

Miletic, Daniel (REPS)

From: Karen.Butler@aqis.gov.au

Sent: Tuesday, 19 August 2003 1:58 PM

To: Committee, NCET (REPS)

I am writing to express my dissatisfaction with the short sighted approach to the proposal of paid parking in the Barton area. My main concern is the loss of parking space which would occur due to the more 'structured' approach to parking which would be imposed by pay parking, and during the construction of 'better' parking facilities. Recently we have lost several car parks to development, which has led to 'crazy' parking in many car parks. We are just so grateful that this method of parking has been somewhat 'overlooked' by parking authorities. As well as the loss of parking spaces, we now compete with the construction staff who are working at these sites.

I would not object to paying \$3 to \$5 per day to park if it meant that I could actually get a park, and I could go out at lunchtime and come back at 1:30 and find a space without having to drive around for 15 minutes and have to walk for a further 15 minutes. However, I do consider more than \$5 would be excessive for most people, and inappropriate to impose.

I feel that your group should do some proper research into this proposal.

Karen Butler

Cargo Logistics -Import Clearance
Australian Quarantine and Inspection Service (AQIS)
contact telephone: 02 62724579
e-mail karen.butler@affa.gov.au



Miletic, Daniel (REPS)

From: Lisa.Pye@affa.gov.au
Sent: Tuesday, 19 August 2003 2:03 PM
To: Committee, NCET (REPS)
Subject: Paid Parking in the Parliamentary Zone.

Good Morning,

I would like to register my objection to the proposed paid parking in the Parliamentary zone.

The CPSU has just spent months negotiating a pay increase for AFFA employees to bring the salaries on par with other government agencies. If paid parking is introduced, I will pay out 75% of my salary increase in parking

fees. I strongly believe that the government should be providing facilities, including parking, for its employees. I often

work extended hours, due to the nature of my work, and do not feel that catching a bus is an option.

I understand the need for paid parking in areas such as civic, where parking needs to be available for retail customers.

Introducing paid parking in these areas discourages employees from driving to work and freeing up more parking spaces for customers.

In the Parliamentary Zone the only people parking are government employees! There is no valid reason for the

government to penalise its employees, other than a revenue raising exercise. I do not believe it will encourage car

parking development in the area, the only addition will be a boom gate and a vending machine.

I appreciate your consideration of my objection.

Thanking you,

Lisa Pye.



Miletic, Daniel (REPS)

From: Sharan.Singh@affa.gov.au
Sent: Tuesday, 19 August 2003 4:32 PM
To: Committee, NCET (REPS)
Subject: Pay parking in the Parliamentary Triangle

Dear Madam/Sir

I wish to record my opposition to the proposal to introduce pay parking in the Parliamentary Triangle area. This proposal if approved would affect me as an employee in this area because of potential difficulties in changing buses and lost time apart from the additional financial burden. Also, I would not be able spend time with my three daughters (which I would otherwise do such as in the process of giving lifts to them on my way to work) if I were to travel by bus.

Your sincerely

Dr Sharanjit Singh
87 Doyle Terrace
Chapman ACT 2611



Miletic, Daniel (REPS)

From: Tighe, Cath [Cath.Tighe@finance.gov.au]
Sent: Tuesday, 19 August 2003 5:02 PM
To: Committee, NCET (REPS)
Subject: Parking in the Parliamentary Triangle

Dear Sir/Madam

I would like to express my strong objections to the proposals by the NCA to charge for parking in the parliamentary triangle.

The arguments put forward by the NCA and the ACTION bus service are baseless.

The simple fact of the matter is that ACTION bus services DO NOT provide adequate services to the parliamentary triangle. I live at Conder and if I had to rely on the bus services, I would be extremely disadvantaged. It would be very difficult to get into work at a reasonable hour, given the lengthy bus journey to Civic plus having to connect with another bus to Parkes. Furthermore, I cannot predict the hour I will be able to leave work - which is often after dark - and it is too dangerous, particularly given several recent incidents involving aggressive approaches and attacks towards public servants in the area, not to mention totally inappropriate, to expect people to wait in the dark for (infrequent) buses to take them home after a long stressful day at work. What would the NCA do about security in the area if more people were having to struggle off to wait alone at poorly lighted and unsupervised bus stops because they couldn't afford the financial imposition of pay parking?

Furthermore, the argument put forward by the NCA that the number of carparks are "unsightly" and bursting at the seams just doesn't stack up. Firstly, presumably they gave approval for the carparks to be built in the first place; secondly, the carparks aren't unsightly, but most are ringed by hedges or native bushes/trees and blend into the surrounding areas, and thirdly, some of them are rarely full anyway (such as the ones behind the NAA and AEC).

