



### Transcript Question on Notice

**Q. During the many surveys you conduct of your members and the data that you collect, have collecting any data specifically on how many people use their cars to drive and park at train stations?**

The NRMA has surveyed our 2.5 million Members about their public transport usage as part of our advocacy research. In 2015, as part of that research we asked 1,000 Members the following questions:

*When using public transport do you drive your car to a particular location (e.g. park 'n' ride) and then catch public transport?*

The response was:

- 49 per cent indicated they did not drive to public transport;
- 21 per cent indicated that they did drive to public transport on some occasions;
- 18 per cent indicated that they frequently drive to catch public transport; and
- 12 per cent indicated they drive to public transport all the time.

Further our research highlighted that 31 per cent of those surveyed said that they would use public transport if there was more parking near transport stops. Parking accessibility was a significant issue closely behind the frequency of public transport services (56 per cent), more direct services (48 per cent) and less crowded services (32 per cent).

The NRMA notes that the NSW Government submission states that there are approximately 36,000 commuter car parking spaces in NSW with genuine commuter usage ranging between car parking facilities from 54 to 98 per cent. Applying the average of 88 per cent of people who indicated they used public transport in the NSW Government study that would indicate that an estimated 31,680 spaces are being occupied by public transport commuters.



## **Additional Questions on Notice**

- 1. In your submission (p.3) you refer to a significant amount of unused car spaces in the CBD.**
  - a. Could you expand further on how these spaces could be used to benefit commuters?**
  - b. Is this something the Government should do or is it more appropriate for private companies to be involved?**

There are private parking assets located throughout Sydney including around major transport hubs and local CBDs. The opportunity that is available is for these parking spaces to be uploaded onto a parking platform such as Divvy, which is described in the NRMA submission, and for surplus car parking spaces not required for tenants or building visitors to be put onto the marketplace where commuters would be able to reserve a space for a nominated fee and then use their smart phone to access the car park and park their vehicle, complete their journey by public transport, return to their vehicle and depart the car park.

The NRMA encourages the NSW Government to investigate the opportunities to leverage underutilised private car parking as part of a holistic Car Parking Strategy as suggested on page 2 of the NRMA submission. The role of the NSW Government in supporting the more efficient use of private car spaces through incentives or other measures could be explored through the development of the strategy.

Promoting better utilisation of off-street parking will reduce the pressure / need for on-street parking bays. The removal of on-street parking bays in areas of high traffic congestion, intensified by the fact that lanes are populated by parked vehicles, would enable better vehicular flow and additionally present the opportunity for these bays to be re-purposed for other uses (ie bus lanes, bike lanes, wider footpaths)

- 2. In your submission, you encourage the use of smart phone technology to support more commuter car parking.**
  - a. Can you elaborate on this concept?**

With technology developments in recent years it is now possible to provide commuters with real-time information on transport services such as on-time running information available through a variety of smart phone apps. Commuter car parking can be managed in a similar way if the car parking spaces are loaded onto a real-time data platform such as Divvy, a commuter would be able to see how many spaces are available at that exact moment and plan their journey accordingly. As commuters tap in and out with their Opal Card at the car park entrance and exits, the number of spaces that are shown as available on the app would increase and decrease to reflect current usage. A commuter would be able to see that another car park at a closer or further distance has spaces available and adjust their journey accordingly. The further possibility could be to allow a commuter to potentially reserve a space so that they know they will be able to park when they arrive at the commuter car park – removing some of the uncertainty around accessing public transport, and reduces unnecessary congestion caused by commuters searching for a parking bay.

The use of smart phone app technology also promote improved compliance, utilisation optimisation across all time periods, enable a superior user experience (ticketless, cashless), and enables valuable data collection and analysis.

- 3. Can you provide the Committee with more information on how Divvy works?**
  - a. How can this service be applied to current commuter and adjacent car parking.**

Divvy is a technology platform that allows a building owner/operator and/or tenant to manage their parking assets in real-time. Car parking spaces (across all property types ie. Office towers, business parks, residential properties, and shopping centres) are loaded on the Divvy platform and then those spaces can



be allocated to a range of users depending on the business need. The benefit is that instead of a car space potentially sitting unused for half a day or a week, it can be booked by other staff or visitors to the business or potentially the general public or a commuter in this case (if put onto the online marketplace) through the smart phone application.

Introducing this type of technology solution around transport hubs could potentially drive greater efficient use of private parking spaces by owner/operators and open more private parking to commuters that could be booked through the smart phone app for an agreed fee.

More information about Divvy is available on their website <https://www.divvyparking.com/>

The NRMA would be pleased to offer to provide a more detailed briefing to the committee on Divvy.

**4. In your submission (p.3) you support Mobility as a Service (Maas) through one app, and note an example of Uber and the ACT.**

**a. Would you support this type of partnership in NSW?**

The NRMA is a strong supporter of partnerships that encourage greater public transport use in NSW.

The NRMA would encourage the NSW Government to continue to engage with private transport operators as part of the state's public transport strategies.

The NRMA commends the NSW Government and the Future Transport 2056 draft plan that highlights the potential for MaaS to eventually allow people to book a curated journey using several modes of transport at the push of a button on their smart phones.

**5. Would you support more space being made available for bicycle parking in commuter car parks?**

The NRMA's Members represent a wide cross section of the community which includes thousands of cyclists.

The NRMA encourages the NSW Government to explore opportunities to encourage more people to cycle and to use public transport including the provision of bicycle storage.

The NRMA notes and commends the introduction of Opal-enabled bicycle storage sheds at several train stations.