

CURTIN UNIVERSITY
Curtin Transport & Access Strategy 2016-18

Feedback from December consultation period

1. Introduction

Curtin University is developing a Transport and Access Strategy that will detail a sustainable and long-term model of access to and from the Curtin Bentley Campus. This strategy is needed to manage the ongoing operational needs of the campus, to ensure the University complies with the Western Australian Planning Commission's (WAPC) traffic congestion and precinct planning requirements, and to ensure we meet our responsibilities as a good neighbour and community member. Parking is one of the key aspects of this model.

In May 2015 a discussion paper was released for comment by the Curtin community. After consideration of the feedback received the University's Senior Executive Team released a 2016 Parking Proposal for further consultation. This consultation period ended on December 14, feedback has been evaluated and a modified proposal incorporating aspects of the feedback was developed for consideration by the Planning and Management Committee. The Planning and Management Committee considered the proposal and recommended to the Vice Chancellor that the proposal be adopted.

2. Feedback From December 2016 Parking Proposal

Feedback on the 2016 Parking Proposal received during the December consultation period, has been reviewed and feedback themes summarised at **Appendix 1**.

Much of the feedback focussed on the perceived inconvenience of needing to use CelIOPark System on a daily basis. Other feedback broadly addressed the limited supply of car parking available on the Bentley campus, the perceived lack of staff-only parking and desire to prioritise staff over students, the rising cost of parking, the need to have a smart phone to effectively operate CelIOPark, inequities in after tax outcomes of salary packaging purple reserved bays compared to yellow and white bays and improvements required to increase viable public transport options that are available to Curtin staff and students.

Particular concerns were again raised about the ability of staff members to find a parking space after 9am on peak days, and the difficulty faced by staff who have child-related responsibilities in the morning.

3. Changes made based on the feedback received

112 individuals provided comment during the December consultation period.

A number of changes have been incorporated into the 2016 Parking Proposal as a result of suggestions received. The amendments to the Proposal are as follows and highlighted in the Revised Parking Plan Schedule:

- Provide a monthly payment option to reduce daily CellOPark requirement (Can be processed on a computer without the use of a smart phone. Staff can park in white, yellow or green zones. Payment is monthly —on a flat fee basis irrespective of how many days of parking are actually used in a month however, similar to the previous permit system, a monthly payment does not guarantee the availability of a bay)
- Provide education and awareness of the CellOPark system for staff who currently use the V-permit system, including salary packaging options.
- Don't increase visitor parking rates and maintain the blue parking zone at 2015 pricing levels
- Increase the cost of Purple Reserved Permits to better reflect the premium product and maintain a more significant price difference with regular staff parking

The changes adopted are in addition to those adopted from the May/July consultation period.

4. Revised Parking Plan for 2016

The parking system for Bentley Campus, including Technology Park, for 2016 is as follows:

Pay As You Go (PAYG)				
Parking Zone	Users	Description	Cost	Bentley Bay Allocation
Blue	Staff, students and visitors	Suits staff, students and general visitors with a need for short term parking with proximity	\$3.40 per hour	423 bays
Yellow	Staff, students and visitors	Staff parking – provides exclusive area for staff	\$1.50 per hour (\$6 daily cap)	2970 bays
White	Staff	General parking – reasonably priced and located.	\$1.50 per hour (\$6 daily cap)	826 bays
Green	Staff, students and visitors	Low cost parking.	\$0.75 per hour (\$4 daily cap)	2122 bays
Overflow parking	Staff, students and visitors	Overflow in peak semester period only	\$1.50 per hour (\$6 daily cap)	n/a
Permits (annual fee)				
Parking Zone	Cost	Note		
External Corporate Reserved	\$3800 per annum	A limited number of External Corporate Reserved bays are available to external/commercial/3 rd party organisations located at Curtin. They are not available to any Curtin employees.		

Undercover Staff Reserved	\$2850 per annum	
Staff Reserved	\$2100 per annum	
Monthly Staff Permit	\$132 per month	\$132 per billing cycle (Monthly) allows parking in white, yellow or green zones. The monthly fee is a flat fee irrespective of how many days parking are actually used.
Staff Permits (unreserved)	Discontinued	

As well as paid parking, Curtin also offers the following:

- 79 ACROD bays – provided at no cost for holders of ACROD permits. Changes have been made to the locations of these bays as part of the University’s Vehicle Access Management Plan and consultation is ongoing. The outcomes of that consultation process will not be affected by the approach detailed in this document.
- 19 courtesy bays – generally allocated upon request to staff suffering relatively short term illness or impairment which affects their mobility.
- Motorcycle parking spread around the campus in designated areas, at no cost to users.

