

Our Ref: 18S130

07 November 2017

Committee on Transport and Infrastructure
Parliament House, Macquarie Street
SYDNEY NSW 2000

Attention: Mr Leon Last (Committee Manager)

Dear Leon,

RE: Parliamentary Inquiry into Commuter Car Parking in NSW – Questions on Notice

I refer to your letter dated 23/10/17 in relation to the above. In this regard we are pleased to provide further advice related to additional information requested by the inquiry.

NSW Parliamentary Question on Notice & PeopleTrans Response

- (1) **Do you have any data available on how many customers use commuter car parks, either in specific areas where you have worked or across NSW?**
 - ◆ We don't have specific data across NSW but for Gordon Station there are approximately 900 off-street commuter car parking spaces which are generally fully utilised during weekdays.
- (2) **Do you have any data available on the proportion of genuine commuters who use commuter car parks compared to, for example, local workers or shoppers?**
 - ◆ No, our data is only anecdotal in this regard.
- (3) **Do you have any data available on demographic breakdowns of people who use commuter car parks or other methods of accessing transport hubs?**
 - ◆ Yes, this data relates specifically to the Ku-ring-gai LGA and specifically in relation to a parking management study undertaken in 2008. (Refer Attachment 1). This study interviewed a large sample (Average 44%) of commuters arriving at the five main rail stations of Turrumurra, Pymble, Gordon, Lindfield & Roseville during the morning 6:00am – 9:30am peak period. The key findings of these interview surveys were as follows:
 - Average 35% of all rail commuters drove to the station and parked noting that at Gordon station the number of rail commuters driving, and parking was higher than 50%.
 - Of the people that drove to the stations approximately 85% were Ku-ring-gai residents indicating that the primary users or beneficiaries of the commuter car parks are Ku-ring-gai residents.

- Apart from walking the other modes used to access the rail station were low with only 9% travelling on average by bus. This level of bus use is typically dictated by the number of local bus services accessing the station. For example, only 8% of rail users used buses to access Gordon station in contrast to the 19% using buses to access Turramurra station where there are more local bus services.

(4) **If people who were not commuters were charged for using commuter car parks, would you support this money being hypothecated to funding in this area, either for car parks or other accessibility options?**

- ◆ Yes, but we would advocate prioritising this money towards funding more sustainable transport access modes and place making (i.e. public domain improvements) near the specific commuter car park location itself. An issue often raised by local government in relation to commuter parking is the impact that this traffic has on local amenity and that the commuters provide no benefit to the economic prosperity of the centre in which it is provided i.e. they simply drive in and drive out of the area.

(5) **What are your views on public-private partnerships to manage commuter car parking?**

- ◆ In our experience PPP funding models typically relate to significant infrastructure projects which cannot be easily funded by the Government alone. Currently it appears that funding for commuter car parking in NSW is adequately catered for.
- ◆ In relation to PPP's for managing commuter car parks, although this may relieve some of the operational and maintenance costs of Government, it may also limit the opportunities to re-invest funds collected into other public transport infrastructure and could also be open to price increases unless these two items were regulated.

Yours sincerely

PeopleTrans

Alan Stewart
Director

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1. Ku-ring-gai Commuter Interview Survey Data 2008

Attachment 1

Ku-ring-gai Town Centre Parking Management Plan Extract – Rail Commuter Interview Survey Data 2008

4.3 Rail Commuter Interview Surveys

The rail commuter car parking demand at the Ku-ring-gai LGA Town Centre Rail Stations is highly significant.

Interview surveys were undertaken which recorded the responses of an average 44% sample of all adult rail passengers boarding during the 6.00-9.30 am morning peak period at the five stations as listed in **Table 5**.

Table 5: Sample Sizes for Rail Commuter Parking Survey

Station	3.5 Hour Am Peak Adult Rail Passenger Boardings	Number of Adult Rail Passengers Surveyed	% Survey Sample Size
Gordon	2360	933	39.5%
Lindfield	1510	728	48.2%
Pymble	1240	464	37.4%
Roseville	1210	495	40.9%
Turramurra	1990	1040	52.3%
Total	8310	3660	44.0%

The survey was very rapid and asked two simple questions of each passenger as they were walking past the interviewer.

Q1 How did you travel to the railway station this morning. The survey responses were coded 1-8 as follows. Car Driver = 1, Car Passenger = 2, Walk = 3, Bus = 4, Bicycle = 5, Taxi = 6, Motorcycle = 7, Other = 8

Q2 (If the answer to Q1 was "Car Driver") The person was then asked what was their home suburb or postcode.

