

### **Why is Council reviewing its off-street and on-street car parking rates?**

The Macquarie Park corridor has experienced significant growth in recent years and is expected to double in floor space and worker numbers by 2031. Council needs to reduce the traffic coming into Macquarie Park.

Congestion levels in the area have increased significantly and the parking provisions in the area will play a decisive role in managing this congestion by influencing the mode of transport that workers use to get to Macquarie Park.

### **What are the specific changes proposed?**

#### Off Street Car Parking

##### *Existing planning controls*

- 1 space /46m<sup>2</sup> Gross Floor Area
- 1 space /70m<sup>2</sup> Gross Floor Area
- 1 space /80m<sup>2</sup> Gross Floor Area

##### *Proposed planning controls*

- 1 space / 60m<sup>2</sup> GFA
- 1 space / 100m<sup>2</sup> GFA

This change will only apply to new development.

If you are not redeveloping then your car parking will be unaffected.

#### On Street

##### *Existing on-street*

\$2.50 per hour

12P car spaces had a maximum \$cap of \$11

##### *Proposed*

\$3.50 per hour with no 12P parking (meaning no capped rate for all day parking)

### **When will these changes come into force?**

Council is yet to finalise the timing for the proposed changes to come into force, however the intention is to move to the new rates from 1 July 2016; this could be implemented in a staged manner. Council will be clearer once this round of consultation has been considered and reported back to Council.

## How can we have input/ provide feedback?

You can provide your input in a number of ways

Council has set up online feedback line + you can email or call us

A report is being prepared to update Council on the consultation following the Information Sessions. Feedback provided to Council by 31 March 2016 will be able to be included in this report.

The proposed changes to on -street car parking fees will be formally put out for comment as part of the 'Fees and Charges'; exhibited 4 May- 14 June 2016.

The proposed changes to off-street car parking rates forms part of the Planning Proposal which will need to be endorsed by Council and the State Government - the exhibition period is likely later in the year. Council will promote widely once the date is confirmed.

## How have the Information Sessions been promoted?

Council has undertaken a comprehensive communication strategy including: letters to businesses owners, letterbox drops to tenants and supporting brochure.

All this information is available on Councils web site

at : <http://www.ryde.nsw.gov.au/haveyoursay/parkingmacpark>

## How does the proposed \$3.50 car parking rate compare with other comparable commercial centres?

Our research indicates Macquarie Park has one of the lowest car parking fees even when it is increased to \$3.50.

### Historical Comparison

Centre	12P (All Day)	Year 2015/16	
		Hourly Rate	Comparison of fees 5 yrs ago – 2010-11)
		Hourly Rate	Hourly Rate
Sydney City	No	\$7.00	\$7.00 (TBC)
North Sydney	No	\$7.00 High / \$4.80 Medium	\$6.50 (high) \$4.40 (medium)
Lane Cove (St Leonards)	Yes Limited -\$2.30/hr	1P/\$5.20 /hr, 2P\$4.00	1P/\$4.00 p/hr, 2P \$2.80
Willoughby (Chatswood)	No	\$5.50	\$4.40
Olympic Park	Yes (\$25 per day capped)	\$5.00 max	\$4.00 max of \$20
Parramatta	No	\$3.50	\$3.30
Macquarie Park	Yes (\$11 capped)	\$2.50 (\$3.50 proposed)	\$2.30 (max \$11.00)

## **Were the community consulted regarding the changes to on-street car parking fees?**

Yes. The proposed fee change was publicised on our web site and in the local paper with feedback invited between 4 Nov and 11 December. During this consultation, Council did receive comments that the proposed changes were not well publicised or explained. Based on that feedback, Council has arranged a further round of consultation through these Information Sessions.

## **It's this change simply revenue raising?**

No. The purpose of the fee change is to remove the all day cap and bring the cost of long term and short term parking into line.

The all day cap has encouraged drivers to 'Drive Pay and Stay' - the fee increase and the removal of the all day cap will send a pricing signal to encourage drivers to consider public transport options.

It is important to note that all day capped price parking has been phased out in comparable Sydney regional centres.


## **So where does the parking revenue go? And what is it spent on?**

Parking revenue goes into general revenue. The funds are then allocated in the 4Yr Delivery Plan to specific projects. Macquarie Park is a key precinct and is allocated significant funding for projects, many improving access, traffic and transport

## **Good public transport access to Macquarie Park is not available to all - it's not fair?**

Macquarie Park is currently serviced by three train station and supported by extensive regional bus network. The delivery of the NWRL in early 2019 will bring fast light rail from the North West of Sydney.

It is noted that some areas of Sydney (eg Forest Area) are not well connected to Macquarie Park. Council continues to lobby the State Government to have these services improved.



**We understand the NWRL will shut down in late 2018, has Council considered this looming problem? Couldn't the changes be delayed till we get over this crisis?**

The seven months shut down will be a significant challenge. Prior to this date it is crucial to encourage drivers to move out of their cars and onto public transport and other initiatives such as ride sharing.

During the shutdown the roads will be particularly congested – more cars on the road at that time will not be the answer.

Council will be working closely with TfNSW and Connect Macquarie Park + North Ryde to develop a strategy to respond to the shut down; TfNSW will take the lead.