WENTWORTH FALLS

Description of the area surveyed
The Wentworth Falls study area incorporates the commercial centre and is bordered to the east and north by the Main Eastern Railway Line and the Eastern Commuter Parking area, to the south by the Great Western Highway, and to the west by Plantation Street. The study area contains the commercial centre of Wentworth Falls and several commuter and customer parking areas.

Parking at the School of Arts Centre located on the corner of the Great Western Highway and Adele Avenue, was observed during the study.

![Fig. 1: Wentworth Falls Study Area](image)

Summary of parking in Wentworth Falls
Parking in Wentworth Falls is available in a combination of on-street and off-street parking areas. There are three large commuter parking areas, the western two commuter parking areas have access off Station Street and are a combination of unrestricted (commuter) and time restricted parking. These parking areas are in high demand. The commuter parking area to the east of the railway station, with access off Railway Parade is also popular and is often near capacity.
Wentworth Falls has two off-street parking areas in the centre of the commercial centre and both of these are privately owned. There are several smaller private parking areas associated with commercial development and these were noted as being for “customers only” or “staff only”.

Station Street runs along a ridge which is slightly higher than both Plantation Street and Railway Parade. Steps and ramps link Station Street with Plantation Street. Railway Parade can be accessed via the station steps or alternatively via the railway overpass then steps leading to the commuter can park.

Parking is available in Station Street and these parking spaces are time restricted to 1 hour during business hours. Parking is available for the public on the western side of Plantation Street and is unrestricted. Parking in Wentworth Falls is constrained, with limited opportunity for parking to overflow onto more remote streets in periods of extremely high demand.

Adjoining and adjacent land uses

The study area includes the commercial hub of Wentworth Falls. Adjoining and adjacent land uses include residential development to the east and south however the railway and highway form a barrier to pedestrian links. There is limited commercial development to the south of the subject land with the Grandview Hotel, located on the corner of Dalrymple Ave and the highway, having adequate on-site parking. The bowling club and hardware store (west on the corner of Falls Road and the highway) also have adequate on-street parking, which can be used as overflow parking during markets held at the Hotel. This parking is also used by park users and walkers using the Charles Darwin trail.
Characteristics

- **Off-street parking**
  - **Restrictions**
    - There are three large commuter parking areas, including one unrestricted area to the north east of the study area, accessed via Railway Parade or by pedestrians from Station Street via the Railway Station overbridge.
    
    The commuter parking areas to the west of the railway station are a combination of unrestricted and 1 hour time restricted spaces catering for both commuters and people accessing the shops.
    
    There are two parking areas in the centre of the study area, Renae’s Arcade and the Wentworth Falls Plaza (Post Office Plaza). These parking areas provide limited parking for customers and are not time restricted; Wentworth Falls Plaza has a restriction sign stating: “No all-day parking”.
    
    Vehicles accessing the parking areas by making a right turn can disrupt the flow of traffic while waiting for an opportunity to execute the turn.
  
  - **Accessible spaces**
    - There are 2 accessible spaces in each of the commuter parking areas located off Station Street and there is 1 accessible space in both Renae’s Arcade and the Wentworth Falls Plaza.

- **On-street parking**
  - **Restrictions**
    - The on-street parking in Station Street is time restricted to 1 hour during business hours.
    
    Parking in Plantation Street is unrestricted on the western side of the street. Limited 90° parking is available on the eastern side of Plantation Street with most of this parking restricted to “customers only” or “staff only”. Vehicles parked in this location must reverse into the flow of traffic when exiting the parking space.

- **Bus, train and taxi services**
  - There is a regular bus service that runs from the residential areas of Wentworth Falls to Leura and Katoomba shops and return. There is an average of 14 buses per day in each direction. There is an average of 7 buses per day that travel between Springwood and Katoomba and return.
    
    There is an average of 28 trains per day stopping at Wentworth Falls travelling between Katoomba and Sydney and return. New lifts, accessible station facilities, weather canopies and kiss and ride facilities are being added as part of the Transport for NSW Transport Access Program. The project is due for completion in 2017.

