



North Ryde Station Precinct - M2 Site

State Significant Development Application

Traffic & Transport Impact Assessment

Appendix C Parking Management Strategy

1 **Parking Management Strategy**

A Parking Management Strategy provides a suite of measures by which to contain parking demand, thereby reducing car dependency and by association reducing vehicle trips and increasing trips by other travel modes – public transport, walk and cycle trips. With reference to the NRSP DCP, the Parking Management Strategy for the M2 Site has the following specific *objectives*: -

- a. Ensure development in the Precinct meets the objectives of Transit Oriented Development by limiting private vehicle usage.*
- b. Ensure that parking provision rates acknowledge capacity constraints on the surrounding road network and access restrictions.*
- c. Minimise traffic congestion in the Precinct.*
- d. Minimise car dependency for commuting and recreational transport use and promote alternative means of transport.*
- e. Provide opportunities for car share schemes.*
- f. Provide adequate car parking for building users and visitors, depending on building use and proximity to public transport.*
- g. Minimise the visual impact of car parking on streets, public spaces and adjoining sites.*

The specific Parking Management Strategies by which these objectives are achieved at the M2 Site are detailed below.

2 **SSDA Parking Management Fundamentals**

2.1 Restricted Off-Street Parking

As detailed in **Section 7** of the TTIA, the NRSP DCP specifically restricts off-street parking provision to essentially force the use of public transport, walk and cycle trips, a strategy only viable because of the immediately available public transport services and the walkability of the NRSUAP and adjacent [external] Macquarie Park and Riverside Corporate Park precincts.

This is the basis on which the M2 Site (and broader NRSUAP) are able to be developed as Transit Orientated Development, and specifically respond to the acknowledged traffic capacity constraints within the local road network by facilitating a development that minimises external vehicle trip generation.

2.2 Restricted On-Street Parking

As detailed in **Section 7** of the TTIA, on-street parking across the M2 Site will be time restricted to prohibit the use of on-street spaces for commuter parking while still allowing for visitor trips and short term parking through the *High Density Residential Precinct* and *Mixed-Use Precinct*.

2.3 Off-Site Parking Restrictions

The NRSP DCP identifies the potential use of the Macquarie Park Cemetery to 'accommodate' NRSUAP parking overflow. While this is more likely to be an issue for the Station Sites (based on proximity to the Cemetery) it nonetheless will require detailed consideration during the super-lot DA process, though it is the opinion of ARC that it can managed successfully further to consultation between the super-lot developers, Council and the operators of the Cemetery.

In the case of the M2 Site, there is a similar potential for off-site parking in Wicks Road north of Waterloo Road. However, this parking is [based on observations] already operating at near capacity, and could be managed through on-street parking restrictions (time limited etc) again further to consultation between the super-lot developers and Council.

2.4 Pedestrian & Cycle Infrastructure

As discussed in **Section 5** and **Section 6** of the TTIA, the immediate proximity of public transport services to the M2 Site is the key means by which to reduce traffic and parking demands – essentially to provide sustainable travel practices. The SSDA will provide from the outset essential pedestrian and cycle infrastructure across the M2 Site, and specifically the key links to: -

- North Ryde Rail Station
- Macquarie Park Rail Station
- Epping Road bus stops

The SSDA pedestrian and cycle infrastructure within the M2 Site also provides immediate access between the *High Density Residential Precinct* and the *Mixed-Use Precinct*, while the external (and Station Sites) infrastructure provided in accordance with the NRSP DCP allows for the completion of the Macquarie Active Transport Spine, providing pedestrian and cycle access to the adjacent external business and mixed-use precinct.

The prioritisation of these components as part of the SSD means that maximum connectivity will be available to residents, employees and visitors from the first day of occupancy.

3 Additional Parking Management Strategies

3.1 Car Share Spaces

Car share reduces demand for new cars and encourages more sustainable travel patterns, as members use public transport and walk and cycle more than people who don't share a car.

Understanding of, and access to, car share is becoming more widespread every year - the City of Sydney for example now has some 500 car share spaces across the city. Car share is an ideal option (and opportunity) for the M2 Site – while many don't or don't want to own a car, there are trips which simply require one. Therefore, while the bulk of their travel task is accommodated day to day by public transport, walking and cycling, car share spaces would enable that occasion essential access to a car.

