



Macquarie Park Car Parking Review

10 March 2016

Agenda

- Context – current situation
- Proposed amendments to off-street (commercial & Industrial) car parking rates
- Proposed increase to on-street car parking fees
- Any other ideas/options
- Next Steps

Context – Existing Situation

- Traffic Congestion is a daily issue in Macquarie Park
- Off Street parking – with in excess of 30,000 commercial off-street car spaces available, workers have been encouraged to drive
- Workers are further encouraged by on-street 12P parking provisions... ‘drive, pay and stay mentality’
 - Council’s goal is to reduce traffic congestion and create a more sustainable transport environment
 - Over time the long-term goal is to reach 60/40 modal share (car / public transport)

The Challenge – the opportunity

- Traffic congestion is a daily issue for workers in Macquarie Park ... can be the most stressful part of their day
- Macquarie Park has a 75% car modal share... not sustainable
- Macquarie Park is expected to double in size by 2031; current car parking rates are not sustainable
- Public transport networks need to support future growth
- Parking provisions - on and off street will play a decisive role in managing congestion and influencing transport modal share

Snapshot - existing commercial car parking rates/modal share

Centre	Existing parking rates	Car modal share
Macquarie Park	1/46m ² 1/70m ² 1/80m ²	75%
North Sydney	1/400m ²	29%
Chatswood	1/200m ²	46%
Green Square	1/125m ²	65%
Parramatta	1/100m ²	51%
Olympic Park	1/80m ²	72%
Rhodes	1/40m ²	66%
Norwest	1/25m ²	93%

Off-street car parking

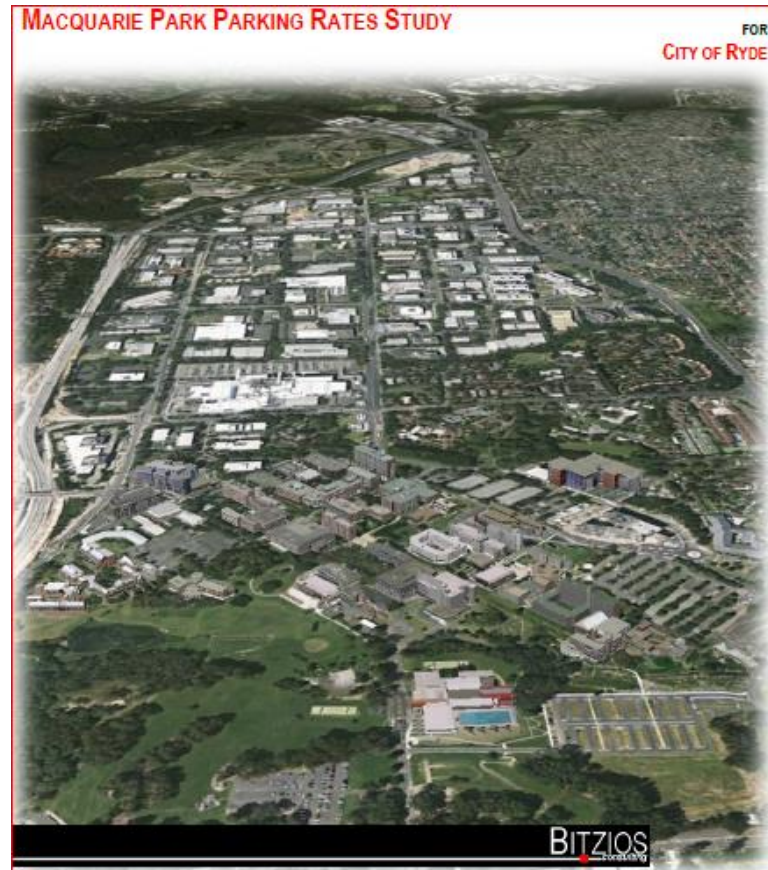


Research undertaken into off-street car parking rates

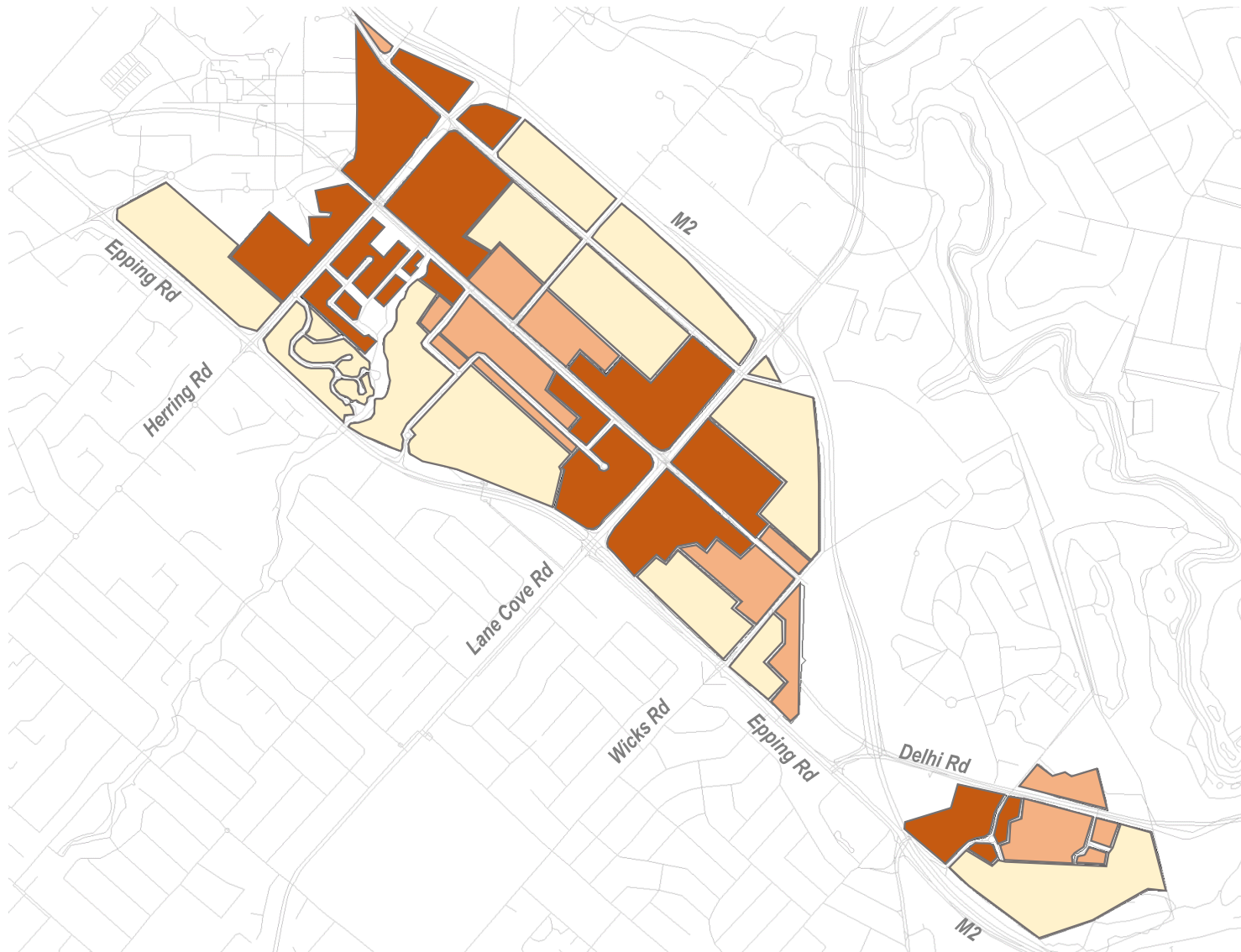
- In 2015 Bitizios Consulting undertook a review of commercial car parking rates in Macquarie Park
- Goal is to position Macquarie Park to better respond to traffic pressures and future growth
- The Bitizios report was considered by Council 22 September 2015
- At its meeting of 15 December 2015 Council resolved to undertake further community consultation on both off-street and on-street parking

