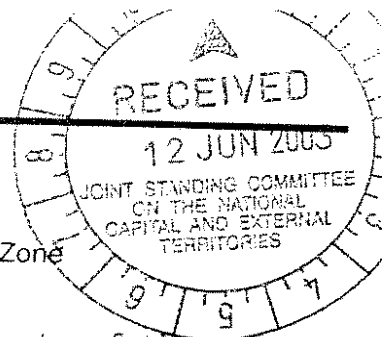


**Miletic, Daniel (REPS)**

**From:** Dianne.Deane@affa.gov.au  
**Sent:** Thursday, 12 June 2003 9:57 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Submission to the Inquiry into Pay Parking in the Parliamentary Zone



My submission addresses the terms of reference regarding: "The interests of those employed in the Parliamentary Zone and adjacent areas" I approve of pay parking immediately adjacent to public attractions such as the Gallery, High Court and National Library. As an employee of the Dept of Agriculture, Fisheries and Forestry I am deeply concerned regarding any intention to install pay parking in and around government offices in the Barton precinct for the following reasons:

\* There are no 'services' provided within this precinct - there are no banking services, post offices or retail outlets (as one might find in other pay parking zones such as Civic) and which should be a prerequisite for such an imposition. People who work in Barton already 'pay park' when they travel to other areas such as Civic to access services not in this area.

\* Public transport is severely limited, particularly compared to the town centres, and I do not believe it can ever be made functional enough to be a true service and to compensate even to a small degree for the lack of a convenience of having a car, particularly given that most public servants at my level work 50-60 hours a week. It would be very inefficient to try and provide public transport across this range of hours. And anyone working these hours should not expect to have to spend more of their personal time getting to and from work by using public transport. Nor should they have to bear an additional cost through pay parking, just because they work harder and longer.

\* Those people with most need of the flexibility of having a car on a daily basis are those with young children - usually those who can least afford the cost of pay parking.

\* In summary I would ask the Inquiry Committee to determine which, if any, of the objectives outlined in the discussion paper they truly believe will be effectively achieved by the introduction of pay parking. Do they really believe the discussion paper is accurate in its depiction of issues or is it really smoke to cover the need to generate more revenue for I have no doubt that this is the ONLY objective and the ONLY outcome of pay parking.

\* Most of the arguments seem to be based on the premise that workers should pay and tourist should be spared such an injustice - I think its the wrong way around and a dangerous precedent! Go to any other national attraction in the world - in Egypt for example tourists pay 10 times what locals do to visit the same attractions. I would also like to respond to some of the points made in the discussion paper:

."The car parks dominate the landscape of the Zone and alienate sites that should be available for further development of the Zone". Who says that further development is any less 'alienating' than car parks. Why do we HAVE TO HAVE FURTHER DEVELOPMENT? This is a fundamental question that needs to be answered - it should not be assumed and is clearly fundamental to the argument.

"For many visitors their first impression is one of sterile car parks. There also needs to be greater rationalisation and management of the use of the car parks. Visitors compete with commuters for parking" I have bought dozens of visitors to the parliamentary triangle and none have commented on this at all. Instead they appreciate the greenery and the clear division and open space. Surely the intention is not to infill all the open space with apartments and other offices?????. "In a number of cases, commuters from offices in the Ci vic and Barton districts are parking - at no charge - all day in the Zone car parks, and catching bus services into Civic or walking into Barton" So what - good on them - at least they are staying healthy and/or propping up the public transport system: . 'On occasion, during major exhibitions at the National Gallery of Australia, the underground car park has to be boom-gated until 9:30 am to prevent commuters occupying spaces set aside for Gallery visitors'. Good idea, or better still, lets ban such exhibitions attended only by minorities, like we did the V8 supercar because they are clearly an inconvenience to the majority! "

"The parking initiative proposed for the place of the people (please define 'people'????don't workers count?) is aimed at improving the experience of the visitor by creating!

convenient and safe parking areas, balancing parking demand and supply and reducing the use of the motor vehicle" Once again, I have never had any problems either as a worker or a tourist. The parking initiative is an important step toward applying more sustainable management and development practices and in establishing a 'greener' Zone. Sorry - didn't the discussion paper previously talk about more development -

which is it to be? More development or a greener zone? To successfully establish the campuses in the Zone, future development must take place on some of the existing surface car parks. Obviously, as development increases there will be less surface car parking. Each new building will be required to provide space for its own parking needs either wholly or partly on-site This is inconsistent with trying to overall reduce parking numbers - so why not just ban future development - there are plenty of other places to build. When buildings are sited on existing surface car parks, an assessment of t

the overall campus requirement will need to be made. For the Parliamentary Zone to become the place of the people, there will have to be a reduction in the rate at which parking is provided. This will encourage (force!) commuters to make greater use of public transport (regardless of its cost, availability and at cost to family and work life) and, in conjunction with other initiatives, such as completing a convenient and pleasant system of paths, the Zone will become a more accessible and vibrant place. Nevertheless, demand and consolidation of parking will warrant the erection of structured car parks. ( Is this really suggesting multi -storey car parks? The discussion paper above refers to current existing car parks (which are open, pleasant and surrounded by greenery ) as 'sterile'! I can't think of anything more hideous, sterile and out of place in the parliamentary triangle than a multi-story carpark It is proposed that these be located centrally in the John Gorton and Treasury campuses to serve the! whole of the place of the people. These structured car parks will include some convenient amenities, such as dry cleaners, newsagents and flower shops I can see that this does not include the necessities such as doctors, dentists, banks, post offices, supermarkets - but then these are not in keeping with the parliamentary triangle are they? In the absence of which it is not appropriate or fair to have pay parking in government car parks). They could also be the home base for a shuttle bus that would operate at regular intervals connecting the car parks to the other campuses and buildings. Viable structured car parking could only be introduced with, or following, the introduction of pay parking. It is proposed that pay parking be introduced where commuters are displacing visitors. Combined with variable fees for preferential parking locations and improved public transport, pay parking may be an effective management tool for what? - still really haven't defined the problem or the objective. Whilst visitors

would still be able to park free in some locations for short stays (1-3 hours), (WHY IS THIS AN OBJECTIVE - WHY SHOULDN'T THEY PAY? supported mechanisms could also be explored for the reimbursement of visitors who choose long-stay pay parking, through vouchers at the national attractions NO way! If you visit the Museum you pay by the hour, it should be the same). All weekend and public holiday parking would be free. Thank God when I work my usual hours over the weekend I won't have to pay! . Pay parking would contribute funds to offset the maintenance of car parks and roads in the Parliamentary Zone, which at present escape the 'user-pays' principle. On the basis of this argument, everyone should pay to park everywhere - its a nonsense.

The car parking initiative is consistent with the National Greenhouse Strategy ( I am all for this which is why I ride my bike but it doesn't mean I should have to pay for parking - what studies show that this actually encourages use of!

public transport? will balance the needs of the visitor with those of the commuter in a fair and equitable manner. who decided this should be fair and equitable - I am quite happy for tourists to pay more - they do in nearly every other place I have ever travelled to - who are we kidding here? Beside we already have free tourist buses where they can just hop on and off at will. Lets ban tourist cars and solve the problem!)

Dianne Deane