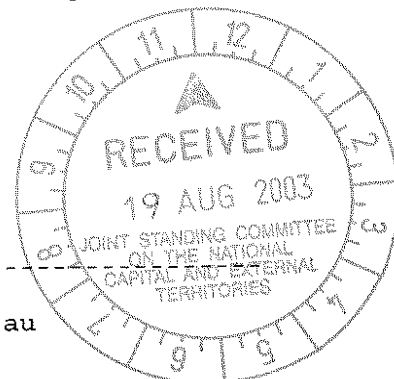
Finally, as has been stated in submissions already, the NCA are wilfully ignoring the fact that the parliamentary triangle lacks the services available to other hubs of business and commerce in the ACT. We do not have banks/shops/medical services nearby and are therefore reliant on our cars to get to these places at lunchtimes or during business hours.

There is no justifiable reason for the NCA to impose a financial burden on the workers in the parliamentary triangle; many of these people work extraordinarily long hours for the Federal Government and are entitled to utilise the resources available to them without financial penalty given that they are disadvantaged in other ways. But of course, we all know that governments will do anything for a quick buck and don't care at all about the workers - many of whom are not on high wages - who are impacted by their unfair and greedy decisions.

Yours faithfully

Cath Tighe
 Department of Finance and Administration

 Finance Australian Business Number: 61 970 632 495
 Finance Web Site: www.finance.gov.au



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Miletic, Daniel (REPS)

From: Debbie Stephan [dstephan@nla.gov.au]
Sent: Tuesday, 19 August 2003 6:34 PM
To: Committee, NCET (REPS)
Cc: Tom Ruthven
Subject: Pay Parking proposal in Barton

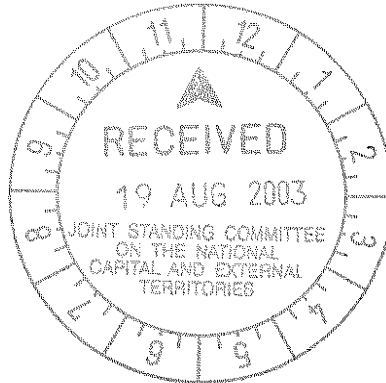
To whom it may concern,

I wish to express my strong opposition to the proposal for pay parking in Barton, for the effect it will have on many public servants who are also parents.

As a parent, I have no option but to drive to work as I have my own son and up to 3 of his friends to drop at school on the way. As their school is not within walking distance, it would considerably add to their travelling time and level of tiredness if they were also to catch the bus every morning. As a parent I also have many family duties (shopping, banking, paying bills) to conduct in my lunchtime. I know this is the situation for many of the other parents I talk to, and pay parking charges would effectively penalise us for trying to balance work and family responsibilities by travelling to work by car. Those working in the precinct should be exempt from such charges as they frequently do not have the luxury of travelling by public transport.

sincerely

Deborah Stephan
76 Burrinjuck Crescent
Duffy ACT 2611



Miletic, Daniel (REPS)

From: Leigh West [leighwest24@hotmail.com]
Sent: Wednesday, 20 August 2003 8:29 AM
To: Committee, NCET (REPS)
Subject: Pay Parking Inquiry

This is further to my previous submission to the Committee.

I understand that recently at the inquiry, the head of ACTION buses attributed people's concerns over bus services in the Triangle to a lack of understanding over services. His solution was that we needed to be better educated. I disagree with him on this score and ask that the Committee not take what he said at face value.

ACTION buses has an excellent website that allows commuters to enter where they want to get to from a particular location - if you wanted to get from Tuggeranong to Civic you entered them into the website and it comes up with the alternative routes and the full timetables. ACTION also has an excellent information phone line which I have used in the past as well as leaflets on individual routes. I am unsure how much more ACTION could do to help us understand what services are available.

I still think it comes down to the services available.

I live in Conder. I cannot get a direct service to Barton or Parkes - it just doesn't exist. I must catch a bus to Tuggeranong first before getting on a second bus to get to Barton. All up it would take me 1 hour and 20 minutes to get to work compared with 20 minutes by car - that is ridiculous in a place like Canberra. I lived in Sydney up until 10 years ago and I could commute door to door from Sylvania Heights to my job near Town Hall station in an hour.

Please don't take the head of ACTION buses word for it when he says it is all about education, without first running a few scenarios, particularly for the outlying suburbs. That will then tell you why people find the services inadequate.