Bitzios Report off-street car parking

Presented by
Damien Bitzios



Macquarie Park Parking Rates Review Stakeholder Consultation Presentation



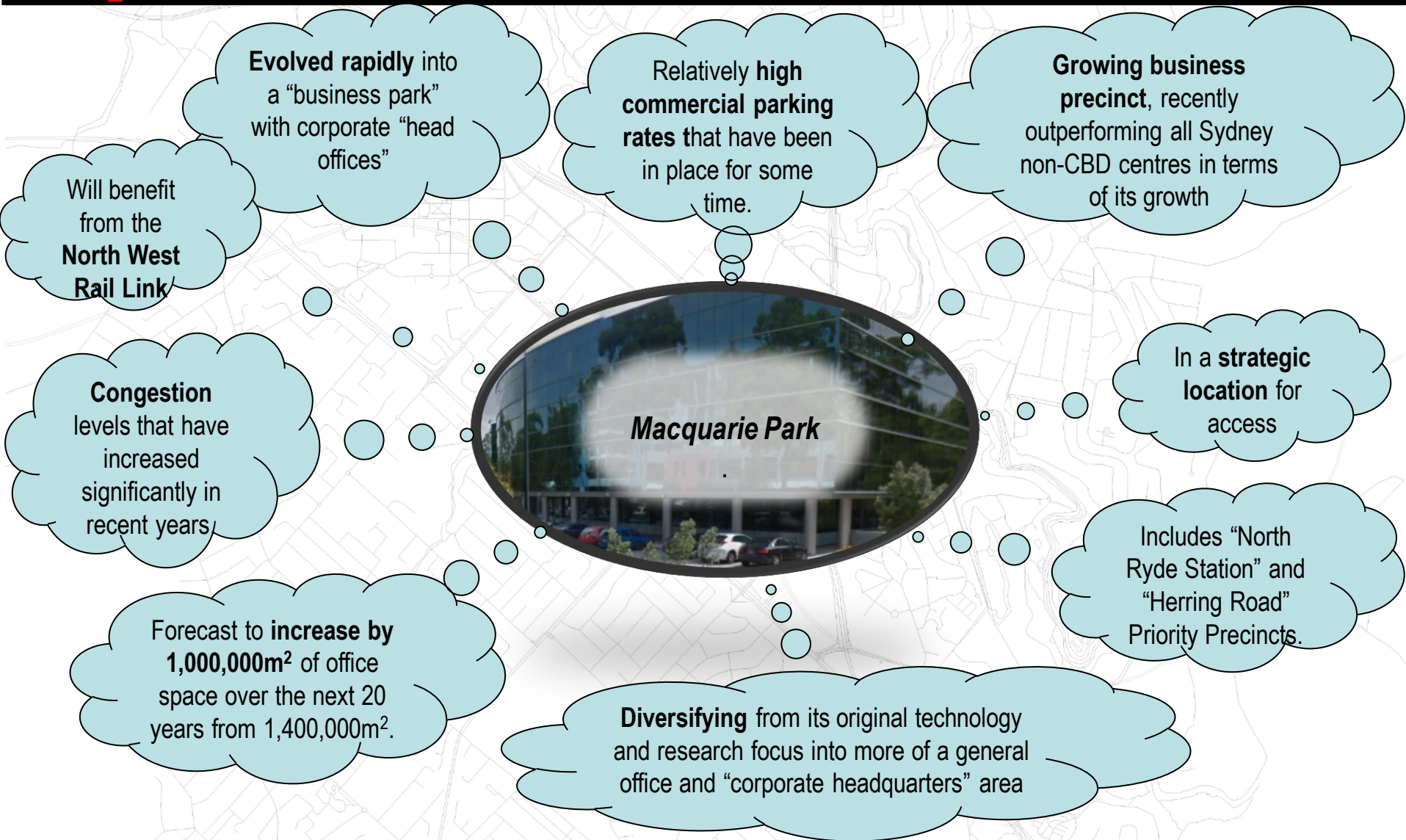
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1. Background and need for change
2. Challenges and targets
3. Scenario analysis
4. Recommendations and reasoning

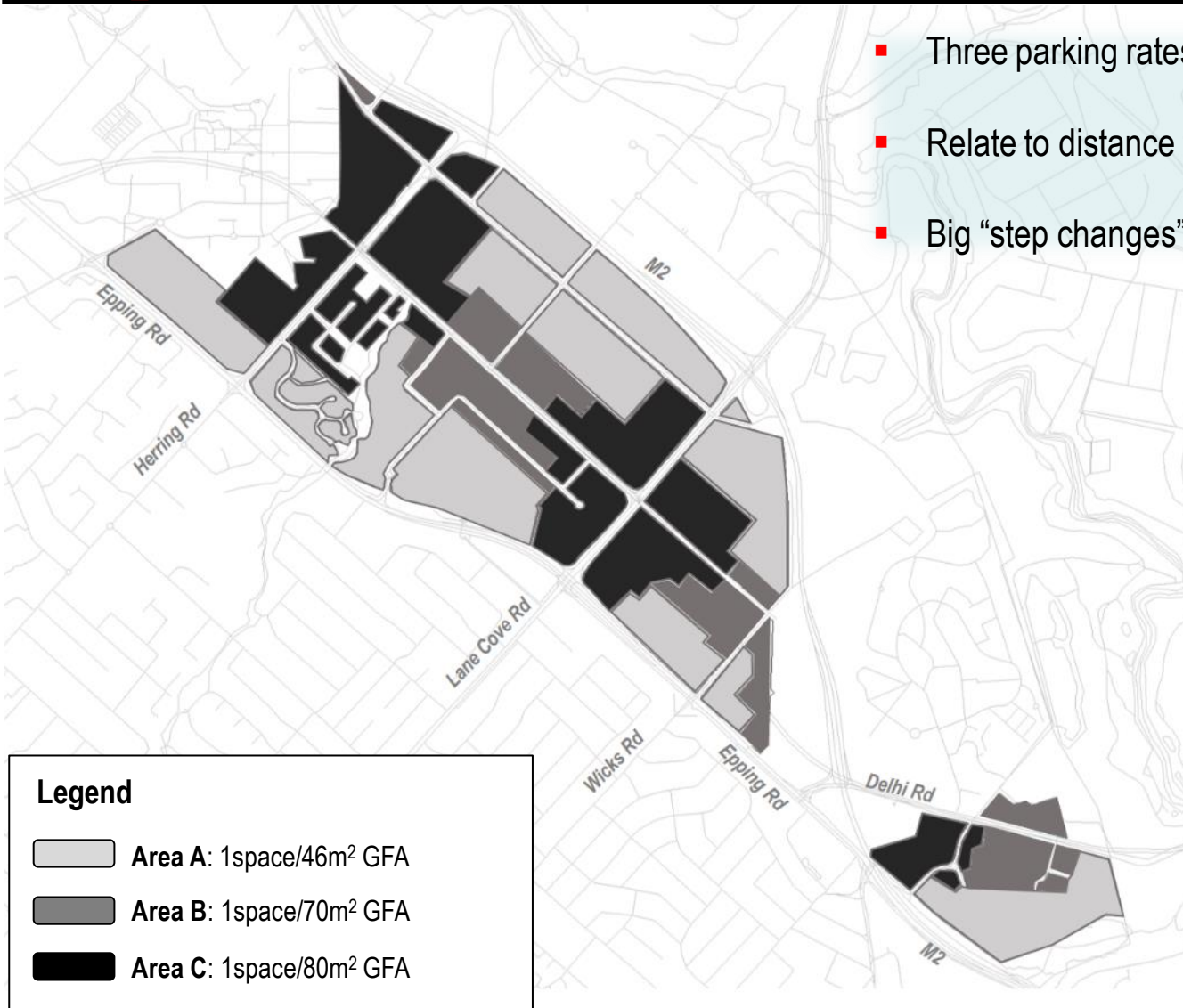
Scope: *Parking rates for private development in Macquarie Park. Did not consider public parking or on street parking.*

Background



Current Situation

- Three parking rates now
- Relate to distance from stations and Waterloo Road.
- Big “step changes” between areas A and B



The Need for Reviewing Parking Rates

- **Choking on its success:**

Car-focussed development = more traffic congestion and reduce accessibility and competitiveness.

