

ITEM NO: 15

SUBJECT: COMMUTER CAR PARKING, GLENBROOK

FILE NO: F02532

Recommendation:

1. *That the Council write to the Minister for Transport, the Hon. David Campbell MP, seeking the commitment of the NSW Government to provide funding to investigate and construct additional commuter car parking at Glenbrook railway station.*
 2. *That the Council write to the Member for Blue Mountains, Mr Phil Koperberg, the Member for Penrith, Karyn Paluzzano, MP and the Member for Macquarie, the Hon. Bob Debus MP, seeking support for additional commuter car parking at Glenbrook.*
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Report by Group Manager, Community Corporate:

Reason for report

This report has been prepared in response to the Council's resolution made at the meeting of 18 September 2007 on the motion of Councillor Frappell.

- “1. *That a report comes to the Council concerning the possibility of developing railway land at Glenbrook for car parking to assist in alleviating the local parking problems. The railway land in question is south of Burfitt Street adjacent to the intersection of Burfitt Avenue and Raymond Street.*
2. *That if appropriate, Council write to the Hon John Watkins MP, Deputy Premier, Minister for Transport and Minister for Finance, and the local Member of parliament, K. Paluzzano seeking support for this proposal.”*

(Minute No. 260, 18/09/2007)

Background

The Glenbrook station is served by a commuter car park on the corner of Burfitt Parade and Euroka Road. The car park is built on land owned and maintained by Council namely lots 1, 2, 3, & 4 of DP24797. The car park accommodates 2 disabled spaces and 84 general spaces. The car park also hosts a bicycle locker with the capacity for 2 bikes.

On street parking within 200 metres of the station entrance comprises a mix of timed parking, mainly 1P and 4P restrictions and untimed parking for approximately 80 vehicles. Observations have indicated that the car park operates at over 100% capacity and the on street parking within the 200 metre radius is 60-70% capacity. Commuters park outside the designated spaces due to the lack of suitable capacity.

On street parking in Euroka Road, Raymond Street and the southern side of Burfitt Parade necessitates drivers parking parallel and partly off the sealed roadway. This is often the source of conflict, with drivers parking too close to driveways. Burfitt Parade, west of the station is

undesirable for parking due to its limited clear areas of roadway. Parking further than 200 metres from the stations entrance but within reasonable walking distance is available in Mann Street, Cowdery Street, Station Street and Waters Street.

Future Demand

The demand for car parking in Glenbrook has continued to grow as a result of numerous contributing factors, including:

- Development in the area;
- Peak oil implications;
- Promotion of public transport options;
- Improved infrastructure connecting residents with the station;
- Mid and upper mountain residents driving to Glenbrook to access trains;
- Increased number of tourists visiting the village; accessing the Woodford bike trail; and
- General impact on available parking in and around the village due to increased development.

Investigations to date have identified the old goods yard site on Rail Corp land adjacent to Burfitt Pde as a possible location for additional parking. This site could be developed to allow parking for approximately 20 vehicles.

Another site proposed by Blue Mountains Commuter and Transport User Association (BMCTUA) identified land on the southern side of the railway line in Station Street. This location has since been discounted due to the high cost in constructing the necessary infrastructure to connect to the station.

Commuter Car Parking Strategy

A 2001 report titled *“Increasing Safe and Accessible Rail Use through Improved Commuter Parking and Access Facilities at Blue Mountains Railway Stations”* was reviewed in April 2008 and identified Glenbrook and Katoomba Stations as priority locations. Katoomba station has recently received funding as detailed below, however Glenbrook was not successful.

This review process identified a number of areas for improvement which would enhance user safety and access. Some of these have been implemented with works including new pavement and line marking in the car park; installation of an additional disabled space, closed circuit television at the station and improved pedestrian access across Burfitt Parade. The report also identified the old goods yard site on Rail Corp land adjacent to Burfitt Parade.

Katoomba Master Plan

In November 2008 the Council were advised that funding had been made available from the state mini budget to develop a Katoomba Station Interchange Plan (KSIP). This project has focused on developing two sites, Goldsmith Place for commuter car parking, track work, bus interchange and a kiss and ride facility. The other site is the former Good Yards off Bathurst Road for rail/bus interchange, taxis stand, kiss and ride facility and pedestrian links between the town centre and stations. The conceptual brief for the KSIP is due to be finalised by April 2009. The Goldsmith Place car park site has been accelerated with works to be completed by June 2009.

Sustainability Assessment

The promotion and use of public transport has positive impacts across the entire community and is essential in the pursuit of a sustainable City as detailed in community endorsed 25 year vision for the Blue Mountains “A map for Action 2000-2025; Towards a More Sustainable Blue Mountains”.

Effects	Positive	Negative
Environmental	<ul style="list-style-type: none"> • Short distance motor vehicle trips are the least fuel efficient and generate the most pollution per kilometre. These trips have the greatest potential for being replaced by cycling and walking; and • Reducing car trips will mitigate ozone depletion, the greenhouse effect, ground level air pollution, photochemical smog, acid rain and noise pollution. 	Nil
Social	<ul style="list-style-type: none"> • Provides access and transportation to segments of the population who would not otherwise be able to travel independently. Including those who cannot drive or do not own a car; and • Reduces travel time. 	Nil
Economic	<ul style="list-style-type: none"> • Reduce impact and congestion of road network; • Impacts of peak oil production; • Reduction in car running cost; and • Public transportation use lowers household expenses and frees up more income for other needs. 	Cost to construct and maintain new car park

Current Position

Council staff have recently confirmed with the office for the Member for Penrith Karyn Paluzzano, MP that no funds were made available from the state mini budget for the upgrading of the commuter car park at Glenbrook. The Member’s office has confirmed that representations have been made to the Minister for Transport for funding in the 09/10 budget for these works.

Council’s senior management have previously met with the Member for Penrith on a number of occasions where the issue was discussed.

Representations have previously been made by the BMCTUA on this issue. Further representations will be made in the next week by BMCTUA and from the Blue Mountains Integrated Transport Forum to the Members for Penrith, Blue Mountains and Macquarie and the Minister of Transport.

Conclusion

The Council has continued to discuss the issue of additional commuter parking at Glenbrook with Rail Corp, however, due to financial restraints and priorities across the rail network no funding has been made available to progress additional parking at this station.

Although there is generally sufficient capacity to provide for extra commuter parking on selected streets, this does lead to local conflicts which would be better addressed by provision of a dedicated commuter car park of Burfitt Parade.

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