
ECONOMY

ITEM NUMBER	8.11
SUBJECT	Parramatta Central Business District Strategic Transport Study
REFERENCE	F2015/01944 - D04618212
REPORT OF	Project Officer

PURPOSE:

The purpose of this report is to seek Council's endorsement of the Parramatta CBD Strategic Transport Study to enable it to be forwarded to the Department of Planning and Environment as a key supporting document for the Parramatta CBD Planning Proposal. Submission of the Study is a key step to obtaining a Gateway Determination which will enable Council to undertake formal statutory consultation of the Draft Parramatta CBD Planning Proposal (including this Study and other supporting documents). Further, this report also seeks Council's support to lower parking rates through the Parramatta CBD Planning Proposal in line with the Study's recommendations.

RECOMMENDATION

- (a) **That** Council endorses the attached Parramatta CBD Strategic Transport Study and accompanying Technical Papers for the purposes of forwarding to the Department of Planning and Environment as part of the Parramatta CBD Planning Proposal.
- (b) **That** Council endorses the action recommended by the Parramatta CBD Strategic Transport Study to reduce maximum car parking rates to levels currently used by City of Sydney CBD and that the Parramatta CBD Planning Proposal be amended to reflect this prior to public exhibition.
- (c) **That** Council applies the recommended parking rates proposed in this report to existing site-specific Planning Proposals and Design Competitions within the Parramatta CBD as a provision applicable to each proposal or competition to ensure future development will be consistent with the strategic direction to reduce maximum car parking rates. (N.B. Only those site-specific planning proposals which are imminent to finalisation (gazetted), that is they have been endorsed by the Council to proceed to finalisation following public exhibition, will be exempt from this provision).
- (d) **That**, for existing site-specific planning proposals which have received Gateway Determination with a condition requiring review or amendment of the planning proposal based on the mesoscopic model for the Parramatta CBD Planning Proposal, Council writes to the Department of Planning and Environment seeking support to amend the Conditions of Gateway Determination to remove the requirement to consider the findings of the mesoscopic model on the basis of a significant reduction of on-site car parking.
- (e) **That** Council notes the reduction in parking rates recommended in (b) above will be further tested and may be recalibrated by the results of the mesoscopic model and the Integrated Transport Plan prior to gazetted of the Parramatta

CBD Planning Proposal.

- (f) **Further, that** Council notes the Study will be publicly exhibited at the same time as the Parramatta CBD Planning Proposal and associated supporting technical documentation so as to facilitate stakeholder input at that time.

BACKGROUND

1. The *Parramatta CBD Planning Strategy* (the Strategy) was adopted by Council on 27 April 2015. The Strategy had three objectives, as follows:
 - a. To set the vision for the growth of the Parramatta CBD as Australia's next great city.
 - b. To establish principles and actions to guide a new planning framework for the Parramatta CBD.
 - c. To provide a clear implementation plan for delivery of the new planning framework for the Parramatta CBD.
2. The Strategy's Implementation Plan identified a range of technical studies to be completed to accompany the Planning Proposal. Most of these studies were completed and accompanied the Draft Parramatta CBD Planning Proposal to the Department of Planning and Environment (DPE) seeking a Gateway Determination after being endorsed by the Council on 11 April 2016.
3. The Strategic Transport Study (the Study), however, was not completed in time to accompany the Draft Parramatta CBD Planning Proposal due to detailed modelling required using the Sydney Strategic Transport Model (STM), managed by Transport for NSW (TfNSW). The Strategic Transport Study was also reviewed by officers from TfNSW and Roads and Maritime Services (RMS) throughout the process, from inception to final report. The involvement of TfNSW and RMS throughout the preparation of this study extended the timeframe needed to complete the Study, but has ensured a project that has "buy-in" from these two key stakeholders. This approach was considered the most efficient use of resources to minimise the risk of substantial re-work if TfNSW or RMS raised issues after the Study had been concluded.
4. The purpose of the Study is to provide a high-level assessment of strategic issues and needs for transport infrastructure anticipated as a result of the development anticipated under the Parramatta CBD Planning Proposal. Completion of the Study is the first stage of three documents considering transport implications. The second and third stages – a detailed analysis of traffic issues using a Mesoscopic Model, and an Integrated Transport Plan – are being progressed and are expected to be completed prior to the final gazettal of the Parramatta CBD Planning Proposal. This three stage process has been tailored specifically to the Parramatta CBD Planning Proposal due to the significant changes proposed in the Planning Proposal, as well as the importance of Parramatta CBD and Greater Parramatta to the development of the "Central City" being promoted by the Greater Sydney Commission
5. The Study will also inform consultation on the draft planning controls in the Parramatta CBD Planning Proposal as a supporting technical document and will be publicly exhibited with the Planning Proposal.
6. While the Strategic Transport Study project has closely involved staff from TfNSW and RMS throughout the process, it is anticipated that further formal