- **It's opportune:**

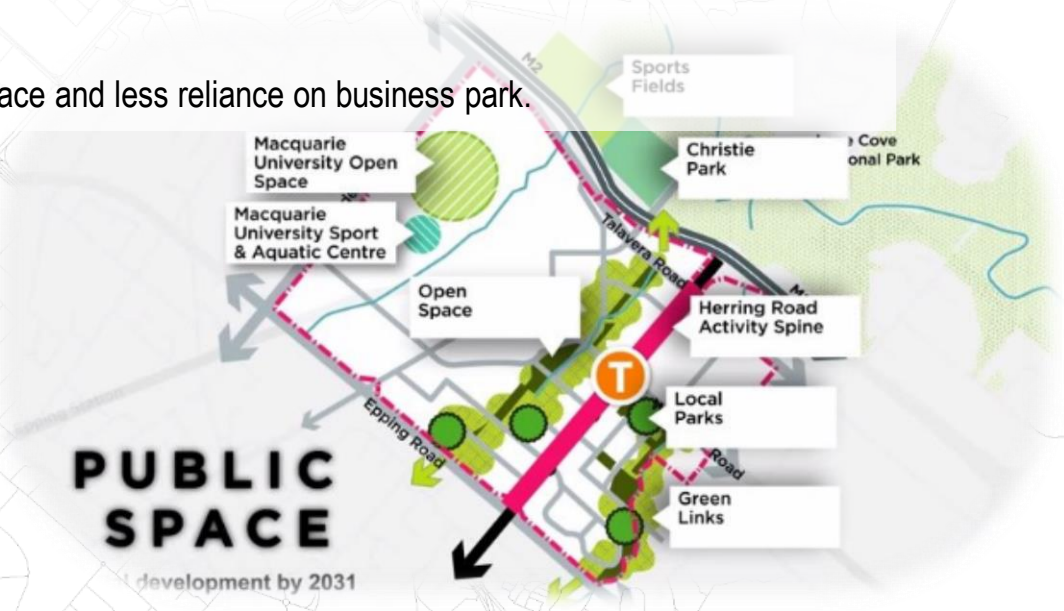
Macquarie Park DCP is being updated + more residential infill being considered + better public transport coming in

- **Looking ahead:**

Rates are not sustainable at current levels. Behaviour change is needed.

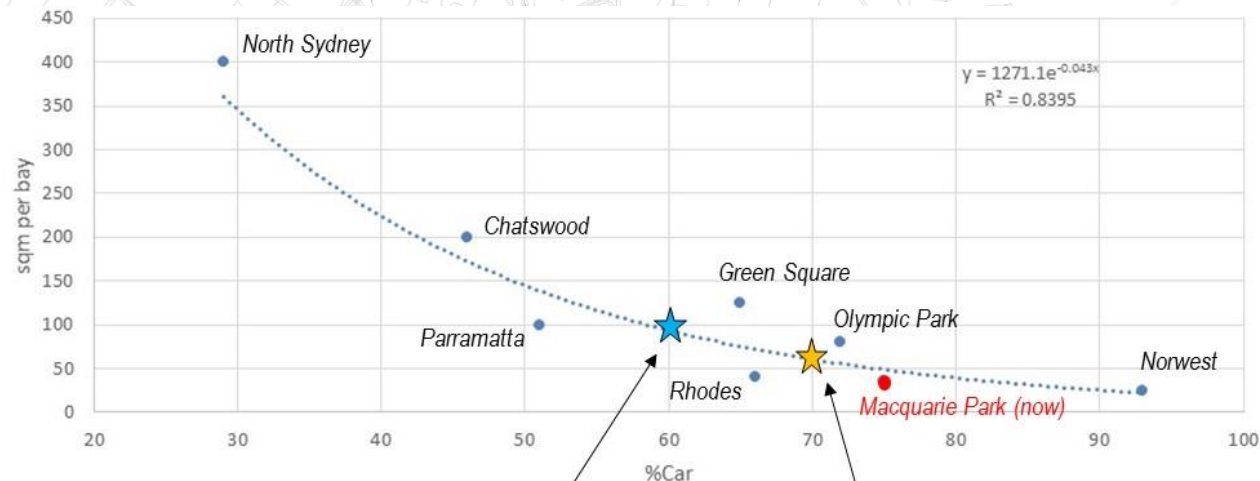
- **The longer it goes, the harder it gets:**

Need to transition to more “conventional” office space and less reliance on business park.



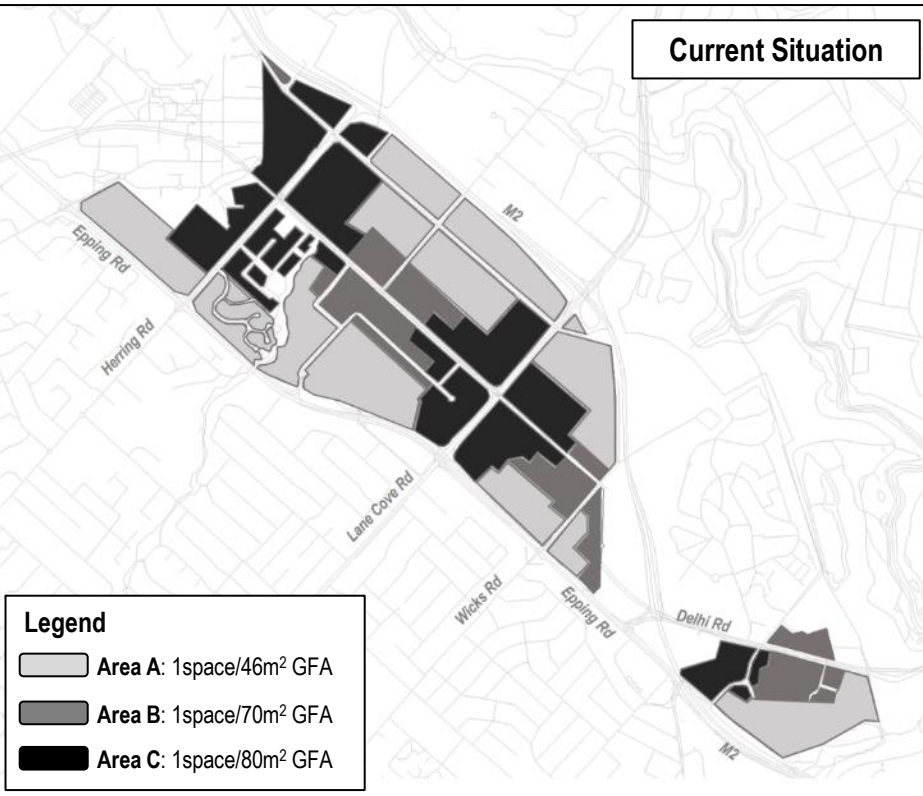
Challenges and Targets

- **75%:** Proportion of work trips to Macquarie Park by car in 2011
- **Traffic +70% by 2031:** Applying the current parking rates to new development
- **A more sustainable target?:** 60% - 70% travel to work by car in 2031 (better align with other commercial centres)
- **Not a panacea:** Even the target of 60% - 70% still increases local traffic by 40%-60% of current levels.
- **Need a trade off:** limiting traffic growth with ensuring Macquarie Park still remains competitive for development and re-development



