

**Submission
No 93**

COMMUTER CAR PARKING IN NEW SOUTH WALES

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Submission Prepared by Parking Australia for

Legislative Assembly

Committee on Transport & Infrastructure

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INTRODUCTION

Parking Australia welcomes the opportunity to provide feedback and recommendations as part of the inquiry into commuter car parking in NSW.

Parking Australia is the peak body for the Parking Industry in Australia, formed in 1986 by the Council of City Lord Mayors. Our members include leading commercial parking operators as well as Local Councils, Hospitals, Stadiums, Airports, Universities, Shopping Centres, Government agencies as well as suppliers to the industry.

Parking Australia members **operate facilities** close to, or adjacent to many of the commuter car parks or commuting options throughout the state. These include shopping centres, hospitals, retailers, universities, commercial parking operations as well as on/off street local council parking.

Australia's planned post-WWII land-use and transport transition saw private motor vehicles as the dominant mode of suburban transport which created high levels of automobile dependence in Australian cities. This was particularly evident in the outer suburbs where residents were transit poor and relied on cars for just about all commuting.

Planning schemes were based on American land use transport modelling designed to maximise accessibility by car, minimise congestion and adjust land use patterns, this meant budgets were concentrated on building highways and roads – not commuter hubs.

The last decade in NSW has seen a significant evolution of the transport system. Parking Australia congratulates and supports the NSW Governments Future Transport Strategy with the focus on mega trends and social change. Parking Australia believes that parking is part of the solution to solving congestion through technology and integrated transport collaboration.

The current trend and mode of operation for car parking around commuter hubs cannot be sustained. A typical example is one of the newest railway stations in NSW Leppington which within its first year resulted in the station's 850 parking spots full by 10am, leaving motorists who arrive later to circle repeatedly to find a park.

As the public transport network becomes more efficient and effective, an increasing number of people are using cars to park at a railway, bus or ferry stations, pushing demand for street parking space to unsustainable levels and an overflow into retail and commercial centres.

Parking Australia believes that there are some key goals for commuter parking in NSW: **convenience, safety and price**; An efficient use of transport land, ease of mobility/accessibility, focus on mobility as a service, professional management of parking facilities and significantly.... placing a value on parking.

RESPONSE CONSIDERATIONS

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

The parking industry is a significant contributor to the Parking Transport Fund through Parking Space Levies (approximately \$100m annually). Parking Australia supports the Transport Access Program which has since 2012, provided much needed improvements to transport locations across the state.

Parking Australia also commends the Future Transport strategy with a focus on enhancing transport as a technology business that serves customers, communities and businesses. By 2019, the NSW Government will be delivering eight new railway stations and 4000 commuter car parking spaces to Sydney's growing North West region. The number of stations with a train service every 15 minutes has risen from 88 to 126 an increase of 43%, thanks to the addition of 1,500 additional weekly services.

Furthermore, The Auditor General's recent report found train patronage had grown by 4.3% each year since 2011. These encouraging numbers only further reinforce the need for effective parking policy that places a value on parking and where the supply acts as a service not a product.

State and local governments are face a widening gap between increasing transportation system costs and declining public funds. The commuter policy is generally about building more car parking. This is a well-accepted solution supported by existing planning practices and is therefore politically popular. However, the downside in building more commuter car parking is that it costs developers, businesses and governments hundreds of dollars per space in annualised costs with the taxes to support this borne by ALL consumers not just those who use the facilities and, is it what the future commuter will need?

Recommendations:

Whilst we continue to be dependent on the car either as a first trip or part of the journey, parking **needs to be MANAGED**. Parking Australia believes that mobility management both supports and is supported by parking management which could be effected through a Public Private Partnership model like (Health Infrastructure NSW) along the lines of a Design Build Operate Maintain (DBOM) model or Alliance model for commuter parking.

Health Infrastructure NSW identified that its expertise was not in parking management and likewise commuter parking's existing and new assets can be reformed through the introduction of professional private sector operators into this space. Public private partnerships provide opportunities to set mutual expectations and to share risks, costs, and rewards whilst providing expertise and standards.

Considerations for parking policy and management strategies could also incorporate: shared parking, regulated parking, remote (fringe) parking, smart growth, increasing current capacity (automated parking systems), overflow parking plans as well as spill over initiatives and effective communication to commuters through technology.

Parking Australia also believes that the Committee could consider Commuter Management Committees that can be funded through Parking Space Levy contributions.

2. Processes for selecting the location of commuter car parks

There will always be a challenge around the selection and location of commuter car parks. Where there is too much parking the area can be less pedestrian friendly and take up space that could be used for the types of development that increase ridership.

