

Submission  
No 62

## COMMUTER CAR PARKING IN NEW SOUTH WALES

Organisation:

Name:



Position:

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## **NSW Parliamentary Inquiry – Commuter Car Parking Submission**

Transport and Infrastructure Committee  
NSW Parliament  
Macquarie Street  
Sydney NSW 2000

### **Commuter Parking in North-West Sydney**

Commuter parking is a major issue in Sydney's North-West, particularly at the Schofields and Quakers Hill train stations. There is a chronic lack of commuter parking at these stations, causing daily frustration for residents.

These stations service a large and increasingly growing population, including the suburbs of Stanhope Gardens, Acacia Gardens, Kellyville Ridge, Quakers Hill, Schofields, Stanhope Gardens, The Ponds and Marsden Park.

### **Comments**

- The Schofields train station is a key train station which supports the North West Growth Centres.
- The commuter parking at Schofields is full by 6:30am each morning.
- It only takes a drive down to Railway Terrace and Pelican Road at 7am on a weekday for someone to realise how much of an issue the lack of parking at Schofields station is. You will see 100's of cars lining the streets and commuters walking to get to the train – and its only going to get worse as the residential development in the area is certainly not complete.
- There is currently LIMITED parking at Schofields train station to cater for the capacity in the area.
- The streets which surround the train station are lined up with multiple vehicles that are parked to catch the train stretching 100's of metres away
- The area to the west side of Schofields train station is currently being developed with low density residential development and these local residential streets are likely to be crowded with commuters parking in the area. This is already experienced by residents on Bridge Street in Schofields.
- The area to the east side of Schofields train station will soon be developed into a shopping precinct surrounded by many multi storey residential complexes. Parking around the retail precinct will likely be restricted and therefore reduce available commuter parking. The development of the multi storey residential complexes will:
  - Increase the amount of residents that will require residential street parking in the area; and
  - Reduce the amount of street parking available due to residents and driveways to access these properties that will decrease the amount of street parking available.
- According to the NSW Planning and Environment Website:
  - The Alex Avenue Precinct is forecast to bring 6,300 homes
  - The Schofields Precinct (2,950 homes)
  - The Riverstone Precinct (9,000 homes)
  - The Marsden Park Precinct (10,300 homes)

- This is a total of 28,550 new homes, and with say 3 people per home, this is a total of over 85,000 people moving into the area. Only a small portion of this number has 'moved into' the area as homes are still under construction and land is being developed. If we take say 1% of these people requiring transport by train and driving to a train station - this is 850 people. The station parking at the moment is currently well over capacity - where do we expect another 800+ people to park when they move into the area? These are approximate calculations and don't even take into account the following precincts which will bring even more people to the area:
  - The Riverstone East Precinct
  - Cudgegong Road Precinct
  - Box Hill Precinct
  - Marsden Park North (planning underway)
  - West Schofields (planning underway)
- There is approximately 1,000 car spots proposed for Cudgegong Road Train Station. Residents of established areas such as The Ponds, Rouse Hill, Box Hill, Kellyville Ridge and Kellyville are likely to use this train station for commuter parking also, and it is likely the 1,000 spots will fill up very quickly for new and existing residents that currently use other modes of transport that will change to the train (metro).
- The 1,000 spots at Cudgegong Road is not always a practical solution for commuters who travel to areas such as Parramatta and Strathfield (as this train service does not provide a direct journey compared to boarding a train at Schofields on the Richmond line).
- Safety is also a key factor for commuters who come home late at night and then have to walk 100's of metres to their cars in the dark alongside the streets. This is a huge risk and concern to many residents.
- Working parents need to take their children to childcare first before beginning the commute to work. Most childcare centres open after 7am, and if you have children at School this could be a later drop off. Even if you live a 10-15min walk from the station its not practical to (a) drive your child to childcare, then (b) drive your second child to school, then (c) drive back home and then walk 15min to the train station (or park a 10min walk from the train) – parking close to the train station is essential to reduce the overall commute, which could include a 60min train ride to the CBD (after 30min of driving kids around to schools and childcares, and walking a long distance from your home or car to the train) – then a repeat of this in the evening (that's close to 3 hours of commuting).
- If you visit the Marayong and Quakers Hill train stations the parking along the streets surrounding the stations is continually increasing as they are taking some of the pressure from the overcrowded Schofields with no parking. Why should a resident of Schofields, Riverstone or Marsden Park drive all the way to Marayong or Quakers Hill to get a train? This seems quite impractical when an easy solution of providing adequate commuter car parking should be implemented.
- There is a large single storey car park at Quakers Hill – at a minimum this car park should be expanded to become a multi storey commuter car park – which would be a good immediate solution to take some pressure off.
- The Schofields area is still quite young, the people are yet to move in - and we have a train station that is **WELL over capacity already**, and putting pressure on other stations. We need an **urgent plan, particularly whilst there is so much vacant land still**.
- I stress that there is currently a lot of vacant land (undeveloped land) surrounding Schofields station at the moment. We should have a plan now for a suitable parking facility before there is no room left once it is built up.

We should be encouraging people to use public transport, not discouraging. I have found myself driving to work on some days as it is now quicker than getting a train if I have to factor in a 10 minute walk to the station (after parking my car) - not to mention the safety aspect of very limited street lighting in the evening when walking back to my car..

I notice that the Media Release states "we will investigate whether new technology such as smartphone apps with real-time parking information can make it easier for commuters to find parking" – there is not much value in spending time on an app if there is no parking. Anyone that lives in the area knows that by 6:30am the commuter parking at Schofields is at capacity. It's more than likely that the commuter car park at Schofields is only being used by commuters, so the introduction of an opal system is unlikely to have an impact – the critical issue here is that we need MORE parking.