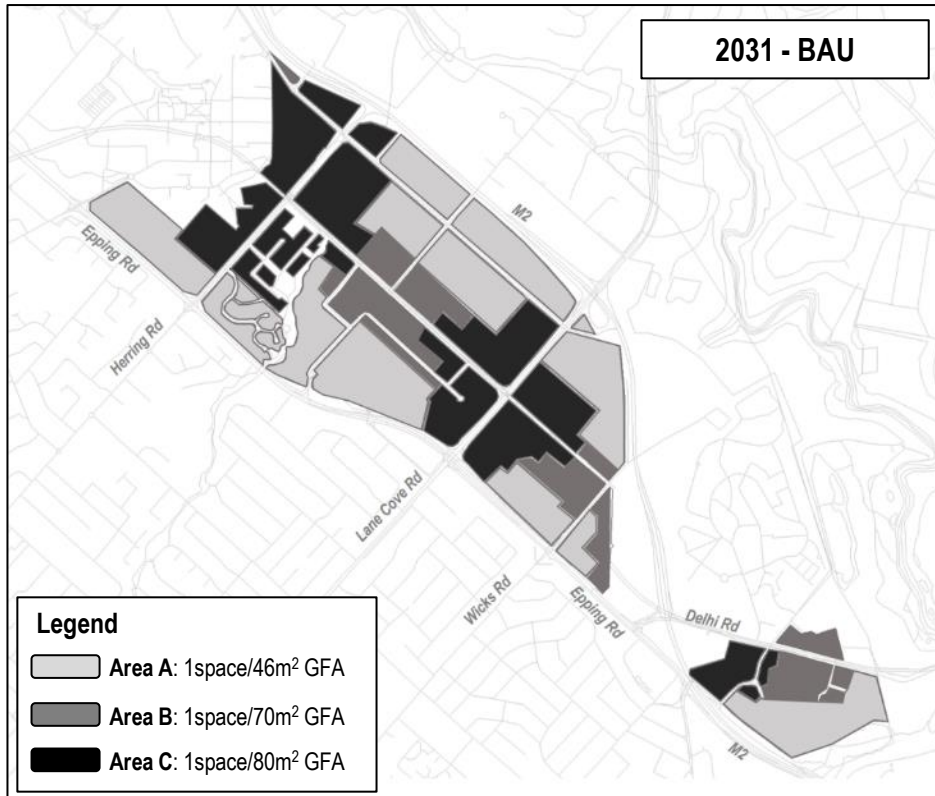
Business as Usual Scenario

Current Situation



- Private Vehicle Mode Share = 75%
- Total Spaces = 32,500 (approximately)

2031 - BAU



- Private Vehicle Mode Share = 74%
- Total Spaces = 42,384

- Overall parking per sqm in Macquarie Park reduces to 2031 because most of the development density is allowed in Area A around the stations

Scenarios Developed for Evaluation (2031)

- Two options “dimensions”:

- Reducing car mode share x 2 scenarios
- Spatial sensitivity x 3 scenarios

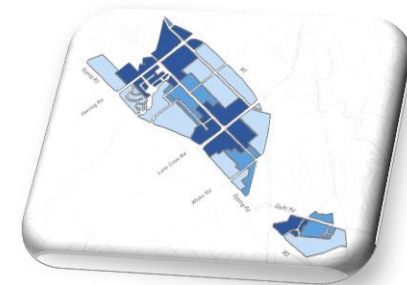
Private Vehicle Mode
Share = **70%**

Private Vehicle
Mode Share = **60%**

- Analysis assumptions:

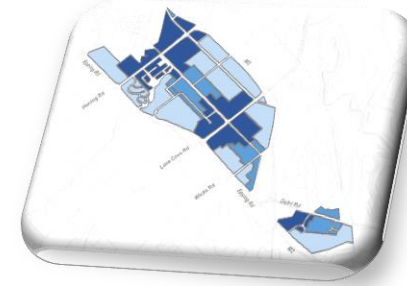
- 50% redevelopment of developed sites
- New rates apply to undeveloped sites

Even
Reduction

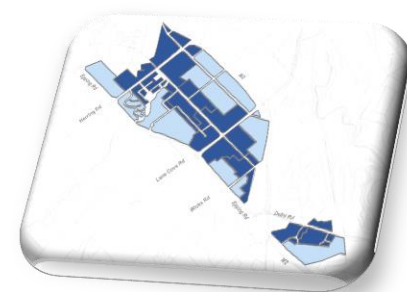
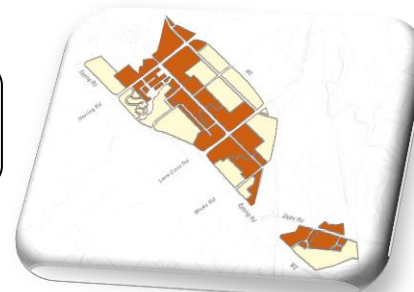


- 60% scenarios discarded as too aggressive

Bias Around
Stations

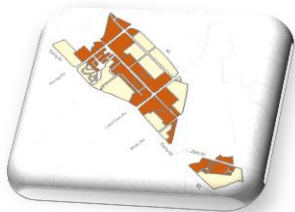
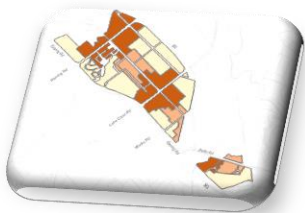
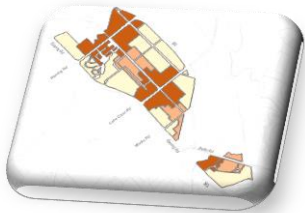


Two Zones
Only



70% Mode Share – Scenario Considerations

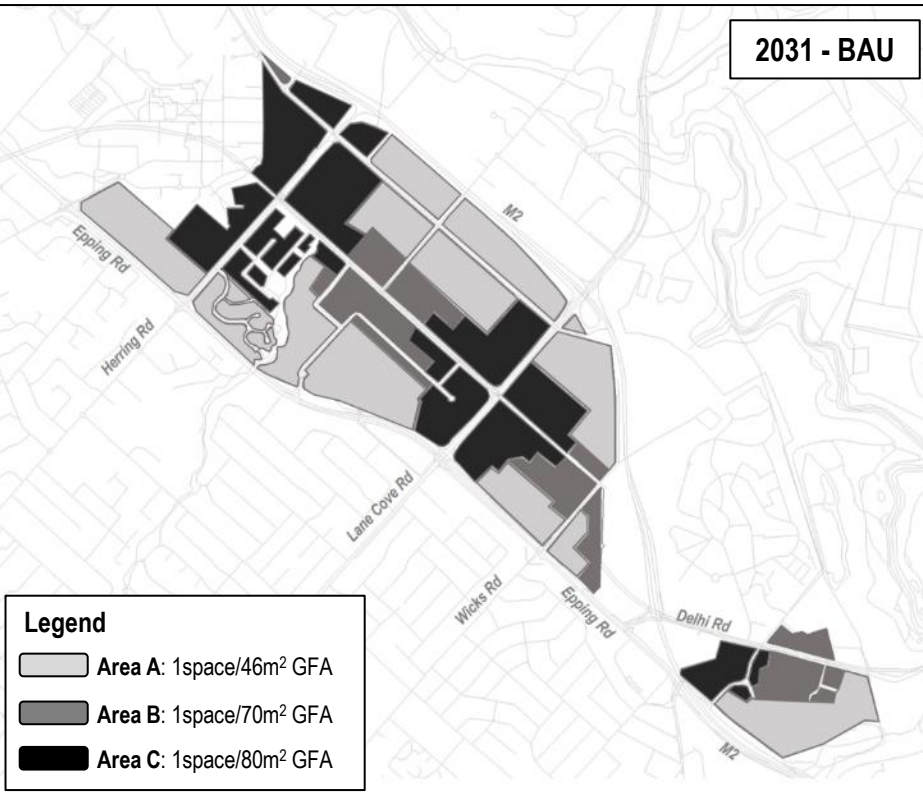
Private Vehicle
Mode Share = 70%



- Does not meet the private car/non-private car mode share targets for 2031
- Modest increase in spaces (+3,000);
- Results in a nett increase of around **1 space per 355sqm of “new” GFA**;
- Redevelopment is more attractive – viability and flexibility is improved;
- Rapid implementation strategy needed to dampen trend of more parking and traffic.