Yours sincerely
Leigh West
40 Loureiro Street
CONDER ACT 2906

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Miletic, Daniel (REPS)

From: Neville, Michael [Michael.Neville@finance.gov.au]
Sent: Wednesday, 20 August 2003 9:01 AM
To: Committee, NCET (REPS)
Subject: pay parking in parliamentary triangle

To Whom it may concern

I would like to register my objection to the proposed introduction of pay parking within the parliamentary triangle. Problems that I have with this proposal include:

- * Lack of public transport departing the area after 6pm & arriving before 7am.
- * Inadequate public transport in outlying areas of Canberra.
- * Lack of facilities (eg banking, shopping) nearby, making it difficult for those who are forced into using public transport to conduct personal business during lunch breaks etc.
- * The prospect of multi level carparks polluting the skyline of the parliamentary triangle, detracting from what is probably the most attractive inner city area in Australia.
- * The prospect of the construction of these carparks actually increasing the level of car use as the number of parks increase, thus increasing the traffic and pollution that some believe will be reduced by the introduction of pay parking.

I believe that parking problems in the triangle can be alleviated by the introduction of better public transport facilities, eg a shuttle bus system from the city (or even a monorail) which services the inner city and parliamentary triangle.

Regards,

Michael Neville

 Finance Australian Business Number: 61 970 632 495
 Finance Web Site: www.finance.gov.au

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Miletic, Daniel (REPS)

From: Crosthwaite, Andrew [Andrew.Crosthwaite@finance.gov.au]
Sent: Wednesday, 20 August 2003 9:07 AM
To: Committee, NCET (REPS)
Cc: Wilson, Amanda
Subject: Paid Parking in the Parliamentary Triangle

To the Parliamentary Joint Committee currently investigating paid parking in the Parliamentary Triangle,

I was outraged when I first heard that serious consideration was being given to the proposal to introduce paid parking in the parliamentary triangle.

As someone who has recently moved to Canberra to take up a position in the public service, I was initially shocked at the disproportionately high cost of living in Canberra relative to other capital cities around Australia. We do not need paid parking to further add to this cost.

Paid parking areas in and around other metropolitan areas have good public transport systems to offer a viable alternative to driving. Speaking as someone who has lived in Brisbane and Melbourne, I can confidently say that Canberra's public transport system simply does not measure up. The bus service here is not regular enough and the lack of a rail system makes it necessary to drive. As such, I believe that it is unfair to impose what is essentially another form of taxation on people who work in the parliamentary triangle.

I have yet to see any rational argument as to why paid parking would be introduced in such a small city. It seems to me that the NCA is simply seeking yet another way to collect revenue.

Sincerely,

Andrew Crosthwaite
A Daily Parliamentary Zone Parking User

Finance Australian Business Number: 61 970 632 495
Finance Web Site: www.finance.gov.au

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Miletic, Daniel (REPS)

From: Juliet Flook [Juliet.Flook@nga.gov.au]
Sent: Wednesday, 20 August 2003 9:43 AM
To: Committee, NCET (REPS)
Subject: PAY PARKING PARLIAMENTARY TRIANGLE

Importance: High

Dear Sir/Madam

I am writing to register my deep concern at the proposal for pay parking in the Parliamentary Triangle.

Costs:

I am a public servant at the National Gallery of Australia on a Level 3 salary. I already pay half my fortnightly wages to childcare for my young son and could not afford to pay an extra \$1400.00 or so a year for a parking space at the Gallery.

Buses:

I live in Weetangera which is in the Belconnen area and commute each day to Parkes via Narrabundah where my son goes to childcare. This is a forty minute round trip in the car.

IF I HAD TO CATCH BUSES I would need to leave home around 6.30 / 7.00am in order to arrive at work around 8.30 / 9.00 I would also have to catch two - three buses each way. My son and I would not get home until 6.00 or 7.00pm. The commuting time each day with a toddler would be 3-4 hours. I don't believe all the education in the world on bus timetables would change these basic facts.

IT'S JUST NOT POSSIBLE. Please don't bring pay parking in to the Parliamentary Zone.

Juliet Flook
Admin Assistant
Volunteer Guides Program
National Gallery of Australia
Ph:(02) 6240 6588
Fx:(02) 6240 6560
e-mail: Juliet.Flook@nga.gov.au

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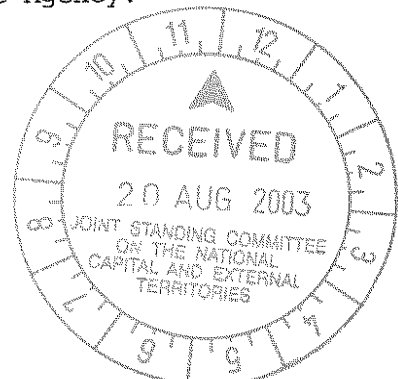
National Gallery of Australia
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Over 250 works, dating from the 14th century.

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The National Gallery of Australia is a Federal Government Agency.