At the five Ku-ring-gai LGA Rail Stations surveyed, the overall proportion of boarding adult rail passengers who were car drivers was 35% with the range at individual stations as follows:

- Gordon, 52%
- Lindfield, 31%
- Pymble, 31%
- Turramurra, 30%
- Roseville, 17%

These proportions are significantly higher than the average for the City Rail network and indicate a high degree of dependence on car travel for access to the rail station. In contrast the proportions for bus travel were an overall average of 9% with the range at individual stations as follows:

- Turramurra, 19%
- Gordon, 8%
- Lindfield, 7%
- Pymble, 2%
- Roseville, 2%

There are commuter bus services which travel to all the major rail stations in Ku-ring-gai LGA but their frequency and route coverage of residential suburbs is not high enough currently to be as attractive to rail commuters as driving a car to the station.

Also the surveys showed that overall, 86% of the survey respondents who drove a car to the rail station were Ku-ring-gai LGA residents, which indicates that the primary users and beneficiaries of the railway commuter car parks and the long stay parking on residential streets in the vicinity of railway stations are Ku-ring-gai LGA residents from both the local suburbs surrounding the railway stations and other more distant suburbs such as St Ives and West Pymble.

The actual proportions of Ku-ring-gai LGA residents which were recorded by the survey of persons driving to the five stations were as follows:

- Lindfield Station, 90%
- Turramurra Station, 90%
- Pymble Station, 89%
- Gordon Station, 86%
- Roseville Station, 61%

4.4 Existing School Parking Needs

All the large primary and secondary schools in the study area have been observed to determine their on-street parking demand at both mid-day and afternoon peak periods and the existing parking restrictions in the vicinity. A suburb by suburb analysis of the school parking demand in the vicinity of the town centres is described below:

Roseville College, Roseville

The streets adjoining the college were inspected in the afternoon school peak hour. The peak hour traffic around the school was satisfactory as there were no illegal parking or double parking of cars observed during the inspection. To assist the school pick-up and drop-off activity, there is a 'No Parking; 7.30am-9am; 2.30pm-3.30pm; School Days' zone in front of the school frontage in Victoria Street. School minibuses were observed to be parked inside the school. In addition, on-site basement parking is provided for the school staff and/ or visitors.

Lindfield Primary School, Lindfield

The school staff carpark is accessible from the Pacific Highway for approximately 30 vehicles. Two bus stops are located on the school boundary in Pacific Highway and Grosvenor Road. In addition, there is a 'No Parking; 7am-9am; Mon-Fri' zone on the northern side of Grosvenor Road to assist the school drop-off activity in the morning peak hours. To prevent school parking on the Pacific Highway, guard rails are installed along the footpath on the school frontage.

The site was inspected at around midday and approximately 50% of the on-street parking spaces were observed to be vacant at that time on the roads surrounding to the school.

Ravenswood Girls School, Gordon

Unrestricted 90 degree angle parking (rear to kerb) is available on the eastern side of Henry Street, directly opposite the school site. There is a 'No Parking; 7.30am-9am; 2.30pm-4pm; School Days' zone at the school entrance in Cecil Street to assist the drop-off and pick-up activity of the school children. A bus stop is located on the western side of Henry Street outside the school.

Appendix D

Rail Commuter Interview Survey Results

Mode split in Gordon Station

Mode	Number of people	% of people	No. of people drive from Ku-ring-gai suburbs	No. of people drive from outside Ku-ring-gai	No. of people not driving to Gordon Station	Total
Car Driver	489	52%	419	70	444	933
Car Passenger	162	17%				
Walk	208	22%				
Bus	74	8%				
Bicycle	0	0%				
Taxi	0	0%				
Motorcycle	0	0%				
Other	0	0%				
Total Surveyed	933	100%	86%	14%	48%	100%

No. of people driving to Gordon Station from Ku-ring-gai suburbs:

Suburb	No of Car driver
Roseville	0
Gordon	73
Lindfield	1
East Lindfield	0
West Lindfield	0
St Ives	207
Turramurra	30
Pymble	46
West Pymble	35
Killara	13
East Killara	0
West Killara	0
Wahroonga	8
North Turramurra	3
South Turramurra	1
Warrawee	2
Total	419