5. Summary of the 2016 Approach: Achieving a Balance

The Senior Executive Team (SET) considers that the revised changes proposed to parking for 2016 meet WAPC conditions, respond to feedback in a positive manner, and present an improved parking experience for users in 2016 and beyond:

- prices will increase in line with those advertised on the Curtin Parking website and flagged within the May 2015 Discussion Paper
- the introduction of hourly rates will increase flexibility and allow some users to benefit by not having to pay full day rates for short term parking
- more staff will be able to salary sacrifice daily parking costs
- staff parking remains significantly cheaper than the equivalent adult public transport fare
- staff will be able to park in an increased number of bays due to the transfer of the majority of orange bays to the yellow zone
- the location of white zones will improve parking access for staff, including those staff arriving later in the day
- general staff permits will be discontinued but a monthly payment process will still provide a convenient parking payment option
- students and visitors will benefit in a number of ways due to the new hourly charging system; and access to more parking bays as many don’t spend a full day on campus
- the new pricing system is likely to see a greater number of students choosing to park in the green parking areas as a first preference, due to the lower price

- parking in green zones will be free during exam periods. While this is designed to benefit students, staff can also take advantage of this
- overflow areas will continue to operate in peak periods at the beginning of first semester. This can only be a short term strategy because the bays in the overflow area are beyond our allowed parking cap
- there will be no reduction in the number of bays available during 2016, with all bays impacted by development works being replaced, including those already lost in 2015
- the proposed parking system maintains a distribution of bays that reasonably services most locations across campus
- increases in parking fees will be allocated to new initiatives to improve alternative commuting options and the parking experience

6. Comparison of 2015 and 2016 Parking Bay Allocation and Rates

Parking Zone	2015 Supply	2016 Supply	2015 Cost	2016 Cost
Green	2182	2122	\$3 per day	\$0.75 per hour (\$4 daily cap)
Yellow	1556	2970	\$4 per day	\$1.50 per hour (\$6 daily cap)
White	568	826	\$4 per day	\$1.50 per hour (\$6 daily cap)
Orange	1174	0	\$1 per hour	n/a
Blue	409	423	\$3.40 per hour	\$3.40per hour
Purple	335	330	Corp \$2800	\$3800
			Undercover \$2100	\$2850
			Staff \$1400	\$2100

7. Comparison of All Day Parking Options For Staff 2015 to 2016

All day parking bays available to staff	2015	2016
White staff only	568	826
Yellow	1556	2970
Green	2182	2122
Total	4306	5918

Note: The significant increase from 2015 to 2016 is a result of the transfer of all orange zone short term parking to all day parking zones.