Miletic, Daniel (REPS)

From: Angela Gillman [Angela.Gillman@ea.gov.au]
Sent: Wednesday, 20 August 2003 9:47 AM
To: Committee, NCET (REPS)
Subject: pay parking in parliamentary triangle

I understand the committee has not yet reported on this matter, and so am taking the opportunity to submit a few of my views, in trust that it is not too late.

I believe that the introduction of pay parking for workers in the parliamentary triangle is a retrograde step for governments. It will:

- act as a defacto tax on parents who must drop children off to childcare facilities, schools etc on the way to work, and are therefore less able to avail themselves of public transport (how for example, do you drop off a child to preschool no earlier than 9am in your home suburb and then catch two buses to work, arriving prior to 9.30? Consider also the case of the parent with two children, one of whom goes to preschool and the other to a different facility. No amount of familiarity with the ACTION timetable can solve these logistical problems affecting a large proportion of the workforce. In addition, consider families where both parents work in the parliamentary triangle. In these cases they often use separate vehicles to attend work - not out of a desire to commit vandalism to the environment - because there is a need for one adult to deal with the children in the morning, and the other in the evening, meaning each parent works different hours, and the family pays double parking fees. If buses were more frequent their use might be possible for more workers who work in transport hubs - but this is not the case in Parkes or Barton);
- act as a defacto tax on other workers who, due to the location of their homes, or other morning or evening commitments, are unable to use buses;
- making going to work more expensive will increase the pressure on Commonwealth and other employers to compensate staff through pay packages;
- the NCA appears to have no clear plans for using the funds that will be generated from parking fees, pointing to the lack of argument for the fees on revenue-raising grounds;
- I would object to the funds being used for maintenance of the parliamentary triangle area (this is an area established for all Australians and should not be subsidised by those Canberra's public servants who happen to work there. Workers are not voluntary "users" of the area - we have no choice but to be there);
- for employers of those staff who are pressured into leaving their cars at home and instead catching buses there will be outcomes such as replacement of "flex time" with "bus time" (staff will need to work shorter hours rather than waiting another half/hour for the next bus), and departments will find that staff will be utilising more taxis during business hours, rather than using their private vehicles to attend meetings. Is the intention of paid parking really a loss of worker productivity?

Angela Gillman
4 wargi Pl
Aranda ACT



Miletic, Daniel (REPS)

From: Julie.Benac@affa.gov.au
Sent: Wednesday, 20 August 2003 10:43 AM
To: Committee, NCET (REPS)
Subject: OBJECTION TO PAY PARKING IN THE PARLIAMENTARY TRIANGLE

I wish to voice my objection to the intended introduction of pay parking in the parliamentary triangle. I see all the development in the area as very short sighted in that existing car parks are taken to build these new buildings and no new car spaces are created to cover the loss.

If the ACT Government built a multistorey car park building to make up for the loss of car spaces and introduced pay parking in that building only I would not object. I would pay to use that facility because basically at the moment I do not have a car park I can use that is in the vicinity of my workor where I could park without being double parked in or completely blocked in all together.

The ACT Government's "plan" of introducing pay parking without providing any new spaces is illogical. And the idea of introducing pay parking with the hope of making it an attractive option for an investor to one day build a multistorey car park building is comparable to me hoping that one day I will Lotto! It is not a plan it is a pipedream!

The way to fix a problem is to actually admit that it exists and take action to resolve the issue. But unfortunately the ACT Government's plan to fix this problem is to just ignore it and hope that some property developer will solve the problem for them some time within the next ten years!!!

I thought we were smarter than that in the ACT!!

Julie Benac



Miletic, Daniel (REPS)

From: Gillian Currie [Gillian.Currie@nga.gov.au]
Sent: Wednesday, 20 August 2003 8:59 PM
To: Committee, NCET (REPS)
Subject: Pay Parking in the Parliamentary Zone

I attended as a visitor last Wednesday's Committee hearing.

I was impressed with the thoroughness of the Parliamentarians in questioning the National Capital Authority and the ACT government representatives - clearly the Committee members had done their homework - which was more than could be said for the agencies appearing before it.

I found the presentation by the National Capital Authority disturbing, especially when the NCA tried to take all credit for the increased visitation to the Parliamentary Zone (and attributed it to their efforts in improving signage etc!). Quite clearly increases in visitation can be accredited to the programmes that the cultural institutions are presenting to the public, along with the magnet of Parliament House itself.

The NCA made several other specious arguments in support of their position for the introduction of pay parking. They claimed that the surface car parks were ugly. However all the structured car parks are hidden behind substantial hedges, or have attractive plantings around them and through them. The unsightly, unsurfaced carpark behind Questacon and National Library could very easily be upgraded at minimal cost (certainly a lot less the \$40 million for two multistorey car parks that the NCA was proposing for the Zone), and could include landscaping to minimise the impact on the visual environment.