statutory referrals will be made to both organisations during the statutory planning process.

ISSUES

7. The Parramatta CBD is establishing itself at the centre of Sydney's "Central City", consistent with the direction of the Draft West Central District Plan published by the Greater Sydney Commission. The floor space yields anticipated under the Draft Parramatta CBD Planning Proposal, as endorsed by Council, meet and exceed the generalised workforce and residential targets established under the Draft District Plan for the Greater Parramatta strategic centre and the key role that the Parramatta CBD has in that centre.
8. As a consequence of the increased floor space under the draft planning controls, which translates to additional jobs and dwellings, a strategic assessment of the implications for traffic and transport infrastructure was considered necessary as part of the CBD Strategy's Implementation Plan.
9. The Study was commissioned to identify the potential demands for traffic and transport infrastructure that may arise from the increased jobs and dwellings anticipated under the Parramatta CBD Planning Proposal. The Study considered potential demands for improvements in both private and public transport modes. Using outputs from the Sydney Strategic Transport Model (the STM), managed by TfNSW, the study considered the implications on the road network, trains, buses, light rail and ferry services. The Study also identified and benchmarked Parramatta CBD's current parking controls against North Sydney and Sydney CBDs. The management of off-street parking is a key initiative that Council can directly control through local planning provisions and can contribute to avoiding or mitigating additional demand on the road network from future development.
10. The Study also considered potential implications for transport demands over two key timeframes:
 - a. Up to the year 2036 (20-year horizon) – when the development take-up forecast within the CBD achieves the workforce and dwelling targets set out in the Strategy; and
 - b. Up to the year 2056 (40-year horizon) – when the additional floor space anticipated under the Parramatta CBD Planning Proposal, as endorsed, is fully exhausted.
11. The distinction with adopting two timeframes is recognition that the potential capacity under the Parramatta CBD Planning Proposal not only meets, but significantly exceeds the targets of 27,000 additional jobs and 7,500 additional dwellings set out in the Strategy.

KEY FINDINGS

OVERALL GROWTH

12. The Study identified significant growth in demand for public, private and active transport both to 2036 and 2056. The number of inbound and outbound trips generated by the Parramatta CBD is estimated to increase by two-to-three times by 2036 and by three-to-four times by 2056 as shown in Table 1.

Year	Estimated Travel Demand (AM two-hour peak) rounded to the nearest thousand	Travel Demand multiplier from 2016 levels
2016	59,000	1×
2036	115,000 to 146,000	1.95× to 2.47×
2056	176,000 to 230,000	2.98× to 3.90×

Source: AECOM citing Transport for NSW, 2017.

Table 1: Estimated Travel Demands 2016, 2036, 2056 (no of trips).

13. The majority of trips into the Parramatta CBD will continue to be from the west, north-west, and south-west; while the highest proportion of trips out from the Parramatta CBD will continue to be towards the east. The study also notes that as key urban renewal areas near to the Parramatta CBD are developed over the next 20 to 40 years, such as Camellia and Parramatta North, the proportion of shorter trips, generally less than 10km, will increase significantly from about 53% currently to 71% by 2056.