Links

- **Roads**
  - Station Street is accessed from the Great Western Highway. Station Street is a through road linking the northern residential areas with the highway. It has a relatively high through traffic component. Plantation Street is a short cut for vehicles heading east on the highway wishing to access the shops, railway station or the
northern residential areas. Frost Lane provides one way vehicular access from Station Street to Plantation Street.

- **Footpaths**
  Station Street has paved footpaths on both sides and Plantation Street has a limited pedestrian access on the footpaths. There are several pedestrian routes from Plantation Street to Station Street. The study area has good permeability for pedestrians.

  There are several seats for the public to use in the central part of the town as well as cafes with outdoor seating.

- **Bike /shared paths**
  There are no designated bike paths within the study area but bike path connections link Wentworth Falls to other localities.

![Fig. 3: Wentworth Falls Study Area Links](image)

**Safety & security**

- **Lighting**
  Street lighting is provided in all streets and public car parks in the study area however the lighting in Plantation Street is partially obscured by the vegetation.

- **Vegetation**
  Wentworth Falls, similar to other towns in the Blue Mountains, has mature street trees which contribute positively to the character of the town. Casual surveillance is slightly restricted in the western commuter and public car parks and also in the mid-section of Plantation Street.
Signage
- **Directional**
  There is directional signage on the Great Western Highway directing motorists to the Wentworth Falls shops. While the public off-street car parks can be seen from Station Street, there is no dedicated signage directing the public to these areas.

- **Parking restrictions**
  Parking restriction signs are generally in good repair and the restrictions clear and consistent across the study area.

Community demographics
In 2016 Wentworth Falls had a population of 6,076 residents which is an increase of 143 persons from 2011. There were 2,986 dwellings, an increase of 84 from 2011. The average household size is 2.26 persons which have decreased slightly from 2011 where it was 2.31. In 2016, the population density in Wentworth Falls was 2.94 persons per hectare.

In 2016, around 88% of households in Wentworth Falls had access to one or more motor vehicles.

Forecast i.d.¹ estimate that the population of Wentworth Falls will increase by around 4% by 2036.

In 2011, 1,488 residents travelled to work by private vehicle which is an increase from the 2001 and a decrease from the 2006 figures. In 2011, approximately 255 residents used public transport for some, or their entire journey to work, which is a slight increase from the number in 2006, and 61 residents walked to work and 3 rode a bicycle.

Capacity
- **Peaks**
  Parking demand in Wentworth Falls is highest during the middle of the day, between 10am and 3pm and is spread relatively evenly across the week. The demand for spaces is spread evenly probably due to the relatively level terrain and the small size of the shopping centre, where all facilities can be accessed easily from any of the parking areas.

  The western commuter parking off Station Street areas experience high average occupancy of 93% - 103% with observed maximum occupancy of 118%. The eastern commuter car park had less demand but an average occupancy of 82% in 2010-2012 increasing to 100% in 2015-2016 with a maximum occupancy of 100%.

  The Post Office car park had the highest demand, with an average of 99% occupancy (during the week) and a maximum occupancy of 128% in 2015.

Projections
Wentworth Falls study area is contained between the highway, the railway line and a reserve containing a watercourse. Apart from the eastern commuter car park, there are few viable alternatives for overflow parking in Wentworth Falls.

Undeveloped land is available in Adele Avenue, adjacent to Pitt Park and the School of Arts. This could be considered for parking which would provide parking for events at the School of Arts, Pitt Park and overflow for the town centre, with access to the town available via a paved footpath beside the highway.

Rangers’ comments
In 2010-2012, the Rangers had no parking issues specific to Wentworth Falls; however by 2016 this has changed. The advice from the Rangers in 2016 is that: “Parking stock is on the cusp of over capacity with increased visitation to area. Tourist parking issues now impacting areas outside of the CBD. Wentworth Falls Lake has high levels of parking during weekends & holiday periods”.

Conclusion
Parking is in high demand and is increasing in Wentworth Falls. There was an average maximum occupancy on weekdays of 79% for parking in 2010-2012, increasing to 89% in 2015-2016. The Wentworth Falls town centre is highly constrained with very limited overflow parking available that is readily accessible to the town centre.

On regular weekends the average maximum occupancy was 60% in 2010-12, increasing to 65% in 2015-16. On long weekends and during school holidays occupancy increases.

