

**Submission
No 80**

COMMUTER CAR PARKING IN NEW SOUTH WALES

Organisation:

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Position:

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Improving Commuter Carparking at Western Sydney Railway Stations

The aim of this report is to examine the need for improved Commuter car parking at railway stations on both the Main Western line to Penrith & also the Richmond line to the North of Blacktown railway Station.

The development of public transport infrastructure has not kept pace with the housing boom that is currently occurring in North Western & South Western Sydney.

With Western Sydney experiencing unprecedented residential growth, the time for proper planning for commuter car parking is paramount.

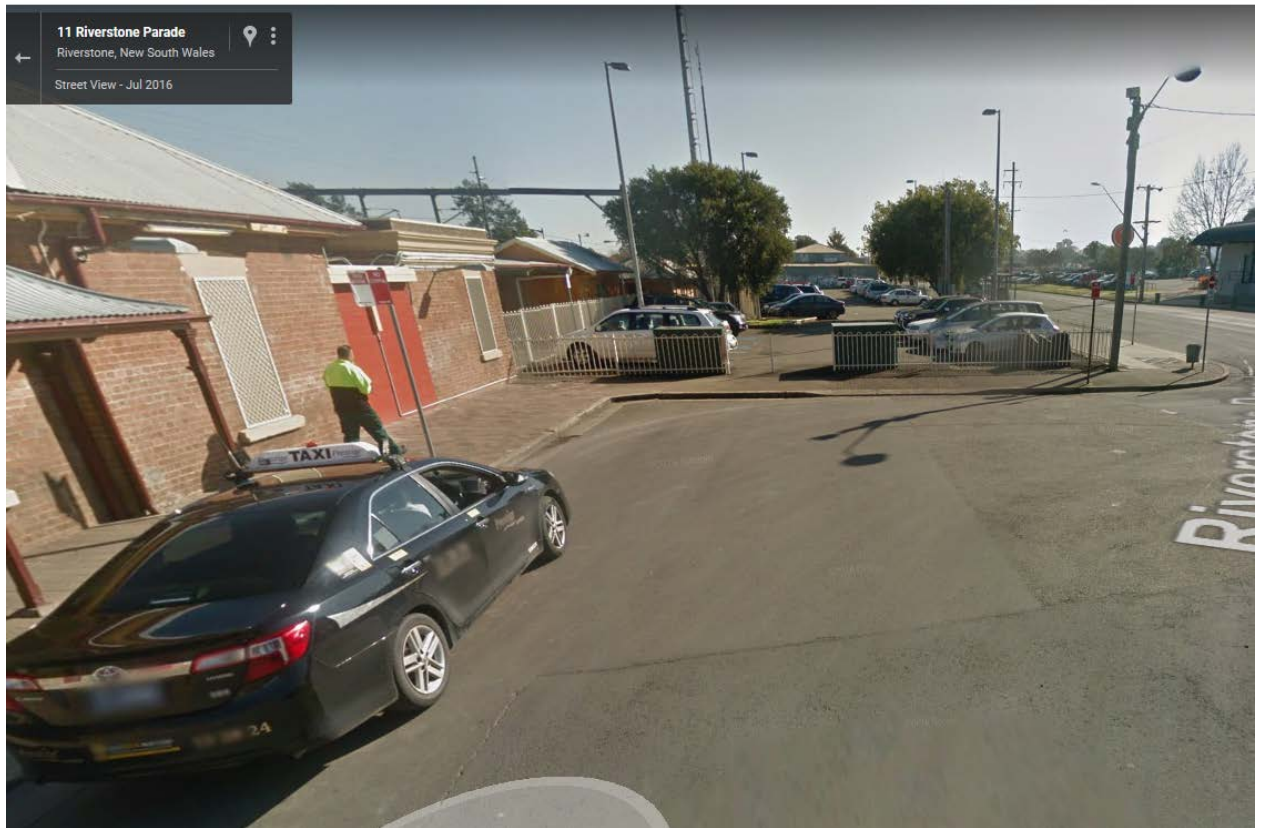
The railway stations on the Richmond line are listed as below:

Maryong railway station
Quakers Hill railway station
Schofields railway station
Riverstone railway station
Vineyard railway Station
Mulgrave railway station
Windsor railway station
Clarendon railway station
East Richmond railway station
Richmond railway station

All of these railway stations have limited car parking and limited bus services operating from the bus interchanges with outlying suburbs, with the exception of Blacktown railway station.

The current parking is inadequate at both Riverstone and Schofield's railway stations to cater for the future projected growth in public transport use.