All new structures within the Zone need to have adequate and realistic amounts of parking provided in basement carparks - and not compound the problem by removing surface car parks to build new structures with a deliberate policy to reduce car parking provision as the NCA has allowed to happen in Barton. If at some stage in the future, public transport systems are improved substantially, or the public's transport patterns shift away from the private motor vehicle, then excess parking garages in basements could usefully (and presumably cheaply) be transformed into additional storage for the institutions.

I would further like to say to the Committee that as a Queanbeyan resident I was less than impressed with the statements from ACTION that all the workers in the Zone needed to get them onto buses was some education about their services.

ACTION does not supply buses to Queanbeyan. We are serviced by the private bus company Deane's. If I catch a bus to work, I have the benefit of a reasonably quick ride (I live just over the border) and the bus has very few stops in the ACT as it is only allowed to put passengers down - it is not allowed to pick up. However the quick (and relatively short bus ride by Canberra standards) costs me over \$10 a day at its cheapest. Services outside a very narrow band are few and far between. Public servants are not stupid - they all know how to find information on a government web site (how to look up bus timetables and fares etc). The reason they do not use buses is that they have family commitments, or, are not prepared to risk their personal safety by waiting on a deserted, poorly lit bus stop (and who is responsible for the lack of lighting in the Zone - could it be the NCA?), especially with the increased reporting of harassment of female public servants after dark in the Zone.

I look forward to reading the Committee report.

> Gillian Currie
> Acquisitions Librarian
> Research Library
> National Gallery of Australia
> GPO Box 1150
> Canberra ACT 2601
> Australia
>
> Phone: 02 6240 6534
> Fax: 02 6273 2155



Miletic, Daniel (REPS)

From: Maree.Vollmer@affa.gov.au
Sent: Wednesday, 20 August 2003 12:10 PM
To: Committee, NCET (REPS)
Subject: Pay parking in the Parliamentary Zone

I want to voice my opinion on pay parking in the Parliamentary Zone. I was appauled when I saw an interview (person's name does not come to mind) from National Capital Authority only the other week.

I can't believe the ACT Government supported the National Capital Authority's pay parking proposal. It astounds me how they can justify introducing parking meters or voucher machines into the Parliamentary zone. Their argument is to decrease the use of private vehicles and educate people on how to use public transport.

I would be interested in knowing whether she catches the bus, or whether she has a car space (free of charge). How dare she?

I have a number of concerns with this, they are;

(1) I am a mother of (2) young children. One in primary school and the other in childcare. Dropping my children to school and then catching a bus from Jerrabomberra to Barton would take up to 1 1/2 hours to get to work by bus. This trip would normally take me 15-20 minutes by car.

Then my next question is, what happens if I were to receive a call from the school or childcare centre to pickup a sick child and this does happen. The buses are unreliable and it would take a further 1 1/2 to pickup my child, this is not possible. There are thousands of working parents in the Parliamentary zone just like me.

(2) My next concern is the cost of pay parking. I work part-time. Paying \$50.00 per fortnight is not affordable. I am currently on a tight budget with the ever increasing costs of childcare/after school care. For most people trying to scrap up an extra \$50.00 (change) per fortnight is going to be tough. It' OK for those Pollies, Senior Officers and Management from the National Capital Authority, they don't need to worry, because why, they have a car park - free of charge!!!!!!!!!!!!!!

(3) Next thing, the interview by the Representative of the National Capital Authority, voiced her opinion that there were 4,500 car spaces within the triangle, well done for her/their observation? But, what about the number of employees that work in the area, have they put them into consideration, their thoughts and concerns? I SAY NO!!!!!!!!!!!!!!

There are 3,500 working in AFFA alone. Lets say 1000 employees don't have a need to use the car park in the surrounding areas. They are made up of SES Officers (have a parking space in basement), motorbike riders (small majority), some catch buses or get a lift into work. Which means AFFA alone requires 2,500 car spots alone. This leaves a further 2,000 car spots free for the other Departments in the Parliamentary Triangle to fight over. This tells me there is there just isn't enough car spots in the area to cater for the employees of Barton. Hello, is it any wonder we have people blocking people in, parking on grasslands, illegal parking and so forth. They should be increasing parking, not reducing spots by building commercial high-rises.

(4) I feel we are being disadvantaged. There is a serious equity issues here. We, the employees in the Parliamentary precinct are being seriously disadvantaged, compared to those in Woden/City/Tuggeranong.

Barton has no shopping malls, restaurant, banks etc. So how can they justify this. Will there be an improvement in the parking? I say not! Will we see a multi level car park to cater for the employees? I say not! Then where is our money going! Not to build shopping malls, restaurants etc.

