

**Submission
No 3**

COMMUTER CAR PARKING IN NEW SOUTH WALES

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PROPOSED SOLUTION TO LACK OF RAIL COMMUTER PARKING

A solution to the lack of sufficient rail commuter parking is essential if Sydney and its feeder roads are not to become permanent slow moving car parks. It is a proven fact that as soon as a new city serving freeway or motorway or tunnel is constructed, it quickly operates at over full capacity, defeating the objective of providing a fast and efficient transport corridor.

At the risk of stating the obvious, the solution is to get as many people as possible out of their cars and into public transport for the major part of their work or pleasure commute. This means providing commuters with ample car parking facilities at public transport pick up and drop off stops.

My solution specifically addresses rail commuters, however a variation on the solution could be applied to light rail, bus and ferry commuter situations as well.

Multi level car parking appears to be the most effective solution to the problem, not only to service the rail commuters, whose numbers will grow significantly under this proposal, but to provide parking for shoppers and residents coming to the railway precincts for a variety of reasons. It is a fact that the current level of parking around our railway stations is woefully inadequate and needs to be substantially increased, just to cater for today's needs.

I suggest that the air spaces above railway track reservations be developed as combined car parking and retail areas, with plaza level / type access where applicable to existing business precincts. This would be a far more acceptable solution than building ground level parking reserves or multi story parking stations at some distance from the stations and providing shuttle bus services to and from the station.

The big advantage of this solution is that the NSW Government owns the land so any land acquisition as part of the capital cost of providing the car parks would be avoided.

Similar air space above the railway and in the rail corridor has been successfully developed for car parking and retail at Hurstville railway station, car parking at Kogarah station and for commercial and hotel / motel development at North Sydney, to give just a few examples of what has already been done. The engineering and design aspects of this solution are relatively straightforward.

The question arises of course as to how this capital project is to be funded. Borrowing on the State's capital account is the most ready solution. Repayment could be achieved through a small standard daily charge to commuters using the car park, through their Opal cards. A few dollars per day for parking at one's home railway station plus the rail fare, is a far more economic proposition for a commuter than the ever increasing cost of fuel, wear and tear on one's car, plus the cost of Sydney city parking.

To be assured that available commuter parking was not consumed by local resident non travel activity, it would be a simple software modification to determine through the opal card activity, which users of the car park undertook a rail journey, and which users remained in the nearby precinct. Local activity parkers could be charged an appropriate, though

reasonable fee for using the parking facility, as it is a fact also, that most suburban business precincts are inadequately provided with parking facilities.

A necessary adjunct to this proposal is the need to provide a substantial increase in the number and speed of public transport rail services, as commuters will flock back to their cars if they can't obtain comfortable, uncrowded and reliable train services.

I commend the proposal for your consideration.

Sincerely
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