MODE SHARE

14. The Study observes that the highest proportion of transport journeys currently made to Parramatta CBD is by private car, with nearly 60% of journeys using this mode. Over the next 40 years, the Study estimates that private car use may decrease to about 50% share of transport journeys as the proportion of trips by active transport (i.e. walking and cycling) increase as a consequence of the shorter trips less than 10km being made. Trips by public transport are expected to remain constant at about a 30% share of all trips out to 2056.
15. However, with the growth in trips anticipated over the next 40 years, a 10% reduction in the mode share for private car use will still result in significant congestion on the road network long-term. The Study suggests that to avoid complete saturation of the road network, the importance of the private car needs to be reduced through a range of measures including, but not limited to:
 - a. prioritising public transport and active transport (e.g. bus lanes, cycle lanes, walking, light rail priority treatments);
 - b. providing efficient and effective connections between public transport modes (e.g. train, bus, light rail, ferry);
 - c. reviewing the parking controls to reduce the current maximum provision rates.

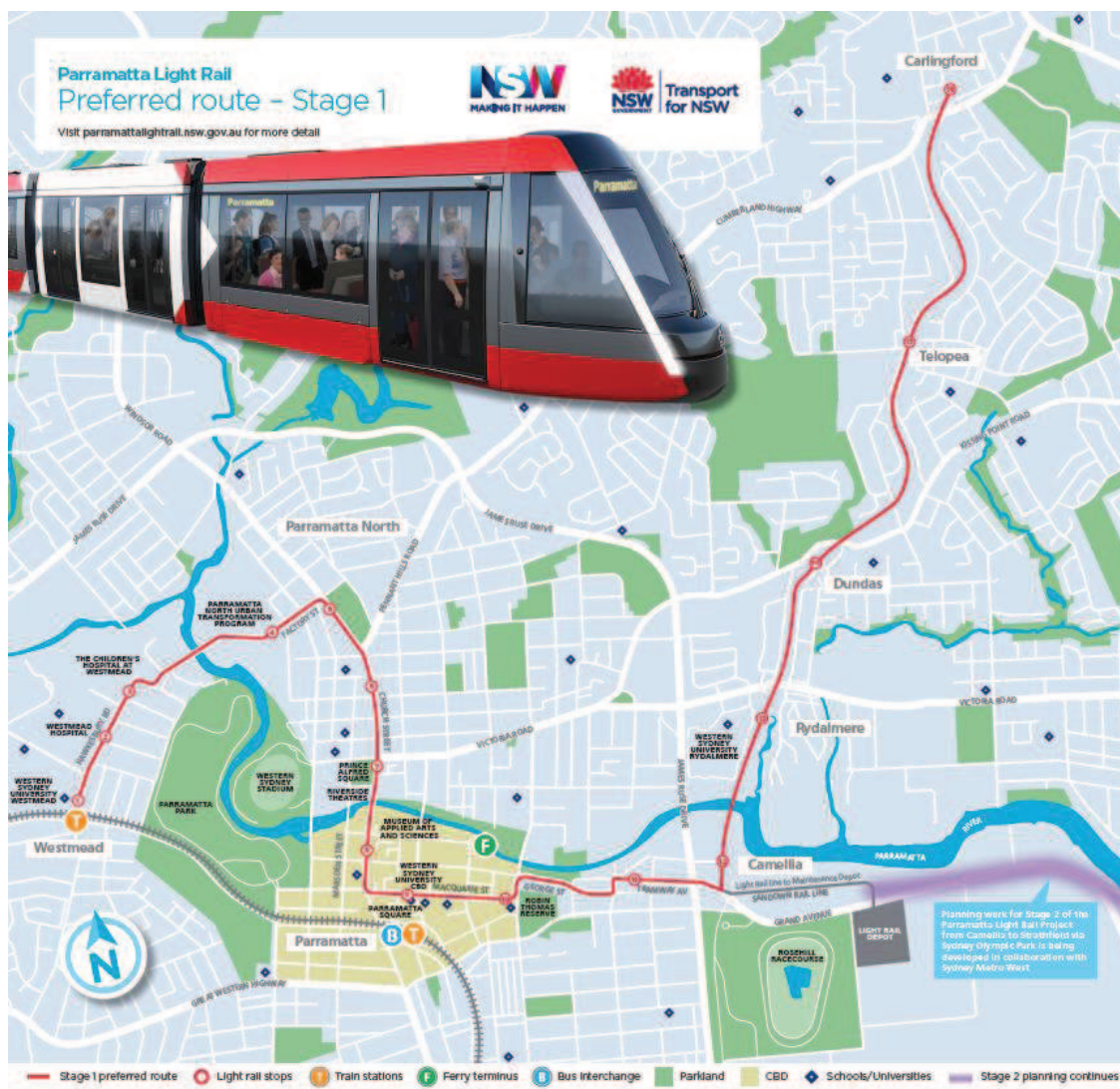
Observations and recommendations from the Study are discussed in more detail below. It is also to be noted that the outputs from the mesoscopic model will be able to identify in more detail aspects of concern on a localised scale, including congestion pinch-points and areas where the road network could become saturated.