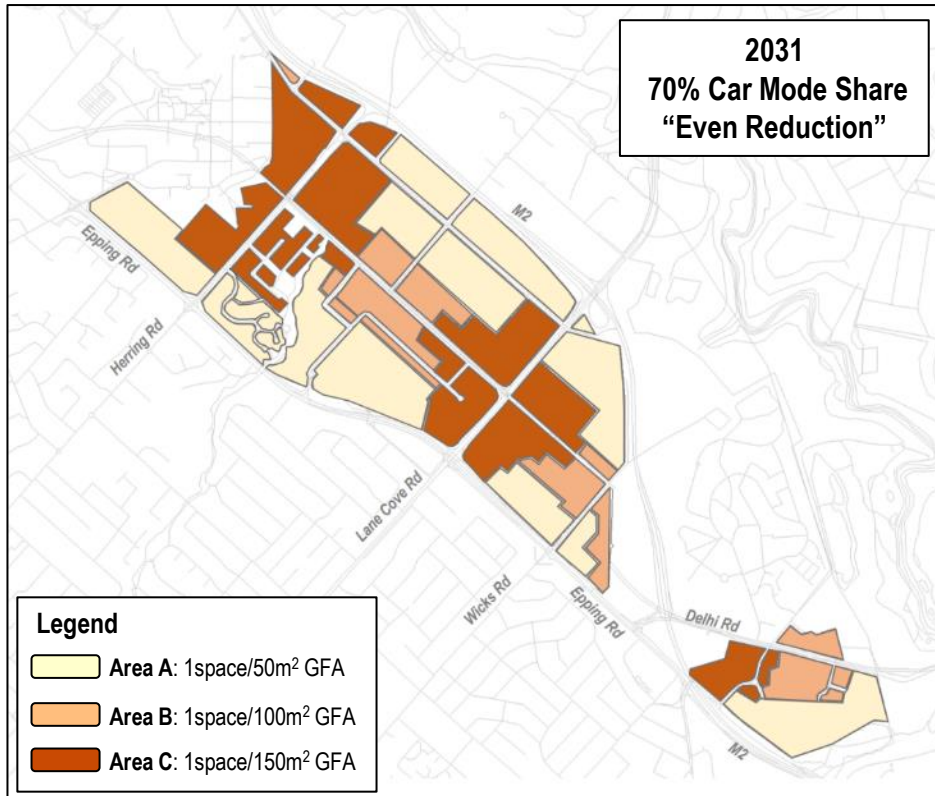
70 % Car Mode Share / “Even Reduction”

2031 - BAU



- Private Vehicle Mode Share = 74%
- Total Spaces = 42,384

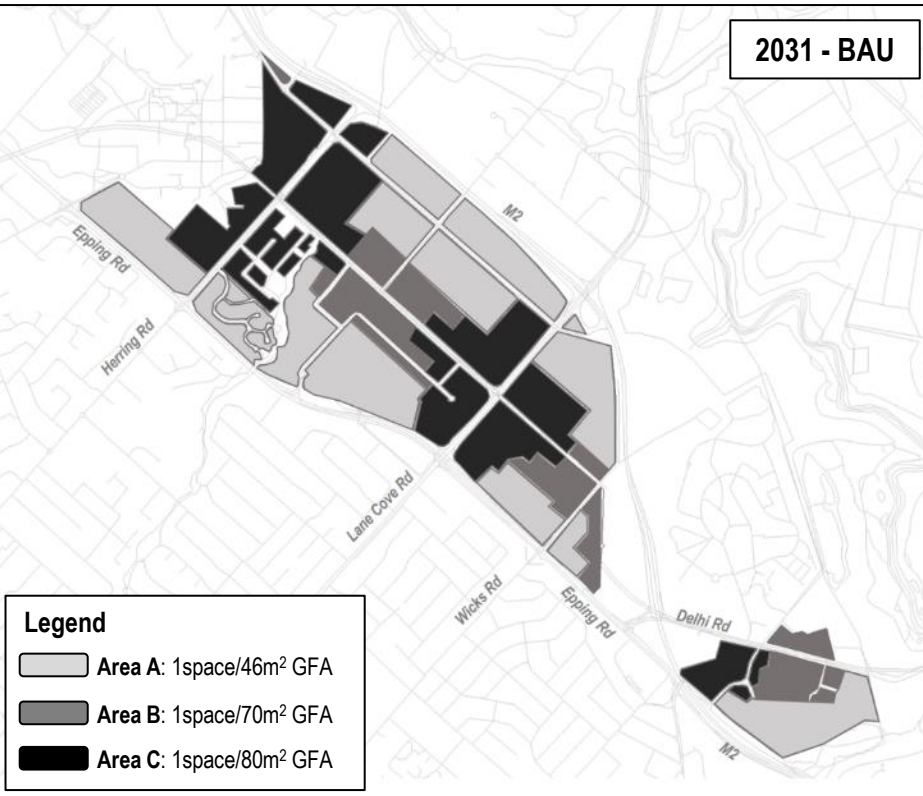
2031
70% Car Mode Share
“Even Reduction”



- Private Vehicle Mode Share = 70%
- Total Spaces = 35,328
- A nett increase of about 10% of current parking as “over-supplied” sites are replaced with developments with more floor area and lower parking rates.

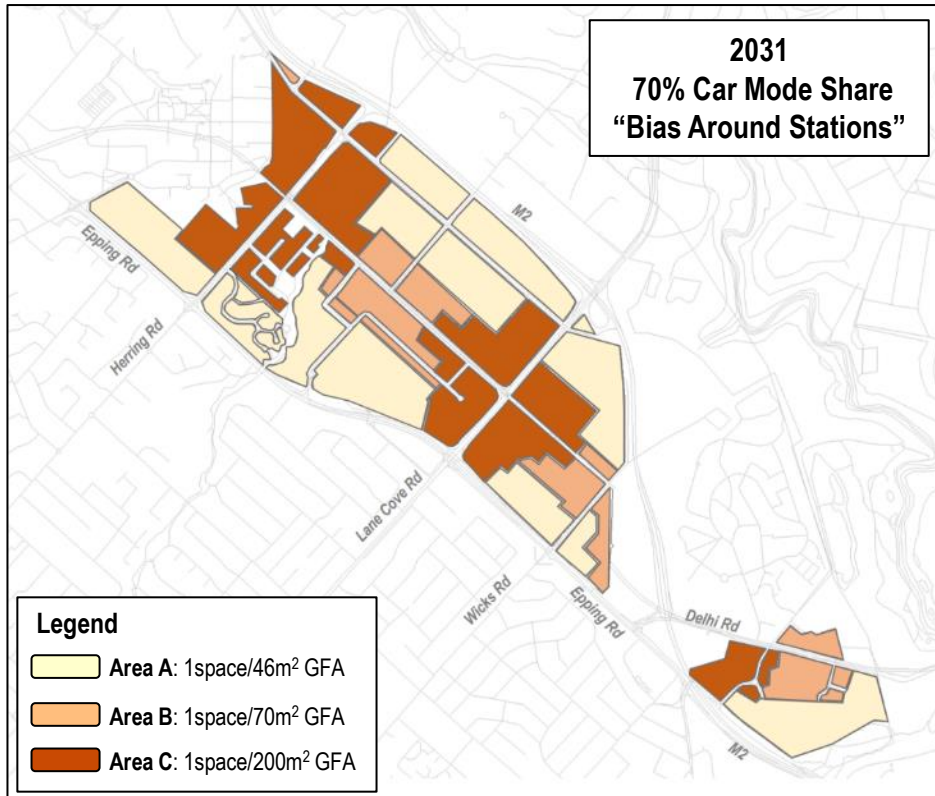
70 % Car Mode Share / “Bias Around Stations”