I also feel there is a lack of consultation . I feel we should be given a genuine opportunity to voice our oppinion before they go ahead with this proposal.

Good luck

Regards

Maree Vollmer
Animal Health Science Unit
Product Integrity, Animal & Plant Health
Office of Chief Veterinary Officer

Phone: (02) 6272 4756
Fax: (02) 6272 4533
Email: maree.vollmer@affa.gov.au



Miletic, Daniel (REPS)

From: Robert.Munro@brs.gov.au
Sent: Wednesday, 20 August 2003 12:33 PM
To: Committee, NCET (REPS)
Subject: Pay parking in Barton

To whom it may concern.

I would like to register my objection to the implementation of pay parking in Barton. It is bad enough that the number of parking spaces is being eroded and the bus service from some suburbs, such as Duffy, involves two buses and is effectively so inefficient as to be impossible to use. To add pay parking to this would involve real hardship in terms of monetary costs, and time and inconvenience costs incurred in bus travel as the alternative to car travel. I currently use my vehicle to travel to work and on the way take my children to 2 schools. This is quite an efficient arrangement that cannot be emulated by bus services. This option would be made very expensive if pay parking were to be imposed. I urge you to continue to provide an adequate number of free parking spaces in the Barton/Parkes area as an important part of the social wage and social amenity for workers in this area.

Sincerely

R K Munro
Bureau of Rural Sciences
GPO Box 858
Canberra, ACT, 2601
Robert.Munro@brs.gov.au
Tel 61 2 6272 4035 Fax 61 2 6272 5992

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Miletic, Daniel (REPS)

From: Wilhelmina Kemperman [wilhelmina.kemperman@nga.gov.au]
Sent: Wednesday, 20 August 2003 1:02 PM
To: Committee, NCET (REPS)
Subject: Unfair

Hi all,

I would like to pass on my concerns about the proposed paid parking.

I work at the National Gallery and not only will the proposed paid parking have a major impact on me financially, I am also concerned about the impact on 1. visitor numbers to the Gallery (and the other Institutions) and the impact on the many volunteer staff in the Gallery. There are volunteers in the Library, many volunteers as tour guides and the Education Services provided to the public at large.

I am disappointed that the powers to be do not see the overall impact that paid parking would have on the bigger picture.

thank you,

Wilhelmina Kemperman

National Gallery of Australia
Winner 2002-03 Australian Tourism Award.

'Sari To Sarong' opens 11 July 2003.

Over 250 works, dating from the 14th century.

Free entry. See <http://nga.gov.au/SariToSarong> for details.

The National Gallery of Australia is a Federal Government Agency.



Miletic, Daniel (REPS)

From: Joe Johnson [joe.johnson@ea.gov.au]
Sent: Thursday, 21 August 2003 5:12 PM
To: Committee, NCET (REPS)
Subject: Inquiry into pay-parking in the Parliamentary Triangle

Chairman of the Committee inquiring into the possible introduction of pay-parking in the Parliamentary Triangle

Dear Sir

I write to you as a concerned public servant employed within the Parliamentary Triangle. I believe that the matter of pay-parking needs to be re-examined.

If one is not employed within the Parliamentary complex itself, there are no facilities located in the Parliamentary Triangle to conduct basic business such as banking or obtaining Medicare claim forms etc unlike offices located at major town centres such as Woden and Belconnen. Shopping facilities are non-existent and food services facilities are minimal. The nearest pharmacy and newsagent, for example, is at Kingston, a twenty minute walk away, and with no direct public transport link. Even taking the bus to Civic is difficult as the service operates at thirty minute intervals during the lunch period, and the arrival/departure times at Civic are such that a simple journey involves an absence of over an hour. Reasonable access to these facilities requires access to efficient and flexible transport arrangements that cannot readily be met by existing public transport means.

If pay parking is introduced, workers will be financially disadvantaged - either one must pay the parking fees, or rely on public transport while still having to maintain the family car. As many of us need to use the car at least once or twice a week to take or collect children from school, it is unlikely that we could dispense with the vehicle all together. The increase in cost to employees is likely to be reflected in a higher salary claim the next time wages are negotiated in the Certified Agreement process. Provisions already exist for compensation in the Certified Agreement of some departments.

Flexible working hours provide significant benefits to both employer and employee. Reliance on public transport reduces employee travel options to narrow 'windows of opportunity' dictated by Action timetables, regardless of the inconvenience to both employer and employee. This is a significant difficulty, as most bus routes have timetables based on intervals of at least thirty minutes even in the peak periods, and considerably longer in the off peak and evening periods.