PUBLIC TRANSPORT – FERRY, TRAIN, BUS AND LIGHT RAIL

16. Key public transport modes will continue to be train, bus and, most likely light rail. Ferry services currently account for less than 1% of commuting trips and

this proportion is not expected to change. Patronage on ferry services are constrained by:

- a. long journey times (e.g. 75-90 minutes from Circular Quay) compared to other modes;
 - b. infrequent services, usually hourly during peak periods; and
 - c. the perception of unreliability due to tidal influences, resulting in services terminating at Rydalmere Wharf during low tides and requiring passengers to transfer to buses.
17. The study recommends that the ferries may be able to offer some public transport capacity if the number of direct services to Circular Quay and Barangaroo/Darling Harbour are increased and fast services are provided. The ferries will also need to consider improvements to reliability, in particular addressing the tidal limitations. For example, “light” ferries with a smaller displacement may also be able to do regular shuttle services between wharves on the upper river catchment (e.g. between Meadowbank, Sydney Olympic Park, Rydalmere and Parramatta).
18. The Study reports that Parramatta Station will likely face capacity issues by 2036 as the number of users almost doubles from 2016 levels. The challenges facing Parramatta Station by 2036 include:
 - a. the capacity of platforms to accommodate passengers;
 - b. vertical circulation between the platforms and the concourses; and
 - c. the capacity of the concourses to move people in and out of the station itself.
19. Fifteen (15) additional train services for the AM peak will be necessary by 2056, which will have further implications for existing station/platform capacity and line capacity. The Study identifies the potential need for a second Parramatta CBD station by 2056 and recommends planning should commence to find an appropriate location. As a modal shift towards public transport becomes prevalent, the rail network will continue to do most of the “heavy lifting” and need upgrading and augmentation.
20. Bus services will also be under pressure from the growth anticipated. Four key corridors — Great Western Highway from the south-west, Park Parade from the north-west, Church Street from the north and Victoria Road from the east — account for nearly three-quarters of the bus trips. The study notes that these corridors are nearly at capacity and accommodating additional regular bus services could be difficult. The Study suggests that larger capacity buses (e.g. articulated or double-deck) could provide suitable capacity, and also suggests other interventions like Bus Rapid Transit (BRT) or light rail may be warranted long-term.
21. Light Rail has the potential to augment existing services by enhancing connections between key centres within Greater Parramatta (e.g. Westmead Health Precinct, Rydalmere Education Precinct and Parramatta CBD) and, in future, an expanded network. The recently announced Stage 1 preferred route (as shown on Figure 1) extending from Westmead to Carlingford via Parramatta North, Parramatta CBD, Camellia and Rydalmere, will connect key areas near and within the CBD. The Stage 2 route from Camellia to Strathfield via Sydney Olympic Park will be planned in conjunction with the Sydney Metro West initiative.



Source: Parramatta Light Rail, 2017.

Figure 1: Preferred Light Rail Route – Stage 1.