Commuter parking demand is high at Wentworth Falls and may increase with the completion of the access upgrade of the station by Transport for NSW. Anecdotally, commuters are using unrestricted town centre parking spaces as overflow. There are opportunities to formalise parking in the town centre to increase efficiencies and time restrictions. This will also allow better enforcement and monitoring, especially along Plantation Avenue.

Recommendations
WF.1 Review and implement parking restriction and direction signage.
WF.2 Enforcement of current parking restrictions.
WF.3 Identify potential sites for increase in Tourist Bus Visits/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.
### Wentworth Falls Data and Analysis

#### RETAIL & TOURIST PARKING

![Map of Wentworth Falls](image)

#### Number of vehicles parked- weekdays

<table>
<thead>
<tr>
<th></th>
<th>Spaces available</th>
<th>2010-2012</th>
<th></th>
<th>2015-2016</th>
<th></th>
<th>Difference</th>
<th>Maximum number/percentage occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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<td>percentage</td>
<td>occupancy - vehicles</td>
<td>percentage</td>
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<td>6</td>
<td>93%</td>
<td>12%</td>
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<td>95%</td>
<td>7</td>
<td>93%</td>
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<td>Post Office car park</td>
<td>18</td>
<td>17</td>
<td>94%</td>
<td>17</td>
<td>96%</td>
<td>2%</td>
<td>23/128%</td>
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<td>18</td>
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<td>69%</td>
<td>13</td>
<td>74%</td>
<td>5%</td>
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<td>Station St</td>
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<td>34</td>
<td>87%</td>
<td>8%</td>
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<td>Plantation St</td>
<td>48</td>
<td>47</td>
<td>98%</td>
<td>47</td>
<td>98%</td>
<td>=</td>
<td>54/113%</td>
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<tr>
<td>Frost Lane</td>
<td>14</td>
<td>14</td>
<td>100%</td>
<td>10</td>
<td>69%</td>
<td>-31%</td>
<td>18/129%</td>
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<td><strong>Total</strong></td>
<td>151</td>
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<td><strong>79%</strong></td>
<td>134</td>
<td><strong>89%</strong></td>
<td>+10%</td>
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**Note for all tables:** Occupancy data and percentages are rounded to nearest whole number. Where percentage occupancy is shown to be over 100% it is because additional vehicles were parked illegally.
## Number of vehicles parked - weekends

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<tr>
<th></th>
<th>Spaces available</th>
<th>2010-2012</th>
<th>2015-2016</th>
<th>Difference</th>
<th>Maximum number/percentage occupancy</th>
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<td>- vehicles</td>
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<td>5</td>
<td>83%</td>
<td>4</td>
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<td><strong>Post Office car park</strong></td>
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<tr>
<td><strong>Station St</strong></td>
<td>39</td>
<td>31</td>
<td>79%</td>
<td>27</td>
<td>69%</td>
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<tr>
<td><strong>Plantation St</strong></td>
<td>48</td>
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<td>56%</td>
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<tr>
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<td>29%</td>
<td>12</td>
<td>86%</td>
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<tr>
<td><strong>Total</strong></td>
<td>151</td>
<td>91</td>
<td>60%</td>
<td>98</td>
<td>65%</td>
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</table>
### COMMUTER PARKING – WEEKDAYS

#### Number of vehicles parked - weekdays

<table>
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<tr>
<th></th>
<th>2010-2012</th>
<th>2015-2016</th>
<th>Difference</th>
<th>Maximum number/ percentage occupancy</th>
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<tbody>
<tr>
<td></td>
<td>Spaces available</td>
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<tr>
<td>commuter car park (east)</td>
<td>42</td>
<td>35</td>
<td>2010-2012: 82%</td>
<td>42</td>
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<tr>
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<td>34</td>
<td>33</td>
<td>2010-2012: 97%</td>
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<tr>
<td>commuter car park (south west)</td>
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<td>35</td>
<td>2010-2012: 93%</td>
<td>36</td>
</tr>
<tr>
<td>Total</td>
<td>114</td>
<td>103</td>
<td>2010-2012: 90%</td>
<td>113</td>
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