EL staff currently work "reasonable hours", usually in excess of the contracted time of 7.21 per day. The additional hours are rarely compensated; reliance on using buses will remove the flexibility of EL staff to work the unpaid overtime reducing the "free" labour currently enjoyed by the employer, predominantly the Government.

Of cardinal importance to many is the simple fact that those of us with children at childcare or school rely on their car to get to and from work via childcare and/or school. Public transport is not a real option for many such people.

The CEO of ACTION Buses testified to the committee that there is an effective public transport system in operation and that all that was needed was education in how to use it. The CEO did not mention that he has a government paid car as part of his salary package and that he uses it, not ACTION buses. I would stress, as mentioned already (above) that whilst the bus service is fundamentally a good one, the operating times and intervals render it very difficult to utilize if one is to have any flexibility whatsoever in one's working hours. With the greatest of respect, unless one has to utilize the public transport system, one does not appreciate how inconvenient it can be. As a committed environmentalist, I did attempt to use the bus service as an

alternative to using my car, except for the days when picking up and setting down children at school prohibited this. My comments on the inadequacy of the bus service are a reflection of this experience- which was a four week trial.

If the pay-parking scheme goes ahead, very serious consideration should be given to dedicating the revenue collected to the provision of shuttle buses services to local town centres, or to compensating employees forced to pay parking fees.

I would end by simply recapitulating the main concerns-

Employment in the Parliamentary Triangle places on at a considerable distance from any facilities which are taken for granted and highly accessible in the other main employment areas of Civic, Belconnen, Woden and Tuggeranong. Even Russell Offices are located within easy walking distance of the Campbell shops.

The ACTION bus service is simply not as good as one might be led to believe. Hours of operation, intervals between services and the indirect routes followed simply invalidate using the bus service as an alternative.

I do hope that you will be able to consider the views of the workers in the area, who are going to be seriously disadvantaged by this proposal.

Yours faithfully

[Dr] J.V. Johnson
4 O'Dowd Street
GARRAN



Miletic, Daniel (REPS)

From: Paul_Livingston [paullivingston@mac.com]
Sent: Friday, 22 August 2003 2:38 PM
To: Committee, NCET (REPS)
Subject: Pay Parking Proposal

Dear Committee Members

I would like to make the following submission against the proposed pay parking within the Parliamentary Triangle.

I live in Jerrabomberra and work at the National Library. In order for me to use public transport, bus, I have to take three different buses - Dean's bus from Jerrabomberra to Queanbeyan, change bus to another Dean's bus from Queanbeyan to Civic and then an Action bus from Civic to the National Library.

At a minimum, I stop at Kingston to either drop off or pick up dry cleaning twice a week. I also attend to banking matters, deposits and cash withdrawal, at the Kingston St George bank ATM. Unlike those that work in the city/town centres there is no banking, dry cleaning or other services available in the Triangle.

Imposition of pay parking is not only unfair to the employees within the Triangle but to the tourists and visitors to the cultural institutions and other tourist attractions in the area.

Paul Livingston
3 Laurel Place
Jerrabomberra, NSW 2619



Miletic, Daniel (REPS)

From: Jane Saker [Jane.Saker@nga.gov.au]
Sent: Tuesday, 26 August 2003 9:18 AM
To: Committee, NCET (REPS)
Subject: Paid Parking.

Dear Committee,

I would like to say how completely unfair the proposal for paid parking is.

As a level 3 employee of the National Gallery of Australia, I am paid at least \$4000 LESS per annum than any other level 3 position in the Public Service Sector.

I am here because I love my work.

Simply put....unless the ACT Government makes allowances and actually HELPS it's workers here in the parliamentary triangle, it would be a financial struggle not only for myself but for many people to simply come to work every day.

Sincerely,

Jane Saker

National Gallery of Australia
Winner 2002-03 Australian Tourism Award.

'Sari To Sarong' opens 11 July 2003.

Over 250 works, dating from the 14th century.

Free entry. See <http://nga.gov.au/SariToSarong> for details.

The National Gallery of Australia is a Federal Government Agency.



Miletic, Daniel (REPS)

From: Marc.DalCortivo@affa.gov.au
Sent: Tuesday, 26 August 2003 8:35 AM
To: Committee, NCET (REPS)
Subject: NO PAY PARKING!!

To whom it may concern,

I completely object to pay parking in the Parliamentary Triangle.

My reasons for this are as follows;

1. We can't afford it. The Parliamentary Triangle's car parks are used mainly for Public Servants, and I know that AFFA's Certified Agreement did not take this possible expense into account because of the limited amount of funds available for pay increases. If pay parking is introduced, I think that the Government should allocate funds to AFFA's management to make it affordable for all drivers.