22. The Study considers that the growth under the Parramatta CBD Planning Proposal will increase the demand for Light Rail in Parramatta, and increase the feasibility for an expanded future light rail network. It recommends that Council and the NSW Government collaborate to ensure growth in the CBD and surrounding corridors is accounted for in the planning and delivery of the light rail network.
23. The Study has not been able to model the implications for the recently announced Sydney West Metro service as the details are yet to be developed. The proposed Metro service is anticipated to connect Sydney CBD with Parramatta CBD with additional stations currently identified at The Bays Precinct and Sydney Olympic Park.

ACTIVE TRANSPORT – WALKING AND CYCLING

24. The Study notes that short trips of less than 10km will grow significantly over the next 40 years — from about 53% to about 71% — as urban renewal areas at Camellia, Parramatta North and Parramatta Road are progressively developed. Location of high density residential development within shorter distances to Parramatta CBD provides opportunities to encourage active

transport (walking and cycling) as a viable alternative to private motor vehicle use.

25. The Study identified that cycling in particular could reduce pressure on the road network for distances of between 5 and 10km where suitable cycling facilities are developed and gaps in the existing network are completed.
26. To encourage active transport as a viable alternative, the Study identifies that provision of a connected, dedicated and direct cycle network to and through the CBD will be necessary. In addition, provision of appropriate pedestrian walkway space, permeability and priority throughout the CBD is necessary to encourage walking for shorter journeys as a supplement to commuting by public transport.

PRIVATE TRANSPORT – PRIVATE VEHICLE USE

27. The predominant mode of transport to the Parramatta CBD is the private vehicle, with about 60% of trips made. The Study indicates that this proportion will decrease to about 50% by 2056, but will still be the dominant mode of transport.
28. The Study identifies that private vehicle use is of particular appeal where access to rail transport is limited. Unlike Central Sydney, where most rail lines converge, Parramatta CBD does not enjoy a same level of connectivity from many parts of the Sydney Trains network. A challenge will be to provide future convenient cross-regional or orbital public transport services to effectively connect Parramatta CBD to other parts of Greater Sydney and, consequently, divert existing vehicle drivers to public transport.
29. The Study further identifies that between 4,000 and 5,000 vehicles per hour are anticipated to enter Parramatta CBD during the two-hour AM peak by 2036. The consequences of this additional traffic could result in key links to the CBD including Victoria Road, Marsden Street and Wilde Avenue reaching capacity by 2036.
30. By 2056, the Study considers that the majority of key links in the CBD will reach capacity if car-dependency trends are not curbed significantly in the long term along with several trunk road corridors radiating from the CBD. In addition to Victoria Road, Marsden Street and Wilde Avenue previously identified, parts of James Ruse Drive, Church Street, Cumberland Highway, Hassall Street and Great Western Highway will reach capacity resulting in significant congestion within and surrounding the Parramatta CBD.

MANAGING PARKING

31. One of the key matters Council can address with respect to managing transport demand and behaviour is controlling the supply of public and private parking through local planning controls. Currently, parking controls for the CBD are prescribed within *Parramatta Local Environmental Plan 2011* (clause 7.3) where maximum parking rates are adopted for commercial and residential development. Further details are also contained in Sections 3.6 and 4.3.3.5 of *Parramatta Development Control Plan 2011* pertaining to car share spaces, cycle parking, and access and loading requirements.
32. The Study identified the supply of off-street parking within the CBD is greater than other centres benchmarked, like Central Sydney or North Sydney. The Study estimates that Central Sydney has a parking supply of one space per six

workers; while Parramatta CBD has a supply of one space per two workers. As a consequence, the supply of parking spaces makes it easy for workers to decide to use private motor vehicles as the preferred mode of transport.

