

**Submission  
No 85**

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

**Organisation:** Action for Public Transport (NSW) Inc.

**Name:** Mr Jim Donovan

**Position:** Secretary

**Date Received:** 4 August 2017



# Action for Public Transport (N.S.W.) Inc.

Committee on Transport and Infrastructure  
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4 August 2017

## **Inquiry into commuter car parking**

### **attention Leon Last: submission**

Action for Public Transport (NSW) is a transport advocacy group active in Sydney since 1974. We promote the interests of beneficiaries of public transport; both passengers, and the wider community. We make this submission on the terms of reference dated 22 June.

- **The effectiveness of current state government policies and programs covering commuter car parking**

This is a difficult issue, not least because all transport policies have land-use ramifications and vice-versa. There should be a policy at master plan level showing how to decide whether commuter parking should be built at a particular location and if so how many spaces and what charges should apply if any. The writer is unaware of any relevant transport or land-use policies.

- **Processes for selecting the location of commuter car parks**

Again, there should be a high-level policy. This inquiry could develop one.

To avoid cars slowing bus services to stations at peak times, large carparks should be confined to stations which do not have bus services. If buses serve only one side of the line then it might be possible to have large carparks on the other.

Bus drop-off and pick-up zones should have priority over kiss-and-ride which in turn should have priority over all parking classes around stations.

- **The potential for restricted access or user pays commuter car parks**

Introduction of the Opal ticketing system provides an opportunity to ensure that car park patrons really are commuters.

- **Consideration of alternative modes of first mile/last mile travel, including point to point transport, active transport and on demand buses**

The recent testing at Olympic Park of a self-driving bus is noted; such vehicles could help bring commuters to their train or bus.

- **Any other related matters**

- i. Should trees, green space and streetscape generally around stations be sacrificed to increase parking?
- ii. We must accept that rail stations are an activity hub so intense that bus, walking and bicycles must become more important means of access than cars except perhaps in greenfield planning situations on the metropolitan outskirts.

We would be pleased to give evidence to the Committee at public hearings.

Jim Donovan  
Secretary  
Action for Public Transport (NSW) Inc.