



SUBMISSION TO THE COMMITTEE ON THE PROPOSAL TO INTRODUCE PAY PARKING TO THE PARLIAMENTARY TRIANGLE.

- I agree that there is a shortage of parking for workers in the Barton/Parkes area and this also impacts on tourists visiting sites such as the National Gallery, Parliament House etc.
- However, it is also the case that the Triangle is **not** a town centre. It is my view that the introduction of across-the board pay parking to an area that provides no services other than employment to many thousands of daily parkers will be an unfair tax on the incomes of workers.
 - : unlike workers in town centers, workers in the Triangle do not have access to the range of services provided by town centers.
 - : workers in the Triangle drive and park their cars purely for the purposes of earning a livelihood.
 - : for these people, travel to the Triangle is *not* a discretionary activity.
 - : if these workers need to do banking, visit a post office, restaurant or shop at lunchtime, they are compelled to leave the area and park *and* pay in Civic or Manuka.
 - : if pay parking is introduced in the Parliamentary Triangle, workers will be paying up to three times a day if they have errands to run at lunchtime.
- If parking needs to be protected in the tourist centers of the Triangle, then introduce pay parking in the carparks immediately adjacent to the relevant venues only
 - : unlike workers, tourists do visit the area on a discretionary basis.
 - : tourists can afford a one-off or adhoc payment for access to a desirable service where workers would be subject to a daily charge for no additional gain.
- I suggest an increase in the amount of parking available to workers by removing some of the less-used 2-hour zones such as beside the Archives building. Perhaps those who work in the area can be issued stickers allowing parking in such zones.
- I recommend that the relevant government authority ensure that planners include an appropriate ratio of car spaces to floor space (ie. at least 3 per 100sm of floor space) when new buildings are developed.
- To reduce car pressure, I suggest the ACT Government improve public transport services and costs
 - : increase the *frequency* of bus services and onward connections, including during lunchtimes.

- : provide better bus *fare structures* for people who need several bus services a day to adequately replace a car.
- : introduce affordable and flexible *family fare structures* for those who may need to drop off and pick up young children along the way.
- If the ACT Government wants to take a broader holistic approach that will reduce overall car usage and therefore affect the availability of parking all over Canberra (as well as road congestion, air pollution etc), it should look seriously at *drastic reductions in car registration costs and increasing the levy on fuel*.
 - : car registration for the average family car costs around \$1.80 per day whether the car is used or not. To replace the family car with a score of daily return bus tickets on top of the daily rego fee will cause financial hardship to many.
 - : If rego is reduced it will not be such a dead loss to leave the car garaged. People will have more money left towards purchasing bus tickets instead of higher priced fuel for their private car. Everyone can win.
 - : with the pay-parking proposal, government (ACT and NCA) can win but workers in the Triangle lose.
- Finally, I am well aware that several submissions to the Committee from senior government and political representatives and government organisations have recommended the introduction of pay parking in the area
 - : the Committee should ask whether the individuals concerned with drafting the submissions also have to go through the daily grind of finding a car park and whether they pay for the privilege of parking at work.
 - : these submissions demonstrate a lack of understanding of what it is like to juggle family transport arrangements in the most economical fashion or how an additional compulsory cost of \$25 a week will affect a family's discretionary spending.
 - : top down planning that is cost-free to the proponents and where others pick up the tab can only result in increasing resentment and distrust of public policy processes.

Thank you for your consideration.

Ms Auli Uotila
 8 Colebatch Place
 CURTIN ACT 2605
 Tel 041 207 2605