The TMAP notes the following: -

...preliminary discussions were held car share company GoGet about the feasibility of car share in the Project and qualities that improve the success of car share schemes. The results of the discussion were:

- *Car share is compatible with transit-oriented developments due to the restricted parking and good access to public transport services.*
- *The scheme would start initially with three vehicles once there are enough people within the site to sustain the service and then gradually build up the numbers as demand dictates.*
- *Incentives can be offered on membership fees to stimulate initial take-up of the scheme.*
- *The preferred location for parking spaces designated for car share is on-street to maximise the visibility of the service and ensure that spaces are always accessible.*
- *Off-street spaces can be provided 24-hour electronic access can be provided to car share members.*

The TMAP provides the following *anticipated* car share spaces for the M2 Site: -

- 1 car share space per 50 regular commercial spaces
- 1 car share space per 90 regular residential spaces

The SSDA adopts the TMAP car share parking space rates, resulting in the provision of 3 car share spaces in the *Mixed-Use Precinct*; and 29 car share spaces in the *High Density Residential Precinct*.

3 car share spaces be provided in Park Street and Retail Street within the *Mix-Use Precinct*. Residential spaces will be provided at grade within the future mews, and detailed in the future super-lot DA process. With reference to **Section 6** of the TTIA, every residential super-block would provide at least 1 car share space.

3.2 Carpooling

Carpooling is a practical way to share transport costs and reduce road congestion and vehicle pollution. Carpooling can be between neighbours or business colleagues, or can result from the use of one of the numerous carpooling websites, which allow for people travelling on the same routes to travel together rather than in separate cars.

The opportunities for carpooling at the M2 Site will be largely derived from employees, with *Travel Access Guides* (see **Section 3.4** below) detailing the potential for carpooling and – further to finalisation in the super-lot DAs – providing specifically for carpooling through the provision of employee incentives such as staff parking on-site for vehicles with 3 or more passengers.

3.3 Employee Incentives

There are a number of incentives that can be offered to employees to promote the use of public transport as opposed to car travel. These may include; -

- Paying for or subsidising public transport fares
- As discussed above, providing the most convenient parking (or indeed any parking) to those carpooling
- Opportunities for teleworking, video and teleconferencing

Different employers will have different travel/transport objectives and means by which to achieve those objectives; the most appropriate incentives would be developed through the super-lot DA process and then refined by individual employers.

3.4 Travel Access Guides

Travel Access Guides (**TAGs**) are perhaps the simplest way to educate residents and employees in regard to the feasibility and benefits associated with the use of public transport, walking and cycling trips. TAGs do not need to be highly detailed documents, but rather provide a basic (yet comprehensive) overview of the non-car travel options available, preferably to individual sites (or in this instance the individual super-lots).

TAGs essentially provide information in regard to sustainable forms of transport. An excellent TAG outline is provided by the RMS (www.rms.nsw.gov.au); it is interesting to note that the RMS recommendation were built themselves on the success of an earlier “Mobility Management” initiatives implemented to assist staff relocating to new Parramatta and Blacktown offices, initiatives that not only led to significant increases in non-car travel, but also significant changes in attitudes towards the efficiency, viability and safety of public transport. (*Mobility Management – A Case Study: Supporting RTA Staff Relocating to Offices in Parramatta and Blacktown*, RTA)

The current RMS TAG outline provides the following: -

A transport access guide:

- *Gives detailed information on how to reach an office site or venue using sustainable forms of transport - walking, cycling and public transport.*

- Provides a quick visual look at a location making it easy to see the relationship of venue to train stations, bus stops and taxi ranks and walking and cycling routes.
- Can take many forms - from a map printed on the back of business cards or envelopes and with compliments slips, to more comprehensive information such as a brochure as part of an induction kit to new employees or as part of a traveller information kit for employees relocating to other office premises.

Why use a transport access guide?

- An easy way to reduce the proportion of car travel to a site or venue generated by an organisation or trip generator is to make sure people know how to get there by public transport, walking or cycling.
- For employees, customers, clients and other visitors, a transport access guide can not only provide transport and travel information but also provide information about surrounding services and businesses including recreational walking and cycling routes.
- Transport access guides have the potential to reduce car travel and reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices.

The TMAP itself provides an excellent TAG example, which is reproduced below.