No. of people driving to Gordon Station from outside Ku-ring-gai suburbs:

Suburb	No of Car driver
Terry Hills	6
Westleigh	8
Avalon	1
Mount Colah	3
Hornsby	6
Eleonora	1
Thornley	3
Cherrybrook	2
Campbelltown	1
North Ryde	3
Bayview	1
Monavale	3
Glenhaven	1
Terrigal	3
Waitara	1
Church Point	1
Epping	1
Castle Hill	1
Frenchs Forest	1
Berowra	4
Empire Bay	1
Eastwood	1
Chatswood	1
Surry Hills	1
Marsfield	1
Central Coast	1
Artamon	1
Warriewood	1
Sydney	1
Palm Beach	1
Warringah	1
Newcastle	1
Warrawee	2
Ingleside	2
Goldstone	1
Newport	2
Total	70

Mode split in Lindfield Station

Mode	Number of people	% of people	No. of people drive from Ku-ring-gai suburbs	No. of people drive from outside Ku-ring-gai	No. of people not driving to Lindfield Station	Total
Car Driver	223	31%	201	23	504	728
Car Passenger	120	16%				
Walk	332	46%				
Bus	51	7%				
Bicycle	1	0%				
Taxi	1	0%				
Motorcycle	0	0%				
Other	0	0%				
Total Surveyed	728	100%	90%	10%	69%	100%

No. of people driving to Lindfield Station from Ku-ring-gai suburbs:

Suburb	No of Car driver
Roseville	1
Gordon	2
Lindfield	80
East Lindfield	31
West Lindfield	9
St Ives	18
Turramurra	8
Pymble	3
West Pymble	2
Killara	31
East Killara	4
West Killara	8
Wahroonga	4
Warrawee	0
Total	201

No. of people driving to Lindfield Station from outside Ku-ring-gai suburbs:

Suburb	No of Car driver
Waitara	1
Westleigh	1
Central coast	1
North Ryde	2
Hornsby	2
Pennant Hills	1
Earlwood	1
Cherrybrook	1
Hunters Hill	1
Berowra	1
Cremorne	1
Lane Cove	1
Epping	1
Terrigal	1
Marsfield	1
Baulkham Hills	1
Parramatta	1
West Pennant Hills	1
Eastwood	1
Denistone	1
Total	22

Mode split in Pymble Station

Mode	Number of people	% of people	No. of people drive from Ku-ring-gai suburbs	No. of people drive from outside Ku-ring-gai	No. of people not driving to Pymble Station	Total
Car Driver	145	31%	129	16	319	464
Car Passenger	94	20%				
Walk	209	45%				
Bus	10	2%				
Bicycle	4	1%				
Taxi	1	0%				
Motorcycle	1	0%				
Other	0	0%				
Total Surveyed	464	100%	89%	11%	69%	100%

No. of people driving to Pymble Station from Ku-ring-gai suburbs:

Suburb	No of Car driver
Roseville	0
Gordon	0
Lindfield	0
East Lindfield	0
West Lindfield	0
St Ives	17
Turramurra	22
North Turramurra	3
Pymble	64
West Pymble	18
Killara	0
East Killara	0
West Killara	0
Wahroonga	5
Warrawee	0
Total	129

No. of people driving to Pymble Station from outside Ku-ring-gai suburbs:

Suburb	No of Car driver
Terry Hills	2
Carlingford	1
Waitara	1
Belrose	1
Sydney	1
Hornsby	1
Newcastle	2
Epping	1
Westleigh	1
Cherrybrook	3
Berowra	1
Beecroft	1
Total	16

Mode split in Roseville Station

Mode	Number of people	% of people	No. of people drive from Ku-ring-gai suburbs	No. of people drive from outside Ku-ring-gai	No. of people not driving to Roseville Station	Total
Car Driver	84	17%	51	33	411	495
Car Passenger	67	14%				
Walk	331	67%				
Bus	12	2%				
Bicycle	1	0%				
Taxi	0	0%				
Motorcycle	0	0%				
Other	0	0%				
Total Surveyed	495	100%	61%	39%	83%	100%

No. of people driving to Roseville Station from Ku-ring-gai suburbs:

Suburb	No of Car driver
Roseville	26
Gordon	1
Lindfield	8
East Lindfield	3
St Ives	6
Turramurra	1
Pymble	5
Killara	1
Wahroonga	0
Warrawee	0
Total	51