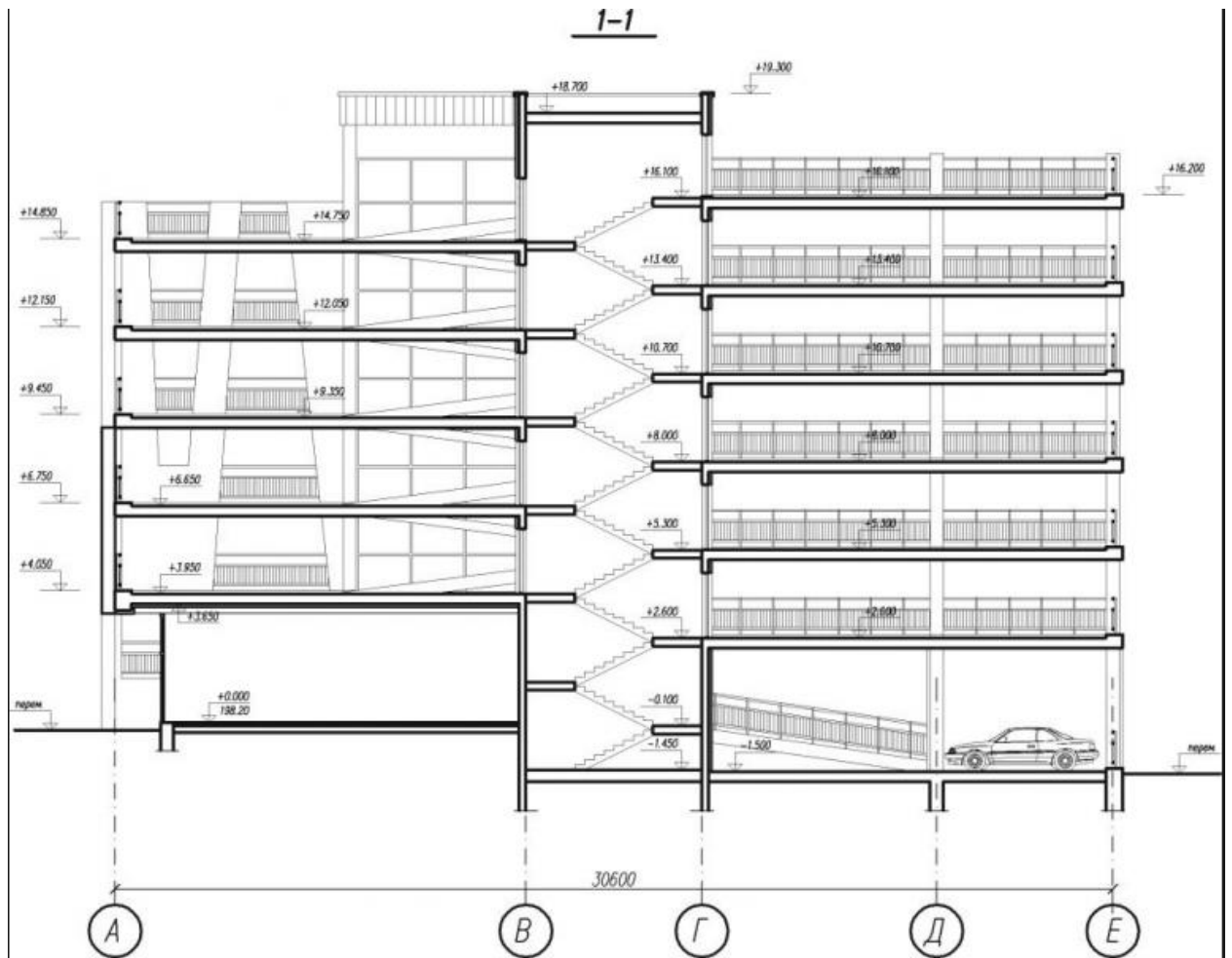
People living in western Sydney will require a greater number of secure parking spaces at railway stations to meet the demands for parking, something that Mr Peter Khoury from the NRMA advocated "that more parking is required at train stations to encourage people to use public transport." (Source Sydney Morning Herald 14.08.2016)



