3 Development and implementation of a Parking Precinct Plan					
Katoomba Falls KF.1 Implementation of Katoomba Falls Upgrade Project. KF.2 Development and implementation of a Parking Precinct Plan.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Katoomba Falls/Scenic World	2018/19	Council	High	PPP - Katoomba Falls/Scenic World
Katoomba - Scenic World SW.1 Traffic Management Plans for Events at CMS and Scenic World. SW.2 Investigate options to partner 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.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Katoomba Falls/Scenic World	2018/19	Council	High	PPP - Katoomba Falls/Scenic World
Katoomba - Minnehaha Falls MF.1 Investigate options to improve the safety and operation of the turning circle through pavement markings.	Investigate options to improve turning circle through pavement markings	2020/21	Council	Low	Citywide Parking Strategic Plan
Leura - Gordon Falls GF.1 Formalise informal carpark to provide more efficient parking.	Formalise informal carpark to provide more efficient parking.	2021/22	Council	Low	Citywide Parking Strategic Plan
Leura - Everglades Gardens EG.1 Traffic Management Plan for Events if required.	Prepare Traffic Management Plan where required by Council	Ongoing	Applicant	Low	DA process
Wentworth Falls lookout 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.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Wentworth Falls lookout	2017/18	Council	High	PPP- Wentworth Falls lookout
Wentworth Falls Conservation Hut 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.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for the Conservation Hut	2017/18	Council	High	PPP- Conservation Hut

Recommendation	Action	Timing	Responsibility	Priority	Document
CH.3 Improve accessible parking in formal carpark. CH.4 Development and implementation of a Parking Precinct Plan.					
Wentworth Falls Lincolns Rock 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.	Investigate need to seal access and formalise parking, consider options for tourist buses.	2020/21	Council	Med	Citywide Parking Strategic Plan
Woodford - Bulls Camp BC.1 Provide 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.	Provide parking for trucks to use as a rest stop. Facilitate the continued use of the site as a RMS NSW Rest Area for light vehicle access.	2018/19	Council	Med	BMCC Campground Mnagement Plan
Faulconbridge - Norman Lindsay Gallery NL.1 Traffic Management Plan for Events required.	Prepare Traffic Management Plan where required by Council	Ongoing	Applicant	Low	DA process
Glenbrook National Park Tourists Centre GNP.1 Undertake supply and 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 from Scenic Eastern Escarpment Masterplan in relation to parking.	Undertake supply and demand audits of this site	2019/20	Council	Med	Citywide Parking Strategic Plan
	Prepare Traffic Management Plan where required by Council	Ongoing	Applicant	Low	DA process
	Investigate option to formalise carpark on Bruce Road and implement actions from Scenic Eastern Escarpment Masterplan in relation to parking.	Commence 2020/21	Council	Med	Scenic Eastern Escarpment Masterplan
Wentworth Falls Lake WW.1 Undertake supply and demand audits of this site 2019/20.	Recommendations will be further reviewed and actioned through the Parking Precinct Plan for Wentworth Falls Lake	2020/21	Council	Med	PPP - Wentworth Falls Lake

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