

Coach and Bus References in Charrette Outcomes Report

coach parking facilities in association with redevelopment of the TAFE east site and, in the short term, an increase in lay-over areas in Parke Street (see Section 8.8 for specific proposals) P32

The introduction of these intermittent median strips will slow vehicular traffic by narrowing the carriageways to a width of 5.3 metres for a row of kerbside parallel parked cars and a lane of slowly moving traffic. This carriageway width is narrow enough to slow the traffic, but wide enough to let **coaches** pass even wider than normal vehicles, Katoomba Street Plan Katoomba Charrette Report & Town Centre Strategy parked parallel along the street. If a vehicle is very badly parked, too far from the kerb, then coaches and/or other vehicles may ride up on the kerb of the median to get past. pp46-47

South of the crest of the hill, the medians stop, and tour **coach** parking begins along the eastern kerb of Parke Street (see Section 8.8.4). Beyond the southward point where enough length of street has been provided for coach parking, then on-street car parking should be re-instated to the corner of Waratah, except where it would directly affect the truck deliveries for the Coles Supermarket. The medians at the north end of Parke Street not only will slow the traffic along that northern length, but they will also slow the approach of traffic over the crest of the hill, so that parallel parking can be negotiated more safely by the coaches, and passengers can disembark more safely and cross Parke Street to its western side. P52

8.8.5 Tourist Coach Parking

The Charrette Team determined that tourist coach parking could feasibly be accommodated along the eastern side of Parke Street, adjoining the proposed Visitors Centre on the Old TAFE site (see Sections 8.2 and 10.1).

Action 8.8.5 – Provide stops and toilet/locker facilities for tourist coaches along Parke Street (see Section 10.1). These facilities would include additional coach lay-over parking as part of the future redevelopment of the Old TAFE site, a centrally located drop-off zone and refreshment and restroom facilities. P55

Proposed Goldsmith option – tourist overnight accommodation due to proximity to the Station and Tourist **Coach** drop-offs p62

10.1.1 The Cultural/Visitors Centre

The Old TAFE site became recognised during the Charrette as the most appropriate site

for a proposed 'Cultural/Visitors Centre' for Katoomba, to serve both locals and visitors as a source of information and culture, and as a 'point of entry' for visitors to the Town Centre, arriving both by car and **coach** (visitors by train would take advantage of this facility, as well, directed to it from the station). The Old TAFE site was the best located option in the Town Centre to serve these purposes, plus it is owned by the State, which is willing in principle to consider such a use for this site, possibly to be purchased and developed by others. P69

Multiple Functions within the Cultural/Visitors Centre

Recognising that Katoomba could strengthen its attraction and value by centralising more public, commercial and cultural functions, and in consultation with numerous stakeholders, the Charrette Team evolved several functions for the Cultural/Visitors Centre including:

- ☺ the National Parks and Wildlife Service's regional headquarters and information centre;
 - ☺ a visitors' information centre for the Town and Echo Point (in addition to the one at Echo Point);
 - ☺ a public gallery of state-wide significance for visual arts ranging from Katoomba-inspired traditional illusionistic paintings and sculpture, to leading edge contemporary works;
 - ☺ a possible local Aboriginal interpretive centre;
- Katoomba Charrette Report & Town Centre Strategy
- ☺ the normal services of toilets, lockers, and the administrative offices of the centre; and
 - ☺ ample tourist coach and car visitors car parking.

Need for Large Car Parking Capacity and Tourist Coach Drop-off and Parking

As explained in Section 8.2.3 on car parking, the Charrette recognised that a large visitor parking capacity will be needed to optimise the public transport linkage between the Town Centre and Echo Point, by means of inducing cars and **coaches** to stop in the Town Centre first, and then for visitors to take the bus to Echo Point and back (or walk). The Charrette estimated that about 300 spaces might be needed for this purpose. Any additional complementary uses in the Cultural/Visitors Centre, as mentioned above, would also need some additional parking capacity on the site. However, peak demands for the various uses will hopefully not all coincide, so that the shared parking capacity can serve respective parking demands at different times, thereby requiring fewer total spaces.

Tourist Coach Parking along Parke Street

The Charrette determined that this location for the Cultural/Visitors Centre could be served by tourist **coaches** quite feasibly along the eastern kerb of Parke Street. Coaches arriving from the Great Western Highway would park just beyond the Froma Lane corner of the Centre to discharge and pick up their passengers, and 'lay over' further south in a row of spaces along Parke Street. A total of eight coach parallel parking spaces were determined to be needed and feasible.

Bus References

Many improvements were proposed for transport systems including the streets, **bus** network and pedestrian/cyclist access and amenity. Charrette Proposals are explained in detail in Part II of this Report.