33. It also identifies that the cost for parking (using the “early bird” rate as a guide for commuters) is approximately one-third of the rates used in Central Sydney and North Sydney CBDs.
34. Parking levies under the *Parking Space Levy Act 2009* and *Parking Space Levy Regulation 2009* are applied to certain major centres across Sydney. The Object of this Act is to “discourage car use in leviable districts by imposing a levy on parking spaces (including parking spaces in parking stations), and by using the revenue to encourage the use of public transport (in particular, public transport to and from, or within, those districts”.
35. Under this Act and Regulation, Parramatta CBD is a “Category 2” area, along with Chatswood, St Leonards and Bondi Junction. Based on rates published by the NSW Office of State Revenue, a Category 1 area (Central Sydney and North Sydney) are levied \$2,310 for any space owned as at 1 July 2015; and a Category 2 area (Parramatta, Chatswood, Bondi Junction, St Leonards) are levied \$820 per space. This levy, which is payable annually, has a significant impact on the overall cost of off-street parking within a centre.
36. The Study compared current parking controls for Parramatta CBD against North Sydney and Sydney CBDs. All three centres prescribe maximum parking rates in their LEP or DCP. The current rates are shown in Table 2, below:

Centre	Residential (multi-dwelling, residential flat building, shop-top housing)	Commercial
Parramatta	1 space per dwelling <i>plus</i> 0.2 visitor spaces per dwelling	1 space / 100 sqm GFA
North Sydney	0.5 space per studio dwg. 0.5 space per 1-bedroom dwg. 1 space per 2-bedroom dwg. 1 space per 3+ bedroom dwg.	1 space / 400 sqm GFA

Centre	Residential (multi-dwelling, residential flat building, shop-top housing)	Commercial
Sydney	0.1 space per studio dwg. 0.3 space per 1-bedroom dwg. 0.7 space per 2-bedroom dwg. 1 space per 3-bedroom dwg.	<u>If the FSR > 3.5:1</u> $M = (G * A) / (50 * T)$ <i>where:</i> M = maximum number of parking spaces; G = GFA of all office/business premises in the building (m ²); A = Site Area (m ²); T = Total GFA of all buildings on the site (m ²) <u>If the FSR <= 3.5:1</u> Office/Business: 1 space / 175 sqm GFA Retail: 1 space / 90 sqm GFA

Source: AECOM, 2017

Table 2: Current Car Parking Rates in Parramatta, North Sydney and Sydney CBDs

37. The figures in Table 2 indicate that Parramatta CBD's current parking rates are significantly greater than both North Sydney and Sydney CBDs, which is illustrated further in the following paragraphs.
38. Tables 3 and 4, below, show the comparison between potential car parking provision for residential and commercial development respectively if the current Parramatta controls were used, versus the North Sydney and Central Sydney controls. For the purposes of residential allocation, a mix of dwelling types was applied to allow comparison with the differential rates applied in North Sydney and Central Sydney based on the dwelling type. The proportions were allocated based on 20% of dwellings being one-bedroom, 70% of dwellings being two-bedroom, and 10% of dwellings being three-bedroom. For the purposes of the commercial comparison, a FSR of 10:1 was assumed to calculate the Sydney controls, which would invoke the formula in Table 2 for land above 3.5:1 FSR.

Centre	Existing Controls	Medium Growth	High Growth
Parramatta	6,854	14,585	24,356
North Sydney	5,141	10,939	18,267
Sydney	3,713	7,900	13,193

Source: AECOM, 2017, citing data supplied by City of Parramatta 2016

Table 3: Comparison of Residential parking using Parramatta, North Sydney and Sydney CBDs' planning controls.

Centre	Existing Controls	Medium Growth	High Growth
Parramatta	8,036	15,169	17,554
North Sydney	2,009	3,792	4,389
Sydney	1,607	3,034	3,511

Source: AECOM, 2017, citing data supplied by City of Parramatta 2016

Table 4: Comparison of Commercial parking using Parramatta, North Sydney and Sydney CBDs' planning controls.