Conversely too little parking (and even the perception that there is too little parking) may undermine the economic viability of projects built to take advantage of transit. It has been demonstrated that commuter parking can force transit patrons to park in the surrounding neighbourhoods, creating problems for nearby residents and businesses.

How commuter parking relates to, or separated from, its community will often determine the transit hubs footprint and parking requirements. The selection of commuter parking facilities need a balance between providing parking and allocating sufficient land for the types of adjacent development that will generate walk-on users.

Whilst it would seem obvious to have parking located immediately adjacent to a transport hub the community goals are probably best served when parking is moved a five to ten-minute walk away. This allows the adjacent land for prime real estate development and in some way, creates a disconnect from being labelled as commuter parking which may facilitate the ability for the car park to be used for other activities (on weekends for example).

By 2025 18 – 24-year old's will make up about 50% of the urban workforce and this demographic is used to planning on the run and are drivers of the sharing economy. By 2025 its estimated that about 50% of this demographic will be wanting to use one APP to make their transport decisions and for those who are parking on/off street parking will aggregate into that one platform and provide availability, payment, other services as well as the opportunity for augmented reality advertising, wayfinding, promotions or health messaging. In consideration of future proofing and other uses for commuter parking the Committee may consider the future of CEAV (Connected Electric Autonomous Vehicles) and the opportunities for commuter parking regarding Mobility as a Service (MaaS)

Recommendations

Parking Australia supports the Future Transport Strategy and suggests that there is a collaboration with relevant stakeholders in the parking industry to facilitate the effective introduction of MaaS. Parking Australia also believes that new assets should take into consideration sharing parking among patrons who make use of it at different times during the day or week. Wrapping commuter parking in retail, shops, eateries, fitness centres, integrates it into the community and this mixed-use approach makes the parking structure more attractive as an urban not just commuting place

3. Potential for restricted access or user pays commuter car parks

Parking Australia supports the NSW Governments future visions. Public transport services are likely to be complemented with new types of responsive on-demand transport and other new models of service provision. With these new strategies comes change. Current planning practices assume that parking should be abundant and provided free, the costs being borne indirectly, or subsidized by governments.

Commuters expect unpriced (free) parking. But unpriced parking is not really free, consumers ultimately bear parking costs through higher taxes and in some ways the car is actually being subsidized to park at a transport hub when its free.

Parking Australia supports implementing parking pricing for commuter car parks through the use of the Opal card. Research indicates that shifting from a free to cost- recovery parking model typically reduces car commuting by 10 -30% especially if it is implemented in conjunction with other transport demand strategies.

It should be highlighted however that this could have the potential to overspill vehicles onto the street and into other activity centres, such as retailers, shopping centres which has the potential to facilitate greater enforcement activities.

Recommendations:

Parking Australia would suggest that the Committee consider an area wide commuter parking policy and plan regarding pricing. Whilst Parking Australia supports putting a value/price to parking, we also believe that there may be an overspill impact on street/residential, retail parking that is currently free. Parking Australia strongly recommends that these impacts are considered and that the NSW Government works with Parking Australia to facilitate controlled and regulated parking to ensure that the overspill is not detrimental to small business/retailers.

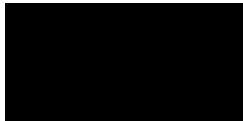
Parking Australia endorses the innovation as outlines in the Future Transport Strategy and believes that commuters would benefit from a “plan, park, go” model as part of the future of today, which will become a connected vehicle to vehicle system in the coming years. We would support a 2% commitment of the Parking Space Levy for the parking industry in collaboration with the NSW Government towards a channel management system the provide for a single point of data collection of all parking booking and availability channels

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

Further to the recommendations at point 3, Parking Australia believes that the future of multi modal transport lies in parking as a service. The “last mile” of today will look quite different in the next 10 – 20 years and the future of today as parking embarks on that journey is about the ability to integrate space reservation, wayfinding, charging of vehicles and payment. The opportunity today is to seek inventory and parking availability through channel management so that remote/fringe parking can be alerted to commuters prior to them leaving for their designation. The era of circling looking for parking should start to be well behind us soon and Parking Australia would welcome the opportunity to work with the Committee and NSW Government to ensure that all sectors in the parking industry are contributing towards facilitating the integrated transport plans of the future

Parking Australia would welcome the opportunity to expand on the recommendations within this submission.

Yours sincerely,



Lorraine Duffy

Chief Executive
Parking Australia

