

Issues Raised

Current Situation

- Car spaces are not encouraged to turnover once all day cap is reached
- There is a need for additional car parking (possibly a car parking station) to assist visitors and workers
- People are using redevelopment sites for car parking (Wicks Road)
- Visitors and customers can't find parking
- Suppliers/couriers are not provided access to off-street car parking by property owners; property owners need to be part of the solution
- Delhi Road has no parking; 12P along Plassey Road is parked out early
- Culloden Road -meters were taken out in recently years -need to be consistent with parking strategy
- Along Epping Road (near Optus- Lane Cove Road) parking is permitted 10-3pm - safety issues
- Workers are parking in other companies car parking (if not controlled)
- What is happening regarding transport improvements (Interchange) around the Shopping Centre?
- Bus bank up - safety issue and highlights need for an upgrade to Bus Interchange
- It is understood the Bus interchange will be updated - modelling design... need to understand timing
- University students pedestrian behaviour can be a safety risk - Bus Interchange would hopefully assist control this issue

Revenue /Cost Implications

- Off -street /Private car parking more expensive than on-street parking therefore people are choosing on-street
- A price hike to \$3.50 in additional to the removal of the cap would be a significant price hike - consider staging
- Cap removal will result in a significant increase to most workers daily fee
- Removing the cap will put a price on parking which is positive

Car Parking Options

- Adequacy of viable public transport options/services is a fundamental issue
- Need more short term parking – 1P,2P to help turnover
- By 7am, very few spaces left available on Giffnock Avenue
- Need to create more parking options – short term 2P, but also 4P, 2P, 1P,15minute

Revenue

- Funding raised should go into public transport / alternatives
- Using increased revenue on public transport would be positively received

Equity

- Unfair for staff on lower salary – equity issue
- Middle Management often have a car space – lower paid workers will be carrying the burden

Future Residential Development

- Residential development will change car parking demand - needs to be considered
- In the future workers will have the opportunity to live closer to work in Macquarie Park which is positive

Access and Safety

- Lighting needs to improve to make it easier and safer to walk at night to public transport / Lack of shaded areas also discourages walking

Other

- Parking preferences near the gym would be appreciated
- Scope of the discussion is not wide enough – paid parking and causal parking should be included
- Work with State Government to negotiate state infrastructure levy
- Need to think holistically regarding supply and demand of parking
- Train shut down needs to be scoped and considered

Options and Ideas Raised

Revenue

- Additional revenue could go into public transport services
 - Additional bus services
 - Shuttle buses
 - If car parking fee increases could be linked to public transport improvements that would be more acceptable
- Use some of the money raised to buy private bus services like Fairfax; consider shuttle buses
- Spend some of the money raised through increasing parking rates on lighting to enhance safety

Parking Options

- Review parking zones to improve consistency and availability of short stay options
- On Wicks Road more 12P, more generous times, more parking spots
- Introduce 2P and 3P - need more short term parking

Other

- Off-street rates - consider increasing off street rates to get cars off the street and increase clearways - opportunity for two lanes of traffic rather than the existing one (Waterloo Rd coming from Wicks Road is always congested at roundabout) - then increase 2P short term parking - for and reducing on-street
- Live/work opportunities -if people could live and work in Macquarie Park, that could be a solution
- Businesses and workers need to find options to stagger or change their work day
- Encourage other forms of transport - cycling, walking, ride share etc
- Need to engage with RMS
- Consider using similar parking signage as Mosman - easy to see and interpret

Staging and Transition

- Stage the increase in car parking fees to allow businesses and workers to adjust and respond
- Gradual increase would give people time to consider their options
- Give time to arrange car sharing etc.
- Consider incremental change to price

2016/17 - \$2.50 with cap removed

2017/18 - \$3.00

2018/19 - \$3.50

- Need transparency and communications around transition plan timing

Behaviour Change

- Removing the cap will change behaviour for people parking over 5 hours
- \$3.00 with cap is acceptable
- Removing the cap will send a clear message which will help with behavioural change