Figure 3.4.1 TMAP Travel Access Guide (Part 1)

How to travel guide

From	Route	Time	Frequency
Chatswood	Train on the Northern Line	10 min	15 min
	545 Bus	14 min	20 min
	534 Bus	15 min	30 min
Parramatta	M54 bus from Parramatta to Epping Station, Train from Epping Station to North Ryde Station	47 min	15 min
	Train from Parramatta to Strathfield, train from Strathfield to Epping, train from Epping to North Ryde	50 min	15 min
Castle Hill	610 Bus	47 min	30 min
Sydney CBD	292, 651, 621, 610, 288 bus	30 min	5 min
	Train on the Northern line	26 min	15 min
Drummoyne	M52 bus from Drummoyne to Ryde, 534 bus from Ryde to North Ryde	44 min	30 min
	506 bus from Drummoyne to Macquarie Park, Train from Macquarie Park to North Ryde	43 min	15 min

Cycling

Cycling is an easy way to introduce physical activity into everyday life, plus it is very convenient and often quicker during peak times. Regular exercise reduces stress and heart disease and can improve the general health of your employees, therefore resulting in reduced sickness levels. Those who live or work within 10 kilometres of North Ryde are potential cycle commuters.

Route	Distance	Time to ride
North Ryde to Chatswood	7 km	26 min
North Ryde to Macquarie University	3 km	12 min
North Ryde to North Sydney	10 km	40 min
North Ryde to City	13 km	53 min
North Ryde to Balmain	16 km	62 min

Buildings within the precinct include off-street bicycle parking (including lockers), and office buildings offer change rooms and showers. Public bicycle parking is located throughout the Precinct.

Walking

Extensive walking and cycling paths are provided through the Precinct, which connect to Lane Cove National Park.

Car share

For travel outside your home or office, consider using car share vehicles located throughout the precinct. They offer flexible pick-up and drop-off times and have discounts for members. Contact GoGet for more details on 1300 769 389, or visit their website at: <http://www.goget.com.au/>

North Ryde Station Precinct Project Travel Guide

The North Ryde Station Precinct is located with good access to all major modes. It surrounds North Ryde Station, is next to Epping Road strategic bus corridor, with connections to regional walking and cycling paths.

Public Transport

The easiest way to plan a trip using public transport in the Sydney Metropolitan Area is to use the free travel planner service at <http://www.131500.com.au/> or via their free mobile phone/tablet application in the Apple app store or Android Market. This service will provide door to door direction including route and timing information, as well as information on ticketing.

Train

Trains run every 15 minutes during the peak period and every 30 minutes off-peak. Most of the Precinct is within 5 to 10 minutes' walk of North Ryde Station.

REVISION: August 2012

Source: TMAP

Figure 2.4.2 TMAP Travel Access Guide (Part 2)

Buses

Buses operate along Epping Road, Delhi Road, Waterloo Road, Lane Cove Road and Blenheim Road. Bus stops and the destinations they provide access too are summarised below.

Stop no.	Location	Bus routes	Destination
1	Epping Road near Pittwater Road	140, 533, 534, 286-288, 290, 292-294, 297	Macquarie Park, Olympic Park, West Ryde, Top Ryde, Denistone East, Epping, Marsfield
2	Epping Road near Rivett Road	533, 534, 286-288, 290, 292-294, 297	Chatswood, City and North Sydney via Epping Road
3	Epping Road near Delhi Road	140, 290, 292-294	Macquarie Park, Epping, Marsfield
4	Epping Road near Delhi Road	545, 290, 292-294	Chatswood, City via Epping Road
5	Epping Road near Ryrie Street	140, 290, 292-294, 545, 550	Macquarie Park, Epping, Marsfield, Parramatta
6	Delhi Road	545, 550	Parramatta
7	Delhi Road	545	Chatswood
8	Blenheim Road	533, 534, 286, 287, 288, 297	Olympic Park, West Ryde, Top Ryde, Denistone East, Epping
9	Waterloo Road near Lane Cove Road	M54	Parramatta
10	Waterloo Road near Lane Cove Road	M54	Macquarie Park

Source: TMAP

As suggested above, one of the most important inclusions in the TAG is site specific travel times; this allows for the travel information to be personalised – *public transport will get ME home cheaper/faster*. As indicated in the TMAP TAG above, the public transport information contacts (website and phone) feature prominently, and Transport for NSW's new trip search engines provides an excellent *door to door* trip guide including all public transport modes, walking and disabled access. This information that can be specifically tailored in to specific employee groups.

In addition, the TAG will provide a Local Transport Map, as shown in **Figure 3.4.3**.

Figure 1.6.3 Local Transport Map

Source: Google Maps and ARC

Up-to-date TAGs would be prepared as part of the super-lot DA process.

3 Parking Design

The design of parking areas will be finalised during the super-lot DA process and would necessarily conform to the NRSP DCP design standards, including the visual impact of parking spaces.