2031 - BAU



- Private Vehicle Mode Share = 74%
- Total Spaces = 42,384

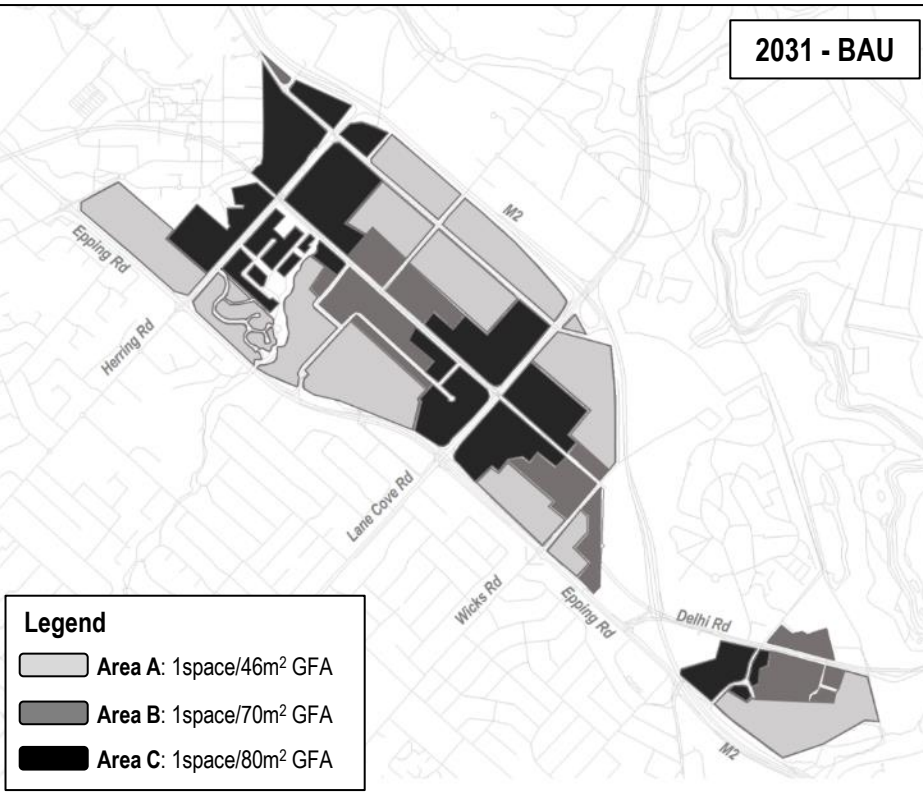
2031
70% Car Mode Share
“Bias Around Stations”



- Private Vehicle Mode Share = 70%
- Total Spaces = 36,012

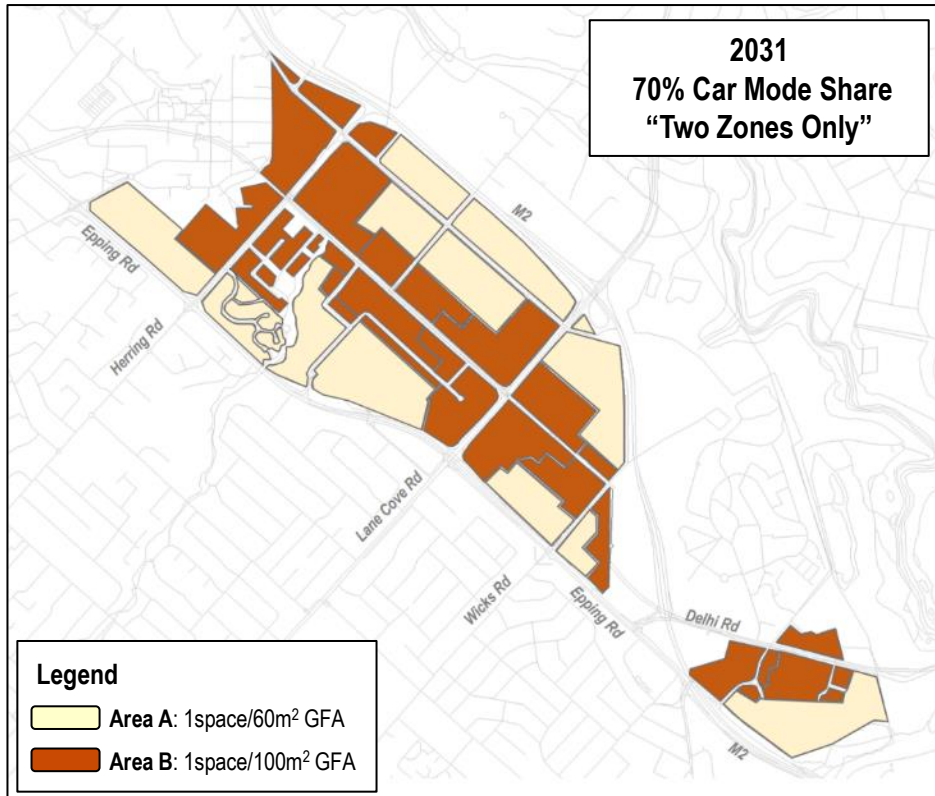
70 % Car Mode Share / “Two Zones Only”

2031 - BAU



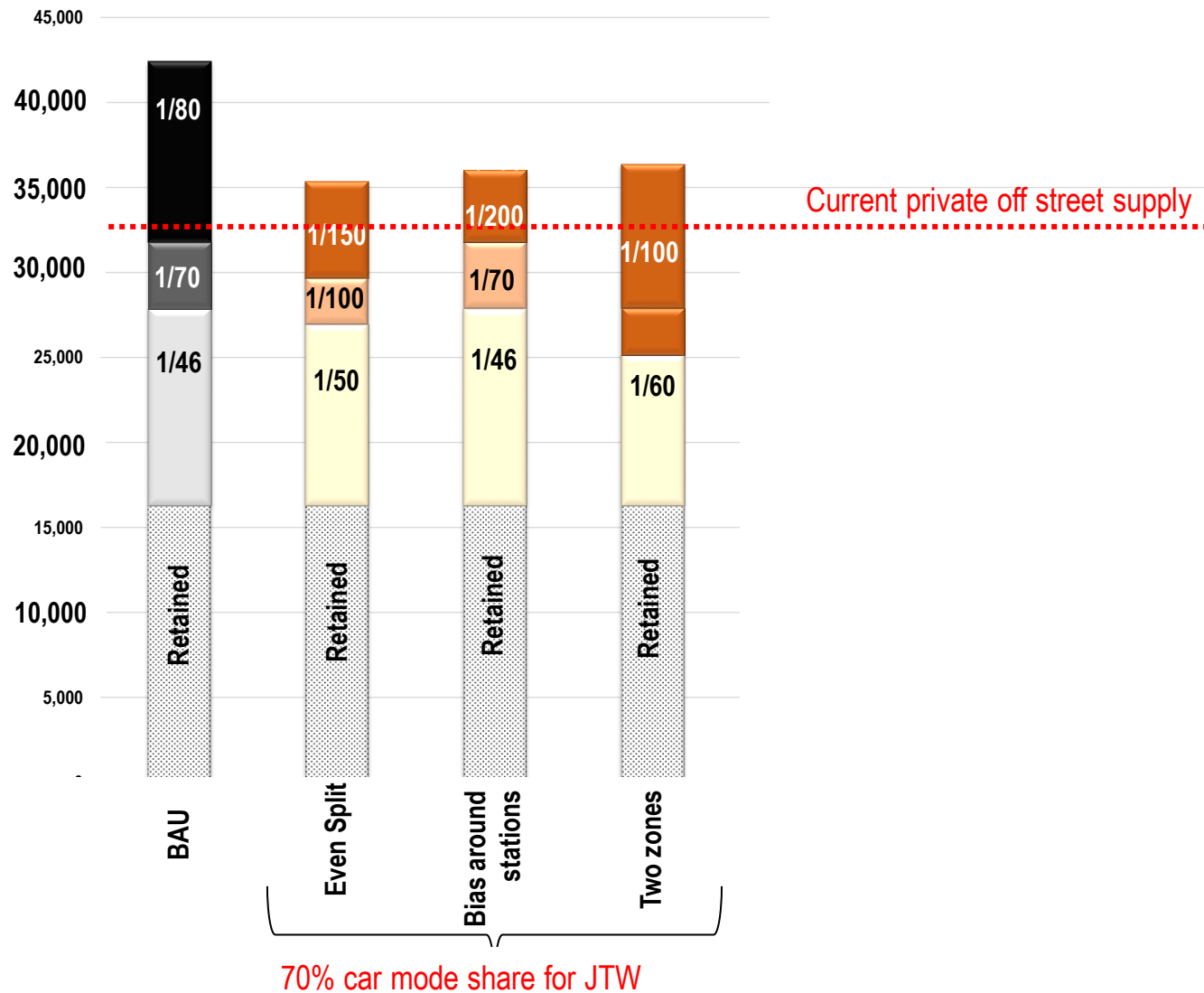
- Private Vehicle Mode Share = 74%
- Total Spaces = 42,384