2. The space factor was never an issue. In the past there used to be enough space for all of us driving to work of a morning, and there was no pay parking. This has only changed since the "ever so smart" NCA and/or Government has sold/gave land to the Charles Stuart Uni, School of Technology and, the already wealthy, owners of the Landmark Apartments who have built on the existing car parks and have left us with nothing. Did these two land thieves compensate the people who used those car parks in means of more car park spaces? I don't think so? I have a suggestion, how about the Government slap the owners of the Landmark Apartments an additional tax that allows the NCA to build their 2-3 storey car park, without raping us of our hard earned and needed \$6.00 a day? Hang on, that may cause a rift with wealthy big guns in the building industry - and we don't want that to happen!

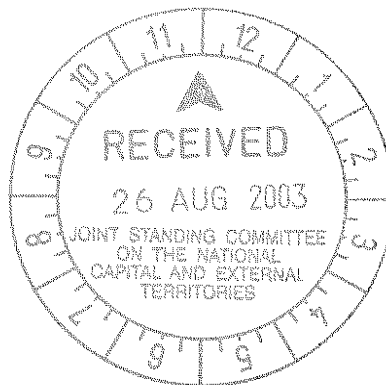
3. There is no logic behind it. There is no obvious logic behind the introduction of pay parking, except for the fact that the NCA needs something to keep them busy and that the Government always jumps at the opportunity of stealing funds off taxpayers. Yes, I do call it stealing, we have no choice in the matter - you pay or you get parking ticket? I know what you are thinking, "catch a bus".... Sorry, no. Busses are smelly, slow, inconvenient, uncomfortable, and generally a hassle to use.

4. The Majority of the Parliamentary Triangle is non commercial. What I mean by that is, there are no major shopping centre's turning over large profit in using the land. There are Government employee's in these buildings!! We are here for the people, to provide a service to the general population, not for profit and greed. Typically, some departments, like the NCA don't see this point of view.

As general public, we aren't listened to enough. We should be able to have some say in the decisions that are going to affect us financially. Please, don't introduce pay parking in the Parliamentary Triangle.

Thankyou for your time,

Marc Dal Cortivo
AFFA
Overseas Travel
Ph. 02 6272 4055
Fx. 02 6272 3325



Miletic, Daniel (REPS)

From: Michael Warren [Michael.Warren@ea.gov.au]
Sent: Thursday, 21 August 2003 5:44 PM
To: Committee, NCET (REPS)
Subject: Pay Parking in the Parliamentary Triange

Hi,

I'd like to have my opposition for Pay Parking in the Parliamentary Triangle noted. I am currently working in the John Gorton Building and find that the parking around here is not nearly sufficient as it is. I would be happy if the pay parking revenue went to building a multi level car park in the area but I can't see the local government ceasing the pay idea once it's paid for itself. I work in an area that is related to the Budget Process and for approx four months of the year I am required to work long hours often resulting in a finish time of after 10 each night (sometimes after 12). I think investigation will find the bus service to the area at that time is non existant! I have little option but to travel to work by my own transport and flexibility in time is part of my job. If I was unable to be flexible in my job I would have a very good chance of losing my job!

Thanks for letting me comment.

Michael Warren



Miletic, Daniel (REPS)

From: Mike Smith [Mike.Smith@ea.gov.au]
Sent: Monday, 25 August 2003 2:07 PM
To: Committee, NCET (REPS)
Subject: The Joint Parliamentary Committee on the National Capital and External Territories - Pay Parking in the Parliamentary Zone.

To the Committee Chairman

I would like to make the following submission to the Joint Parliamentary Committee looking into paid parking in the Parliamentary Triangle.

I make use of the current "free" parking arrangements in the suburb of Parkes. I work in the John Gorton building and park my car in the car park between the Australian Archives and Federation Mall. The main reason I bring my car to work is that I rely on the car to transport my young sons to two different school at Dickson and Campbell, because they are not serviced by buses in the morning. I also drop my spouse off to work in Civic on the way to JGB. The afternoon is not such a problem but the morning situation with its attendant rushing around is such that I rely on the car. If the situation with the children was different I would be able to take the bus as the service from my part of North Canberra to Parkes is quite suitable for me.

If pay parking was imposed this would add a significant financial impost to our family. Can I conclude by saying that I often find it frustrating that the senior executives who push this type of user pays approach on equity grounds :

- 1) Are paid sufficiently high salaries so that such an impost would not hurt them as much as the average wage and salary earner;
- 2) Have employer provided cars and access to free parking; and
- 3) Can afford to live close to the parliamentary triangle, in suburbs such as Forrest, Deakin etc, from which it would be simple to catch buses, ride bikes or walk, which are the modes of transport these senior executives are exhorting we all should move to.

Regards,

Michael Smith

