

## **ATTACHMENT B**

### **COMMENTS ON ISSUES RAISED IN SUBMISSIONS**

**TABLE 1: Summary of Concerns Raised in Submissions**

**TABLE 2: Summary of Support/Suggestions Raised in Submissions**

**TABLE 1 SUMMARY OF CONCERNS RAISED IN SUBMISSIONS**

	<b>CONCERN (number of times raised)</b>	<b>NATIONAL CAPITAL AUTHORITY COMMENTS</b>
2.1	<p><b>Inadequate Public Transport</b></p> <ul style="list-style-type: none"> <li>• Inadequate public transport outside of peak hours. Parliamentary Zone not a transit hub (25)</li> <li>• Need cheaper bus fares (2)</li> </ul>	<ul style="list-style-type: none"> <li>• People who need to drive their cars due to lack of out of hours public transport services will continue to do so.</li> <li>• ACTION could consider changes to public transport to serve the area in line with other office centres. However, the areas of office concentration are on the edges of the Zone near Avenues that have services provided at a regular frequency.</li> <li>• Pricing of public transport is a matter for the operators.</li> </ul>
2.2	<p><b>Lack of Local Services</b></p> <ul style="list-style-type: none"> <li>• Isolation from facilities (17)</li> <li>• Lack of local services would result in multiple parking charges for employees going to those services (2)</li> </ul>	<ul style="list-style-type: none"> <li>• Pay parking is a measure towards being able to provide a range of services in the Zone in centralised parking structures.</li> <li>• A once only payment for all day parking such as permits could apply.</li> </ul>
2.3	<p><b>Impact on disadvantaged</b></p> <ul style="list-style-type: none"> <li>• Will adversely impact on women / the elderly / the disabled / low income workers / researchers (11)</li> </ul>	<ul style="list-style-type: none"> <li>• Pay parking is a measure to manage parking of cars but it is also a measure used in other places in Canberra where drivers have to meet costs wherever car parking charges apply such as students at the ANU. Recouping cost for employees is a matter for negotiation in Workplace Agreements for employees in the Zone.</li> <li>• People with disabilities can use spaces set aside for their use.</li> </ul>

	<b>CONCERN (number of times raised)</b>	<b>NATIONAL CAPITAL AUTHORITY COMMENTS</b>
2.4	<p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Parking in the Parliamentary Zone is seen as unsafe (8)</li> </ul>	<ul style="list-style-type: none"> <li>• Safe access to car parks could be available with the provision of a shuttle bus service as part of overall upgraded parking facilities.</li> </ul>
2.5	<p><b>Financial Impacts</b></p> <ul style="list-style-type: none"> <li>• Financial impact (6)</li> <li>• FBT and management costs for institutions (2)</li> <li>• Fees should reflect isolation from facilities (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Costs will need to relate to the provision of parking and access arrangements within the Zone.</li> <li>• FBT only attracted if base fee exceeded and free parking is provided.</li> <li>• Fees are a matter to be determined but can take this aspect into account.</li> </ul>
2.6	<p><b>A Revenue Measure</b></p> <ul style="list-style-type: none"> <li>• Wholly a revenue measure in absence of improved public transport (6)</li> </ul>	<ul style="list-style-type: none"> <li>• Pay parking is a strategic approach to parking and is not solely a revenue measure. This policy is necessary to responsibly manage parking and access within the Zone.</li> </ul>
2.7	<p><b>Overflow Parking in Parkes/Barton</b></p> <ul style="list-style-type: none"> <li>• Overflow parking will result in surrounding streets such as in diplomatic area (5)</li> </ul>	<ul style="list-style-type: none"> <li>• On-street parking in surrounding areas will need to be managed by the ACT Government to avoid overflow parking as part of its strategy for pay parking in those areas.</li> </ul>
2.8	<p><b>Impact on Volunteers</b></p> <ul style="list-style-type: none"> <li>• Volunteers should not have to pay (4)</li> </ul>	<ul style="list-style-type: none"> <li>• A scheme for volunteers can be developed. A permit system could be used with volunteers registered for issue of permits.</li> </ul>
2.9	<p><b>Equity</b></p> <ul style="list-style-type: none"> <li>• Some institutions have free parking for staff or would keep revenue from parking (5)</li> </ul>	<ul style="list-style-type: none"> <li>• Equity issue at present where commuters elsewhere pay for parking in high parking demand areas while those in the Parliamentary Zone do not. Any charging for parking in basements is a matter for the individual building managers.</li> </ul>