2031
70% Car Mode Share
“Two Zones Only”

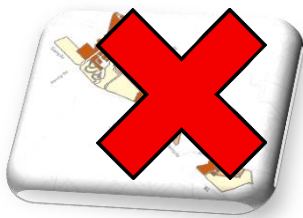


- Private Vehicle Mode Share = 70%
- Total Spaces = 36,380

Scenarios Overview



70% Car Mode Share Evaluation: Two Zones



*Even
Reduction*

	Area A: 1space/50m ² GFA
	Area B: 1space/100m ² GFA
	Area C: 1space/150m ² GFA



*Bias Around
Stations*

	Area A: 1space/46m ² GFA
	Area B: 1space/70m ² GFA
	Area C: 1space/200m ² GFA



*Two Zones
Only*

	Area A: 1space/60m ² GFA
	Area B: 1space/100m ² GFA

- **Strikes a balance:** Slows the parking supply and rate congestion growth but maintains the commercial viability.
- **Supports land use-transport policy:** Differentiation based on public transport accessibility.
- **Does not overly influence urban form:** Not as big step change between areas.
- **Aligned with Council's "Floor Space Ratios Map" for Macquarie Park:** Simplifies implementation.
- **No excessively low rates:** Nothing above 1/100.

Stakeholder Consultation and Expert Input

Organisation	Representative	Description	Consultation Method
Jones Lang LaSalle	Denys Bizinger	Real estate firm	In person
Goodman	Will Dwyer	Property owner	In person
Stockland	Simon Botterill	Property owner	By Phone
AMP Capital	Jeff Peers	Property owner	By Phone
Optus	Andrew Parker	Tenants	By Phone
Macquarie Park Transport Management Association	Rebecca Lehman	Non-profit association that aims to achieve an efficient and sustainable transport system for the precinct	By Phone
Macquarie University	Cameron Kline	University	By Phone

Expert input: Adrian Hack, HillPDA – Land Economist with significant experience in Macquarie Park

General consensus: whilst parking supply is an important commercial feature, there “room to move” in reducing rates before parking limitations actually affect the competitiveness of the area.

Competitiveness & Viability Considerations

- Parking is a key factor in a highly competitive commercial space market.
- The new rates take advantage of changing worker demographics and business sectors
- The new rates are higher than the centres identified as directly competing (Norwest, Rhodes).
- It is important to maintain enough supply to cater for middle to upper level management
- The rate of transition is key.



Recommendations & Implementation



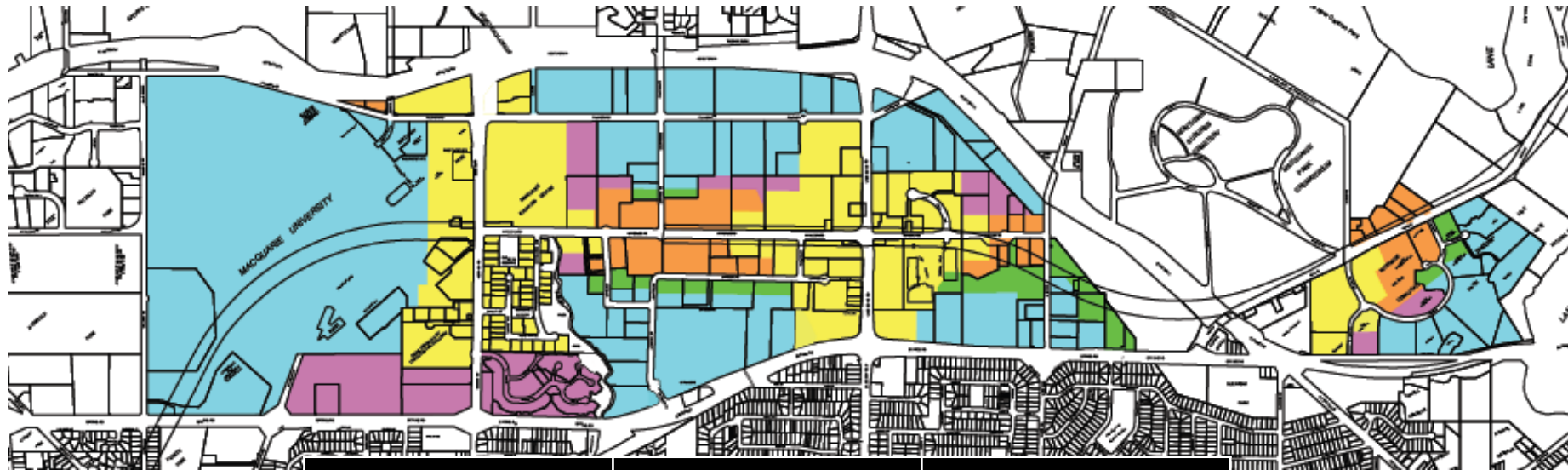
- Area A: 1space/60m² GFA
- Area B: 1space/100m² GFA

Indicative Date	Action
2015-16	<ul style="list-style-type: none"> ▪ Consultation and adoption if no major issues.
2016	<ul style="list-style-type: none"> ▪ Apply to “new/additional development” components
2016-2019	<ul style="list-style-type: none"> ▪ Implement other modal shift measures.
2019	<ul style="list-style-type: none"> ▪ Apply rates to new total site GFA after delivery of the North West Rail Link.
2020	<ul style="list-style-type: none"> ▪ Undertake a review of commercial off-street parking rates and evaluate the outcomes of the 2015 – 2020 period.

Off-street car parking

- Current parking rates (Ryde LEP 2014)
 - 1 space/ 46m², 1 space/ 70m², 1 space/ 80m²
 - Proposed parking rates (in Ryde DCP 2014)
 - 1 space/ 60m², 1 space/ 100m²
 - Changes following Bitzios study
- Planning Proposal process

Map showing proposed changes



Legend			Current LEP parking rates	Proposed parking rates
			1/46m ²	1/60m ²
			1/70m ²	1/60m ²
			1/46m ²	1/100m ²
			1/70m ²	1/100m ²
			1/80m ²	1/100m ²

