

**Submission  
No 13**

## **COMMUTER CAR PARKING IN NEW SOUTH WALES**

**Organisation:**

**Name:** Mr Terry Lee-Williams

**Position:**

**Date Received:** 14 July 2017

[REDACTED]

I am a transport planner of decades, having previously spent nearly two decades working for the NSW Government.

I am a daily commuter from Thornleigh and Hornsby Stations and use connecting buses.

I believe the Committee should consider, with respect to restricting access:

- Gated access to all park and ride facilities
- Access to be granted with same card (Opal or Credit Card) that is used to purchase fare
- \$2 to be charged for the cost of parking (otherwise non-parkers are subsidising commuter parking for those with that choice)
- If the card is not used to purchase a return fare prior to the car leaving the car park, \$25 charge for parking (this is critical, as commuter car parks are often proximate to local shopping strips and businesses that use the parking freely to the detriment of commuters, something many commuters witness to their frustration daily)
- If space permits, a section of guaranteed bay or area parking should be provided, with on-line booking and a premium equivalent to early-bird parking in the CBD (about \$20 per day). This component should be large enough to generate sufficient income to subsidise the cost of parking management with the aim of all commuter parking being net-zero cost to Government.
- If booked spaces are provided, they should be subject to the Parking Space Levy, so that the income is hypothecated back to the provision of station facilities and not lost in Consolidated Revenue.
- All parking design should be done in close conjunction with the local authority, to ensure that there is an area wide parking scheme in place that encourages appropriate use of the paid facilities and does not displace commuters into local streets. This is common practice, but should be a requirement. An example is where parking is limited to 30 minutes until after 10am unless a resident permit is displayed.
- All rail stations should have a clearly marked kiss and ride drop-off in the morning as proximate as possible to the station entrance(s); and a multi-bay 5 minute pick up zone in the PM peak. The location of these must be determined in consultation with the local traffic committee to ensure pedestrian and traffic safety.

In respect of first-mile/last-mile and automated vehicle futures the Committee should consider:

- That these more flexible services being proposed and arising as a result of both market and technology changes should be adequately examined in detail before any decisions are made
- That the likely outcome is a significant increase in congestion around stations as there will be a likely mode shift from bus and shared car (one driver dropping another) to most people travelling when it suits them direct to the station and being dropped
- This change from pulsed congestion (up to 7am commuters drive and there is moderate to severe congestion around station precincts, often coinciding with the commencement of the peak AM period, followed by bus pulses through the peak accompanied by increased kiss and ride through to 9am) to constant arrivals of local passenger delivery vehicles will require a decrease in commuter parking over time and a significant increase in well-marked drop and run spots
- The greatest challenge will be initially when there is demand from the existing service model and the emerging model and a fight for real estate. The Government must decide

which model it is the champion of, and not just make concessions to commercial interests without understanding the consequences of such decisions.

- Note that the change to Metro as a rail model, while it will be slow, will significantly change demand curves. Currently trains pulse from the outer suburbs in 15-20 minute bursts other than at major interchanges and origin stations. Metro is designed for 2 minute frequency, so the demand can be more evenly spread as people do not arrive early to ensure they do not miss a train, and do not have to pick which service they will use, just a rough time band.
- Now is the perfect opportunity to use the Sydney Metro North West as a testing ground for different models of service – local bus, predominance of commuter parking, flexible door to door and test how the commuters respond to different pricing signals and controls. Particularly on the north western end of the line there is significant real estate available to test models concurrently and see what behaviour shifts are possible to achieve through pricing and service design.

If you require further information, please feel free to call me on [REDACTED].

Terry Lee-Williams  
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