		<b>NATIONAL CAPITAL AUTHORITY COMMENTS</b>
<b>CONCERN (number of times raised)</b>		
2.10	<p><b>Carpooling</b></p> <p>Car pooling should be an important consideration in any pay parking scheme. Also fear that car pooling would be discouraged (3)</p>	<ul style="list-style-type: none"> <li>• Car pooling would be encouraged through reduced costs for multiple passengers.</li> </ul>
2.11	<p><b>Interests of Employees</b></p> <ul style="list-style-type: none"> <li>• Parliamentary Zone is about efficient operation of government, not about facilitating visitors (3)</li> <li>• Deleterious effect on Canberra as the National Capital (1)</li> <li>• Free parking an attraction to working in Zone (1)</li> <li>• Favours subsidised parking rates (1)</li> </ul>	<ul style="list-style-type: none"> <li>• There are a number of purposes served by activities in the Zone. As well as government offices there are national institutions and events. Parking needs to be managed for all users.</li> <li>• Commonwealth employees work in other locations in Canberra without having a deleterious impact on the National Capital.</li> <li>• Employees in other high parking demand areas have to pay for parking.</li> <li>• Parking charges would be commensurate with the circumstances of the Parliamentary Zone and the management needs of parking in the Barton/Parkes environment.</li> </ul>
2.12	<p><b>Inadequate Visitor Parking</b></p> <ul style="list-style-type: none"> <li>• Need adequate parking for visitors (4)</li> </ul>	<ul style="list-style-type: none"> <li>• The measures are to improve the management of car use in the Parliamentary Zone to meet the needs of visitors to the National Capital, while being able to continue to provide adequate parking for employees.</li> </ul>
2.13	<p><b>Parking already Pre-paid</b></p> <ul style="list-style-type: none"> <li>• Taxpayers have already paid for the privilege of parking in Parliamentary Zone. (2)</li> </ul>	<ul style="list-style-type: none"> <li>• Maintaining and managing parking areas involves a cost.</li> </ul>

	<b>CONCERN (number of times raised)</b>	<b>NATIONAL CAPITAL AUTHORITY COMMENTS</b>
2.14	<p><b>Impact on Institutions</b></p> <ul style="list-style-type: none"> <li>Resist any barriers to public use of national institutions (2)</li> </ul>	<ul style="list-style-type: none"> <li>Parking policy is aimed at improving access of visitors to institutions in Parliamentary Zone</li> </ul>
2.15	<p><b>Aesthetics</b></p> <ul style="list-style-type: none"> <li>Structured car parks in the Zone would be visually unappealing and will have a major effect on national estate values; need to be underground (3)</li> <li>Machines and signage required for pay parking would have a negative effect on the cultural heritage of the Parliamentary Zone (1)</li> <li>Weigh up the heritage value of the Parliament House Vista when examining the potential effects of pay parking (1)</li> </ul> <p>False belief that car parks dominate the vista (1)</p>	<ul style="list-style-type: none"> <li>Noted. Attention to detail in the design and operation of car parking structures will address aesthetics. By statute, the design would need to be approved by the Authority and by both Houses of Parliament.</li> </ul>
2.16	<p><b>Fines</b></p> <ul style="list-style-type: none"> <li>Parking fines for overstay parking is expected to increase (3)</li> </ul>	<ul style="list-style-type: none"> <li>Fines would not arise where payment is paid for time of stay</li> </ul>
2.17	<p><b>Convenience of Car</b></p> <ul style="list-style-type: none"> <li>Previous reductions in parking spaces has not led to greater use of public transit (2)</li> <li>Will not curb use of car (1)</li> </ul>	<ul style="list-style-type: none"> <li>Better use of public transport is consistent with achieving more sustainable urban development. These measures aimed at rationalising use of the amount of parking spaces available for existing users.</li> </ul>
2.18	<p><b>Free Attractions</b></p> <ul style="list-style-type: none"> <li>Why pay parking if attractions are free? (1)</li> </ul>	<ul style="list-style-type: none"> <li>The free entry to the national institutions is a matter for Government. The entry to attractions is not related to parking management.</li> </ul>