Bus Visitation

Since Katoomba's heyday before the Second World War, Katoomba has been declining. There has come the gradual dominance of car and **bus** visitation to Echo Point over primarily train visitation which focussed on both the Town and Echo Point. P13

Katoomba has most of the same assets as it had in its heyday. So, why is Katoomba not flourishing still? At the turn of the century, train and pedestrian access concentrated visitors into Katoomba's Centre, while today's dominant access by cars and **buses** tends to disperse visitors and bypass them past the Town Centre. P15

Several Charrette team members, in studying and enjoying Katoomba, walked from the Town Centre to Echo Point, some of whom then caught the **bus** for the return trip. The whole of this walking route was found to be strewn with interesting heritage sites, good views, shops, etc., which made us think that this 2.5 kilometre walk seemed quite pleasant, especially for visitors or locals when not in a hurry. P24

Concern was also expressed during the Charrette about the **bus** stop in front of the Carrington Lawn. Specific proposals for this bus stop are in Section 8.2.2 of this Report. P36

On the other hand, the Charrette recognised **the need to make a shuttle bus system** work between the Town Centre and Echo Point, in order to induce car- and bus-bound visitors to patronise the Town Centre as well as Echo Point, and to reduce parking impacts at Echo Point. To make such a system work, the Charrette recognised that about 300 additional parking spaces would be needed in the Town Centre, ideally at the Top of Town where main visitor attractions are concentrated, to accommodate visitors

during the approximately twenty peak visitor days of each year. A dedicated structure for 300 spaces might cost about \$3 – 4.5 million, an amount for which there was no known sufficient public source. P38

Even a light rail system between Katoomba and Echo Point was mooted, although the Charrette Katoomba – Echo Point Shuttle Study (1998) that was conducted prior to the Charrette identified that the cost of installing a short length of light rail service was prohibitively expensive (about \$25 million), compared to other equally viable alternatives such as improved **bus** service. P41

A key problem with existing **bus** routes is that there are several competing private bus companies serving disconnected routes radiating from the Town Centre, and with no direct connection. Therefore, an integrated bus route noted in Section 8.2.2 below became the recommended solution for a better link to Echo Point.

As far as finding and paying for more parking capacity in the Town Centre to encourage tourists to stop there, patronise the businesses and take the bus to Echo Point, an indicative solution to ‘kill many birds with the same stone’ was evolved for the Cultural/Visitors Centre, as explained **p42**

The present public bus transport system should be coordinated into an integrated network, which will improve route efficiency while reducing travel times. This will take cooperation among the various bus providers, and leadership from the NSW Department of Transport. This **bus** network should integrate also with the train both physically and in terms of scheduling. The proposed new integrated bus route should be located so as to link Echo Point to the Katoomba town centre, with potential for the incorporation of the Scenic Railway, the Clairvaux Centre and Frank Walford Park. This route will require the discussion of appropriate routes with bus company owners. p43

Action 8.2.2A – Coordinate with local **bus** operators to provide a frequent and regular shuttle bus service between Echo Point, the Clairveaux Aboriginal Cultural Centre, the Scenic Railway the Katoomba town centre and Frank Walford Park. The route of this bus should provide for visitors and consider drop-off points including the train station and the shopping precinct for Katoomba Charrette Report & Town Centre Strategy local users. This bus service should be integrated with other transport services including the train and tour buses from Sydney. Action 8.2.2B – Council should will work with bus operators and City–Rail to address public transport issues including improved weekend and after-hour train and bus timetabling and services. P43

8.2.3 Better Bus Stops, Especially at the Carrington Hotel p44

8.8.4 Visitor Centre & Echo Point ‘Shuttle’ Car Parking

Please refer to Section 8.2 for information on public transport challenges and Charrette proposals. The largest scale alternative proposed for the new Cultural/Visitor Centre on the Old TAFE Site (see Section 10.1) aims to incorporate about 300 parking spaces, to be shared between a proposed supermarket and other businesses at the southern end of this development, and visitors who might park there and then take the **bus** to Echo Point or walk there along its improved ‘trail’ (see Section 8.3.6). Financially to make such parking capacity a reality, the Charrette Team concurred that a joint-use car park was needed to share the benefits and costs, whether a supermarket was involved with the Old TAFE Site or not. P54

Design Option ‘A’ for the Old TAFE site, which Keeps the Old TAFE Building – Apparently Inadequate Car Parking Capacity

An apparent weakness of this scheme is that retaining the Old TAFE Building will limit car parking capacity to only about half the anticipated parking capacity understood by the Charrette Team to be needed to optimise the visitor parking to take advantage of the **bus** to Echo Point during peak visitor days, and thereby to attract more visitors to the Town Centre. P73

° Development should provide enough shared (not designated) parking to serve the Cultural/Visitors Centre and day-long parking to enable many town visitors to leave their vehicles and take the **bus** to Echo Point or other destinations. It is assumed that the parking capacity may not completely meet the few peak visitor day demands of the year, if they occur on days when the supermarket and cinemas are all open simultaneously. P76

Implement The Integrated Shuttle Bus Route

It is important, as soon as possible, to integrate the public bus shuttle system, directly to connect all key visitor destinations. This will decisively strengthen Katoomba’s link with Echo Point, in particular, to deliver more tourism benefits to Katoomba and to relieve parking impacts on Echo Point. It will boost business prospects for the Top End of Town. P95