39. The comparison in Tables 3 and 4 indicate that applying Parramatta CBD's current residential parking controls to floor space yields anticipated under the Parramatta CBD Planning Proposal would result in parking spaces about 25% greater than North Sydney CBD and nearly double the number for Central Sydney. In terms of commercial parking spaces, Parramatta's current controls would result in four times the number of spaces to North Sydney and five times Central Sydney's rate.
40. A flow-on effect of maintaining current parking controls for private off-street car parking is the cumulative adverse impacts on the road network capacity as more drivers try to get access to the off-street parking of new developments throughout the CBD. The current road network has limited capability to expand; and new infrastructure like light rail further impacts on the road space allocation for private vehicles. Consequently, a reduction in car parking provision rates for future developments may mitigate the adverse impacts by reducing the quantity of additional car spaces provided throughout the CBD.
41. The Study clearly indicates that private vehicle use needs to be appropriately discouraged in conjunction with improvements to public and active transport as alternative modes in order to avoid complete saturation of the road network. While provision of public transport is a State Government responsibility, Council can actively contribute to encouraging mode shift for commute trips by reducing the capacity to supply on-site car parking in future developments. The Parking Review Technical Paper (at Attachment 4) at Section 5.1.1 made the observation that by providing a lower car parking rate specifically for the commercial core, commuters to and from the area will be encouraged to use more sustainable transport modes. Specifically, it provides the following recommendation:

"It is recommended that Council revise their parking rates to be more in line with those adopted for the North Sydney and Sydney CBDs."

Source: AECOM (2017), Technical Paper 003: Parking Review, page 12.

42. In terms of amending the current parking controls, officers recommend that the Parramatta CBD Planning Proposal adopts parking rates currently used in Sydney CBD for the purposes of consultation during the public exhibition; and that the planning proposal is amended accordingly prior to exhibition commencing. These rates will be further tested and may be refined during the preparation of the Mesoscopic Model and Integrated Transport Plan, prior to gazettal. Further, this position will be subject to community and stakeholder input as part of the public consultation and exhibition of the Parramatta CBD Planning Proposal.

43. The reasons for recommending the Sydney CBD parking rates over the North Sydney CBD rates for Parramatta CBD are as follows:
- a. The Strategic Transport Study indicates that urgent action is needed to address excessive parking provision in the Parramatta CBD to avoid complete saturation of the road network. The Sydney CBD rates offer a more significant reduction in parking provision than the North Sydney CBD rates, which will have a more direct effect on minimising the impacts of excessive road traffic in the long term.
 - b. Council's vision for the growth of the Parramatta CBD will exceed North Sydney's CBD comparative growth. Adjusting the Parramatta CBD's parking controls to that of the Sydney CBD is better aligned with Council's vision for the Parramatta CBD to achieve its potential as Greater Sydney's "Central City".
 - c. Lowering parking rates to that of the Sydney CBD will better facilitate a mode shift to public and active transport in the long term, thereby supporting the continued economic growth of the Parramatta CBD (through improved accessibility) and viability of continued investment in public transport, including light rail and metro, and active transport, including cycling and walking.
44. In most cases, the car parking rates for development within the Sydney CBD are significantly lower than Parramatta CBD. A comparison of the rates and the scope of the change is set out in Attachment 5. By adopting the Sydney CBD rates, as set out previously in Tables 3 and 4, the potential yield under the Parramatta CBD Planning Proposal if fully realised would decrease parking numbers by 46% for residential development and 80% for commercial development.

APPLICATION TO EXISTING PLANNING PROPOSALS AND DESIGN COMPETITIONS

45. Currently, 27 Planning Proposals are active within the CBD as at the end of February 2017. The status of these range from recently submitted to one nearing imminent gazettal. This number does not include Planning Proposals which are already gazetted, not supported or are to be withdrawn.
46. These planning proposals alone, based on the information supplied by the proponents, would create approximately 8,000 additional car spaces within the Parramatta CBD. The requirement to supply this number of car spaces would be in accordance with the current requirements of Clause 7.3 of LEP 2011.
47. If Council decides to adopt the recommendation to pursue a reduction in the provision of car spaces as a part of the Parramatta CBD Planning Proposal to levels consistent with Sydney CBD, the proposed Commercial Gross Floor Area (GFA) and dwelling numbers in the planning proposals would reduce the additional car parking required to a maximum of approximately 5,100 spaces — a reduction of 2,900 spaces or about 36%.
48. With the exception of one planning proposal which is near imminent gazettal (11 Aird St), the remaining active planning proposals and any design competitions could be requested to adopt parking rates consistent with those recommended within this report. By adopting the recommended rates in this report, the proposals will still comply with Clause 7.3 of LEP 2011 as the proposed maximum rates are comparable or lower than the current maximum

rates. The request to adopt the recommended rates will be given effect by a specific provision within the respective planning proposals or design competitions prescribing the revised maximum parking rates. This will also ensure these site-specific planning proposals are consistent with the strategic direction of the Parramatta CBD Planning Proposal.