	<b>CONCERN (number of times raised)</b>	<b>NATIONAL CAPITAL AUTHORITY COMMENTS</b>
2.19	<p><b>Impact on Institutions</b></p> <ul style="list-style-type: none"> <li>Contravenes the marketing and promotion of the National Archives (1)</li> </ul>	<ul style="list-style-type: none"> <li>Parking near institutions is a matter of appropriate management to ensure visitors can access parking conveniently. It does not contravene the marketing and promotion of the National Archives.</li> </ul>
2.20	<p><b>Needs of Interstate Visitors</b></p> <ul style="list-style-type: none"> <li>Interstate visitors need cars due to distances between Attractions. (1)</li> <li>Out of Territory commuters unable to access public transport (1)</li> </ul>	<ul style="list-style-type: none"> <li>Shuttle bus proposed to overcome distance problems within the Parliamentary Zone.</li> <li>The measures are not aimed at preventing use of private transport where other options are not practical or available.</li> </ul>
2.21	<p><b>Congestion</b></p> <ul style="list-style-type: none"> <li>Parking stations cause traffic congestion in peak times (1)</li> </ul>	<ul style="list-style-type: none"> <li>Planning and design of ingress and egress for parking stations would consider this.</li> </ul>
2.22	<p><b>Shuttle Bus</b></p> <ul style="list-style-type: none"> <li>Shuttle bus after hours is unlikely to be provided. Prefer campus parking facilities rather than remote parking (1)</li> </ul>	<ul style="list-style-type: none"> <li>Times for shuttle bus would be part of the implementation business plan. Those staying very late could also use hours that shuttle operates to move cars closer for after hours access if preferred. No parking charges would apply after business hours or on weekends.</li> </ul>

	<b>CONCERN (number of times raised)</b>	<b>NATIONAL CAPITAL AUTHORITY COMMENTS</b>
2.23	<p><b>Condition of Parking Area</b></p> <ul style="list-style-type: none"> <li>Users may be forced to use unsealed spaces near Questacon. (1)</li> </ul>	<ul style="list-style-type: none"> <li>Upgraded facilities would be an outcome of an integrated car parking and shuttle bus service provided through pay parking.</li> </ul>
2.24	<p><b>Shortage of Parking</b></p> <ul style="list-style-type: none"> <li>Better manage existing facilities before introducing pay parking (1)</li> <li>Shortage of parking spaces (2)</li> <li>More parking in Barton needed(1)</li> <li>Oppose any reduction in car parking (1)</li> </ul>	<ul style="list-style-type: none"> <li>Existing facilities managed on an on-going basis. With pay parking new arrangements can be put in place as part of the implementation program.</li> <li>Pay Parking is aimed at managing the existing spaces in the Parliamentary Zone more effectively.</li> <li>A strategy already exists for parking in Barton to be met through parking structures that depends on pay parking operating in that area.</li> <li>Loss of parking in Barton is a result of displaced cars from development. Additional spaces can be provided when sites for parking structures are released for that purpose.</li> </ul>
2.25	<p><b>Pedestrians</b></p> <ul style="list-style-type: none"> <li>More pedestrian crossings needed(1)</li> </ul>	<ul style="list-style-type: none"> <li>The Authority aims is to improve pedestrian movement in the Parliamentary Zone.</li> </ul>
2.26	<p><b>Government Policy</b></p> <ul style="list-style-type: none"> <li>Need consistency with ACT Government Policy (1)</li> </ul>	<ul style="list-style-type: none"> <li>The approach to parking management is being developed in consultation with the ACT Government.</li> </ul>
2.27	<p><b>Consultation</b></p> <ul style="list-style-type: none"> <li>Consultation with NCA sought (1)</li> </ul>	<ul style="list-style-type: none"> <li>On-going consultation is proposed as part of the implementation process.</li> </ul>
2.28	<p><b>Implementation</b></p> <ul style="list-style-type: none"> <li>Logistics of purchasing parking vouchers and properly placing them in a car (1)</li> <li>Need to distinguish between commuters and visitors</li> </ul>	<ul style="list-style-type: none"> <li>The implementation process will examine best practice parking arrangements.</li> </ul>