Q&A

- Q&A – Off-street car parking

On-street car parking



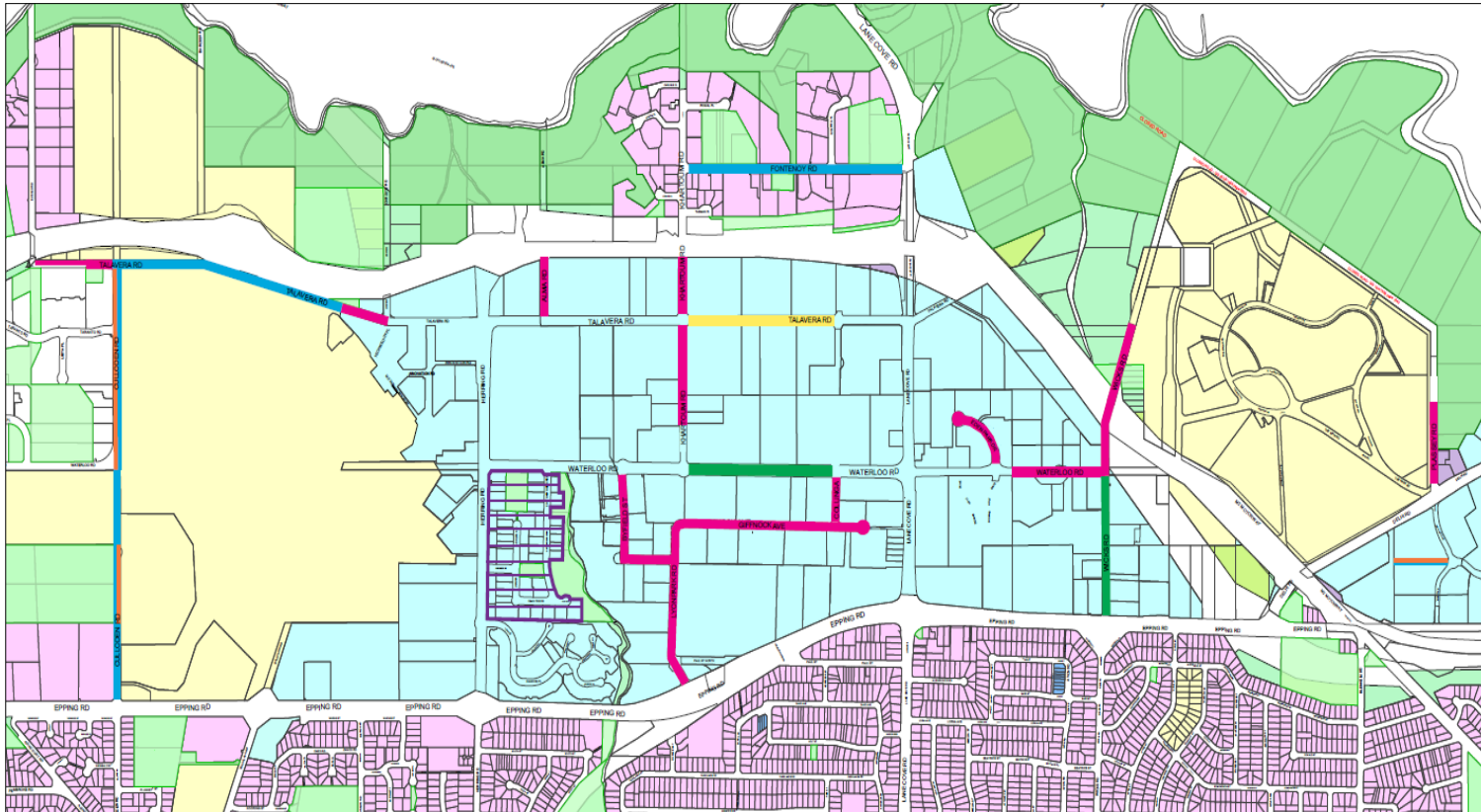
Need for change

- On-street car parking should provide parking amenity for workers, customers and visitors.... with little turnover, this is not occurring
 - Council has observed that the majority (90%+) of 12P car parking is occupied between the hours of 8am to 4pm ...
 - Resulting in heavy traffic congestion in early morning and late afternoon

Existing on-street car parking Macquarie Park

1600+ on-street
car spaces

Around
one-third (550+)
are 12P / all day



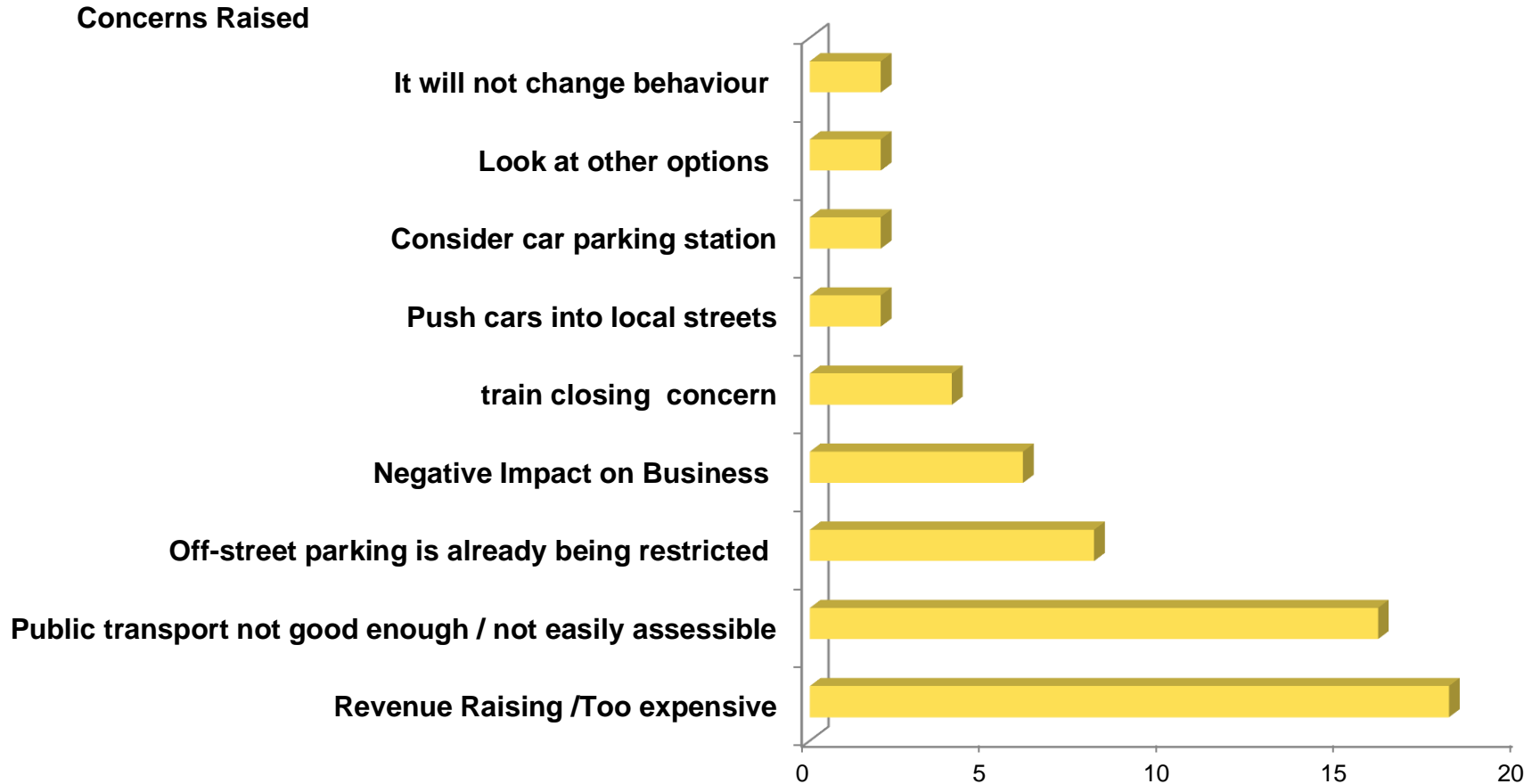
LEGEND

12 HOUR	METER PARKING
6 HOUR	METER PARKING
2 HOUR	METER PARKING
2 HOUR	NO METER
ALL DAY PARKING	NO METER
2 HOUR	NO METER
RESIDENT PARKING SCHEME	NO METER

Historical Comparison

Centre		Year 2015/16	Comparison of fees 5 yrs ago – 2010-11)
	12P (All Day)	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)

Feedback Received during exhibition period Nov-Dec 2015 ...



Implementation Options?

- Group discussion - on-street car parking



Next Steps

- Feedback will be collated and a report prepared for Council and comprise:
 - All feedback received to date
 - Feedback from today's Information Sessions
 - Feedback provided via online feedback / letters, emails etc
- Council's Fees and Charges will be exhibited 4 May – 14 June 2016 (include on-street parking fees)
- Off-street car parking rates will be formally exhibited as part of the Planning Proposal to amend the car parking rates (TBA ... likely to be later in the year)