49. Nine (9) existing site-specific Planning Proposals currently active within the CBD have received a Gateway Determination from the Department of Planning and Environment with the following condition,

“prior to submitting the proposal to the Department for finalisation the proposal should be reviewed, and amended where necessary, having regard to the mesoscopic modelling (and consultation with Transport for NSW and Roads and Maritime services) undertaken for the Parramatta CBD Planning Proposal. The review should include confirmation of the appropriate site specific gross floor area in the context of the cumulative traffic impacts of increased density controls across the CBD”, or similar.

In order to progress these planning proposals efficiently, should the Council adopt the recommendations of this report Council will write to the Department seeking support to review the Conditions of the Gateway Determination to remove the requirement to consider the findings of the mesoscopic model prior to finalisation of these site-specific planning proposals. By aligning the car parking in an existing site-specific planning proposal with the reduced numbers proposed in this report, these proposals will effectively be reducing the demand for road use by reducing the supply of on-site car parking.

CONSULTATION & TIMING

50. The Study included significant consultation with both TfNSW and RMS. Both organisations were involved from preparation of the brief through to reviewing the draft study prior to finalisation. Multiple meetings and workshops were convened during the preparation of the study with Council, TfNSW and RMS staff and the consultant. This consultation was considered necessary to ensure that the Study effectively addressed issues from these organisations at the outset, rather than after the Study was adopted by Council and a strategic direction established.
51. It is to be noted that, while this consultation has been informal at a staff level, the formal statutory consultation with TfNSW and RMS will occur following issuing of the Gateway Determination where the Department of Planning and Environment will set out in a condition the organisations that Council must formally consult with as part of the Parramatta CBD Planning Proposal.
52. The findings of the Study will also inform public consultation in relation to the planning controls as the documents will be publicly exhibited along with the Parramatta CBD Planning Proposal. On that basis, it is not recommended to separately exhibit the Study prior to seeking the Gateway Determination.

FINANCIAL IMPLICATIONS FOR COUNCIL

53. The Study is a high-level strategic assessment of transport issues and implications arising from the potential changes brought forward by the Parramatta CBD Planning Proposal. The Study identifies potential infrastructure

demands – both State Government and local – that may be necessary to accommodate the additional demand.

54. Where infrastructure like additional bus services (State infrastructure) are needed, Council may be involved in providing additional public domain and street furniture or augmenting existing facilities to support the bus services (e.g. bus stops, shelters, etc.). The provision and ongoing maintenance of such infrastructure may have financial implications for Council long-term. Such works were included in the Draft Parramatta CBD Infrastructure Needs Analysis (including costings) which was exhibited recently as a part of the recent consultation on Infrastructure Planning and Funding within the Parramatta CBD.

RISK OF NOT PROCEEDING

55. Should Council not resolve to support forwarding the Study and Technical Papers to the Department as a part of the Gateway submission for the Parramatta CBD Planning Proposal and amendments to the Planning Proposal to allow for a reduced parking rate, this will cause the exhibition of the Parramatta CBD Planning Proposal to continue to be delayed.

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ATTACHMENTS:

1 	Parramatta CBD Strategic Transport Study (March 2017)	38 Pages
2 	Technical Paper 001: CBD Benchmarking	21 Pages
3 	Technical Paper 002: Strategic Traffic and Transport Analysis Paper	36 Pages
4 	Technical Paper 003: Parking Review Paper	14 Pages
5 	Comparison of car parking rates between Parramatta CBD and Sydney CBD	4 Pages

REFERENCE MATERIAL