**TABLE 2 SUMMARY OF SUPPORT/SUGGESTIONS RAISED IN SUBMISSIONS**

	<b>SUPPORT OR SUGGESTIONS (number of times raised)</b>
3.1	<p><b>Apply Parking Funds to Improvements</b></p> <ul style="list-style-type: none"> <li>• Any fees collected should be used to fund 'appropriate' parking facilities. This includes well lit parking facilities that improve safety (6)</li> <li>• Funds from parking should be used in the Zone to benefit institutions or to support better public transportation (2)</li> </ul>
3.2	<p><b>Increase Short Stay Parking</b></p> <ul style="list-style-type: none"> <li>• Short-term parking should be encouraged (1)</li> <li>• Short stay should be for 4 hours (1)</li> <li>• Increase short stay for visitors and readers and keep charges as low as possible. (2)</li> <li>• Tourism will benefit from pay parking by increasing short stay spaces (1)</li> <li>• Notes existing problems at national institution from lack of spaces for users due to commuters. (1)</li> <li>• Will free up space for tourists visiting Parliamentary Zone (1)</li> <li>• Dedicated parking for staff should be provided (1)</li> </ul>
3.3	<p><b>Need Parking Stations</b></p> <ul style="list-style-type: none"> <li>• Need for parking stations to be built. Barton is one desired location (2)</li> <li>• Pay Parking is the first step to encouraging private developers to build car parking structures in the PZ (3)</li> </ul>
3.4	<p><b>Rationalise Parking</b></p> <ul style="list-style-type: none"> <li>• Accepts that pay parking may be a means of rationalising use of spaces but consider short and long term impact on institution users (1)</li> <li>• Will better utilise land (2)</li> <li>• Pay parking should include Parliament House (1)</li> <li>• Reduce demand on parking in the Zone (1)</li> </ul>



	SUPPORT OR SUGGESTIONS
3.5	<p><b>More Sustainable Transport and Traffic Planning Supported</b></p> <ul style="list-style-type: none"> <li>• Will encourage more sustainable transportation options (2)</li> <li>• Improve transit options (1)</li> <li>• Will reduce negative effects of car use (1)</li> <li>• Will help reduce car usage (1)</li> <li>• Support for proposed parking measures if this reduces the use of cars in the city. (1)</li> <li>• Supports shuttle bus system or the like for the Zone (1)</li> <li>• Bicycle parking should be provided (1)</li> <li>• Free parking is environmentally unsustainable (1)</li> <li>• Represents a huge subsidy to car users (1)</li> <li>• Will improve management of parking across the Territory (1)</li> <li>• Will reduce traffic congestion and assist traffic planning (1)</li> </ul>
3.6	<p><b>Free Events</b></p> <ul style="list-style-type: none"> <li>• Free events are an attraction (1)</li> </ul>
3.7	<p><b>Equity</b></p> <ul style="list-style-type: none"> <li>• For equity reasons all pay the same (1)</li> <li>• Will correct inequity between transport modes (2)</li> <li>• Commuter parking should reflect the full cost of parking facilities (3)</li> </ul>
3.8	<p><b>Consultation</b></p> <ul style="list-style-type: none"> <li>• Need consultation (1)</li> </ul>

**Appendix A - WP Brown & Partners Pty Ltd, Parking Supply Study,  
August 2002**

# PARLIAMENTARY ZONE PARKING LOCATION & TYPE OF CAR PARKING AREAS IN THE PARLIAMENTARY ZONE

## PARKING TYPES

- SHORT STAY (15min or LESS) FREE PARKING (5m & 15m)
- SHORT STAY 30min FREE PARKING (30m)
- SHORT STAY (1 or 2 hrs) FREE PARKING (1h & 2h)
- SHORT STAY (3 hrs) FREE PARKING (3h)
- LONG STAY FREE PARKING - ON STREET (DAY)
- LONG STAY FREE PARKING - CARPARKS (DAY)
- DISABLED PARKING (DA)
- COMMONWEALTH & CAT GOVERNMENT CAR PARKING (CV)
- RESERVED PARKING (RES)
- MOTORCYCLE PARKING (M/C)
- LOADING ZONE (LZ)
- TAXI PARKING (TAXI)
- PARKING AREA TYPES
- COACH PARKING/BUS STOP (BUS)
- SURFACE CARPARK WITH LINEMARKING
- UNDERGROUND CARPARK
- GRASS/GRAVEL SURFACE CARPARK

