

**Submission
No 83**

COMMUTER CAR PARKING IN NEW SOUTH WALES

Organisation: Residents of Thornton Estate
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Date Received: 4 August 2017

COMMUTER CAR PARKING SUBMISSION TO NSW LEGISLATIVE ASSEMBLY COMMITTEE ON TRANSPORT AND INFRASTRUCTURE FROM THORNTON ESTATE RESIDENTS

The Thornton Estate, Penrith (2012 – 2020)

UrbanGrowth NSW acquired the 40-hectare Thornton site (the Estate) from the Commonwealth Department of Defence in 2012 and completed the rezoning and concept plan. UrbanGrowth NSW acted as the master developer, delivering all the infrastructure and public domain works for the site. When fully complete, the Estate will have up to 4,000 residents in 2,000 dwellings, including 1,400 apartments as well as 15,000sqm of commercial and retail floor space.

The Estate is adjacent to the Penrith Train Station and directly across the station from the Estate is Penrith CBD. The Estate currently has a four-hour parking restriction (4P) during business hours on most of the internal streets.

Car parking issues around the Estate –

Car parking within the Estate is currently an issue for many of the residents as well as commuters. This issue is primarily due to:

- Employees from Tax Office (anecdotal evidence suggests that staff numbers have recently significantly increased), Penrith City Council, NDIA, Housing, Westfield and other Penrith CBD workers are using the commuter car parks and Thornton Estate streets to park their cars during business hours, especially where the 2hr and 4hr car parking restrictions have been temporarily removed while the commuter car park is upgraded. This intensified job yield in Penrith CBD is blowing out commuter car parking demand;
- All commuter car parks are full by 7am every day;
- Construction workers, working within the Estate take up much of the commuter car parking and are also spilling onto the Thornton Estate streets that have recently had the 2P and 4P signs temporarily removed to improve commuter car parking. This takes up vital visitor parking and commuter carparking as well as parking for those people using the playgrounds and Community Centre in Lord Sheffield Circuit;
- The increase in population in new urban areas within the Penrith Region, such as; Caddens, Mulgoa Rise, Waterside, Jordan Springs are creating additional commuter car parking demand;
- Public transport from these new estates, as well as existing suburbs within Penrith have poor public transport. Existing point to point travel is inconvenient and takes far longer than driving to Penrith Train Station, and;

- The internal parking within the Estate's completed apartment buildings appears to be insufficient and it appears that many of the residents are parking their cars within the adjacent commuter car park.

Some solutions and recommendations:

We believe that the following recommendations will help to resolve the parking issue within the Estate:

- Transport for NSW is playing catch up. Build the necessary car parks for future demand now. All infrastructure stakeholders need to work together to ensure the best outcomes for planned car parking;
- If restricted or paid commuter car parking is introduced it could further push workers and visitors onto the Thornton Estate streets;
- One way to manage demand from sources other than commuters could be registering for car parking (e.g.: via the use of Opal Card);
- Increased patrolling in the Thornton Estate streets of No Parking / No Stopping and 2P and 4P;
- Increase frequency of bus services from outer suburbs to CBD;
- Satellite parking with frequent shuttle bus service;
- Look at provision of 30 bike spots and bike sheds at Penrith and all other railway stations to encourage further use of public transport and less demand on commuter car parking, and;
- Introduction of Resident and Visitor car parking schemes in the Thornton Estate or 4P exemption for residents to prevent residents from using Commuter car parking spaces.