Riverstone commuter carpark and bus & taxi

interchange

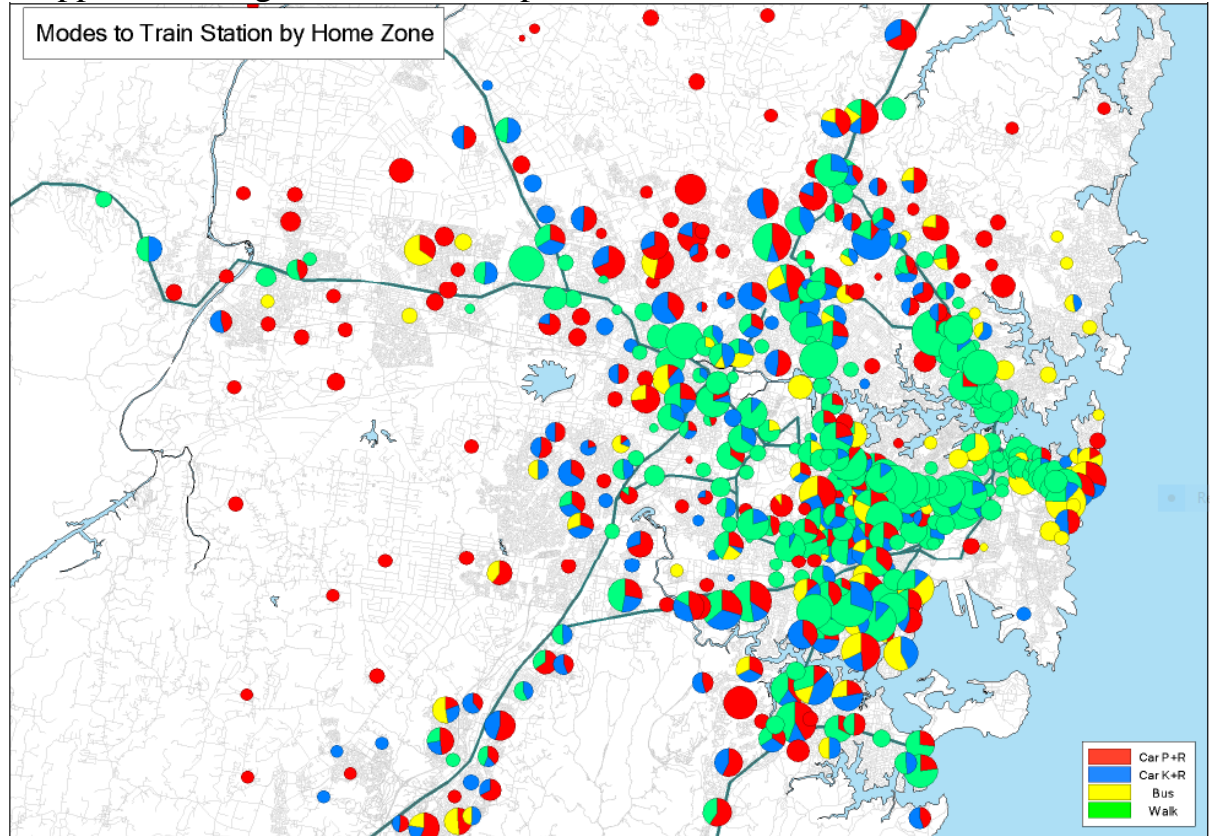
With extra commuter parking on the main Western line & the Richmond line, people would be able to utilise public transport with greater ease to be able to commute to work and also recreational activities in the city. The car parks should be built as high rise carparks to allow for maximum use of the available space by improving capacity. Currently the only stations that have high rise car parks are Seven Hills Blacktown & Penrith railway stations.



Multistorey car parking should be built at all railway stations on the main

Western line and also the Richmond line, along with multistorey parking stations at various stops on the Sydney Metro line.

The table below highlights the fact that the majority of people in Western & Northwestern Sydney either drive to the railway stations, or are dropped off using the kiss & ride option.



Transport modes to train stations 2011 Government transport study

The above table also highlights the fact that the stations that have the most patronage of commuters leaving their cars at the railway stations also have the least commuter car parking of any of the railway stations.

The exceptions to this are Seven Hills and Blacktown Railway stations which are operating at capacity due to the large catchment area they serve.

The only true option for the Government is to build these multistory car parks with the growing population in Northwestern Sydney.



Rouse Hill housing estate

With more housing estates being built the current demand for carparking is going to be increasing, with stations on the Richmond line & also the Main Western line from Blacktown operating at capacity.

Conclusion

In conclusion the only option is that the Government fast track the construction of multistorey carparking facilities, or allow private operators to develop secure commuter carparking for the benefit of residents in Northwestern Sydney.

Clearly with the continued accelerated growth and the Government's insistence of encouraging people to use public transport for the commute to work and also for recreational activities on the weekend, the provision of carparking should be a high priority.