Appendix 1: Summary of feedback in December consultation period

Feedback received	Comment	Proposed amendments
A number of responses acknowledged that there were welcome improvements in the revised parking system, such as: salary sacrifice for daily parking costs; increase in white bay supply; removing the orange zone; peripheral location of white zones; introduction of an hourly parking rate with daily cap; and the general addition of parking bays currently under construction.	Noted.	None.
Many responses stated that they do not want to have to start a CellOPark session every day, for a range of reasons: inconvenient; may forget; don't own a smartphone.	Based upon feedback, Curtin will implement a monthly payment option with CellOPark for 2016 (including salary sacrifice option). This option will be a monthly flat fee irrespective of how many days parking are used. Staff will be able to park in White, Yellow or Green zones with the monthly payment option. A new monthly CellOPark session will need to be started each month. Similar to the old previous permit system a monthly payment does not guarantee that a bay is available at the time a staff member may require it.	Curtin will implement a monthly payment option with CellOPark for 2016.
Many responses stated that is not practical for them to use public transport, for a variety of reasons.	Parking supply is limited at Curtin. The system is intended to encourage staff, students and visitors who have reasonable transport options to use those options, so that parking spaces are more likely to be available for those who need to drive.	None.
Not all staff members own a smart phone and are concerned that they will not be able to use CellOPark on a daily basis.	CellOPark has a range of payment options, including use of smartphones, mobile (non-smart) phones, and computer terminals. The monthly prepaid option is able to be set up from a computer terminal.	Promote, and provide education and assistance, so that users are able to use the CellOPark system.
The proposed parking prices are excessive.	It is not considered that the parking prices are excessive in relation to the cost of public transport. Appropriate parking management is essential in order to provide a functioning parking system at a busy destination such as Curtin.	None.
Some staff members questioned why parking prices are increasing even outside of semester, when demand is quite low.	The intention is to have a consistent system that is easy to use, and charges a reasonable rate to encourage behaviour change, as well as provide funding that can be applied to improve public transport and provide other transport initiatives.	None, although in future years further increases could be limited to peak periods.
Why are staff allowed to park for \$4 in green areas? There should just be one zone for students and one zone for staff.	The parking system does not differentiate between staff and students, other than the limited supply of white parking areas. The parking system is designed to provide multiple options for people in different circumstances in order to maximise efficient use of limited parking spaces.	None.
\$3.60 is very expensive for visitor parking (blue zone).	These bays are designed to be available for those that need reliable access to very short-term parking and are priced accordingly. In 2016 visitors will also be able to take advantage of lower priced parking in yellow and green zones should they wish to do so. Again this provides options for different visitor needs (such as Curtin Stadium, Hockey, and Gallery visitors).	Blue zone parking will remain at \$3.40 per hour (same as 2015).
Reserved parking at \$1900 looks very attractive compared to regular staff parking at \$1400p.a. With salary sacrifice some reserved bay holders could pay only a similar amount to a low level staff member for parking, yet get a reserved parking spot.	It is not the intention to make ownership of a reserved bay comparable in price with regular parking.	Reserved bays to be repriced from \$1900 to \$2100 to ensure that users pay an appropriate premium.
Curtin appears to be increasing prices far more than other WA universities.	Curtin is changing its parking regime to facilitate the progressive investment in alternative	None

	access options to the Bentley Campus. As Curtin continues to grow this will mean that access to parking for those that need it remains a viable option, and that other high quality transport options are provided.	
Day care users are disadvantaged by no longer having white bays located close to day care.	Day care users are provided with a pick up and drop off zone to facilitate day care use.	None.
Parents who drop children at school find it difficult to park when they arrive.	The white parking areas have been located to encourage staff to use yellow parking bays as first preference. This will mean that the white areas fill up later in the day at peak periods. It should be noted that in 2015, outside of the first few peak weeks of semester, parking was very rarely full at Curtin prior to 10:30am.	None.
It is not clear how daily salary sacrifice of parking costs will work?	HR is preparing a circular to staff that will explain the salary sacrifice options available for parking in 2015. Staff can set up a CellOPark account effective from 1 February 2016 and have until mid February to set up a salary sacrifice arrangement with HR that will cover the parking fees from 1 February.	Staff will be informed by email of the salary sacrifice options available to them in 2016.
Leaving campus for off site meetings is very difficult due to lack of parking on return.	It is expected that the new location of the white zones will result in greater bay availability at all times for staff.	None
There is a lack of white parking on the east side of campus.	On the eastern side of campus the orange zone has been converted to yellow zone parking, providing a lot more staff all-day parking. It is noted that there was no white parking in this area in 2015.	None.
Overflow parking should be more flexible.	Overflow parking will be provided for during peak times early in semester only.	None
A number of comments requested improved cycling, public transport, and motorcycle facilities.	Curtin is supportive of these suggestions, and will continue to build on its broad Integrated Transport and Access Plan in the first half of 2016.	Add motor cycle free parking notation to the Parking Schedule
Parking should be restricted to users with no alternatives, or charged at a differential rate depending on where you live.	All staff and students have different personal circumstances, and will on occasion need to drive to, and park at, Curtin. It is not The University's preference to restrict access to parking, rather to implement a system that provides transport options to all users.	None
Increasing parking pricing may encourage some to park in local roads, causing negative impacts on the local community and generally having Curtin being seen as a poor neighbour.	Curtin liaises regularly with neighbouring local governments, and they are aware of the WAPC's parking strategy. Curtin is negotiating with local councils to make underutilised carparks available to Curtin staff and students, with the Curtin CABS bus linking car parks and the campus	None