No. of people driving to Roseville Station from outside Ku-ring-gai suburbs:

Suburb	No of Car driver
Northern Beaches	1
Carlinghurst	3
Frenchs Forest	9
Belrose	8
Forestville	2
Seaford	1
Westleigh	1
Central coast	2
Davidson	2
North Ryde	2
Terry Hills	1
Hornsby	1
Total	33

Mode split in Turrumurra Station

Mode	Number of people	% of people	No. of people drive from Ku-ring-gai suburbs	No. of people drive from outside Ku-ring-gai	No. of people not driving to Turrumurra Station	Total
Car Driver	313	30%	282	32	726	1040
Car Passenger	194	19%				
Walk	316	30%				
Bus	202	19%				
Bicycle	0	0%				
Taxi	1	0%				
Motorcycle	7	1%				
Other	7	1%				
Total Surveyed	1040	100%	90%	10%	70%	100%

No. of people driving to Turrumurra Station from Ku-ring-gai suburbs:

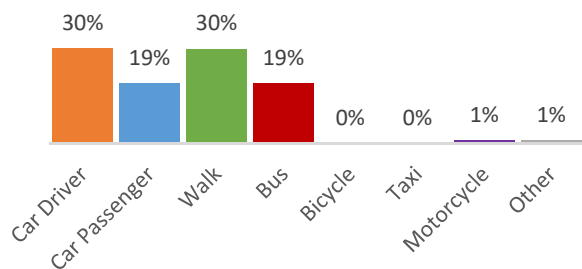
Suburb	No of Car driver
Roseville	0
Gordon	0
Lindfield	0
East Lindfield	0
West Lindfield	0
St Ives	1
Turrumurra	142
South Turrumurra	40
North Turrumurra	15
Pymble	5
West Pymble	0
Killara	0
East Killara	0
West Killara	0
Wahroonga	74
Warrawee	5
Total	282

No. of people driving to Turrumurra Station from outside Ku-ring-gai suburbs:

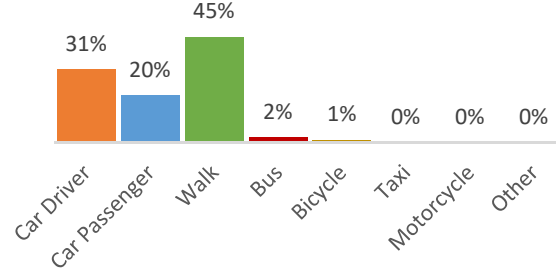
Suburb	No of Car driver
West Ryde	1
Normanhurst	7
Terrigal	1
Asquith	1
Central Coast	2
Cherrybrook	3
Newcastle	1
Beecroft	2
Waitara	2
Sydney	1
Thornleigh	1
Baulkham Hills	1
Mount Colah	2
Hornsby	3
Gosford	2
Westleigh	1
Total	31

Commuter Interview Survey 2008 – Mode Used in Accessing Ku-ring-gai Stations
(AM peak 6am-9:30am)

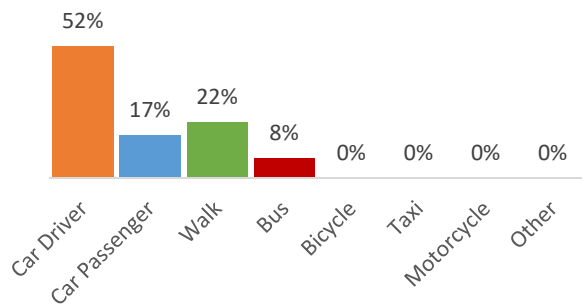
Turramurra Station Access - Train User Mode Split 2008



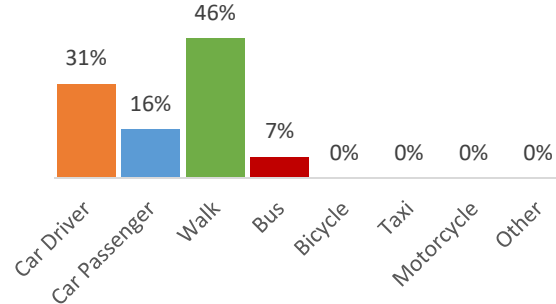
Pymble Station Access - Train User Mode Split 2008



Gordon Station Access - Train User Mode Split 2008



Lindfield Station Access - Train User Mode Split 2008



Roseville Station Access - Train User Mode Split 2008