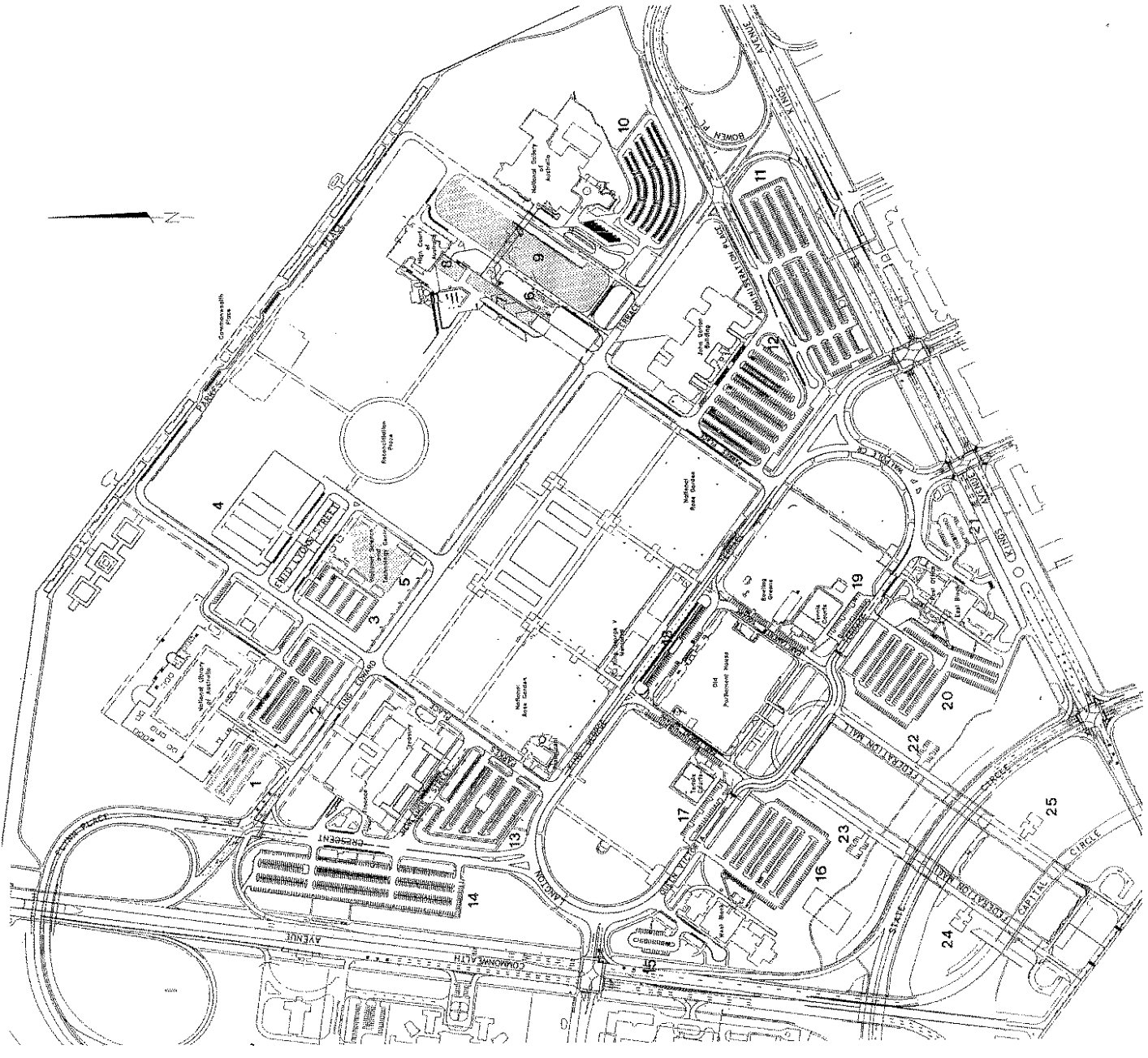
## OFF STREET CARPARKS - INVENTORY

No	LOCATION	Total
1	National Library - West	112
2	National Library - East	227
3	Science Centre - Paved	95
4	Science Centre - Unpaved	210
5	Science Centre - Underground	67
6	High Court - East Side	19
7	High Court - Public	61
8	High Court - Underground	71
9	National Gallery - Underground	176
10	National Gallery - Main	216
11	Administration Building - East	585
12	Administration Building - West	388
13	Treasury - Newlands St	278
14	Treasury - Langdon Cr	490
15	West Block - Pocket Carpark	59
16	West Block - Main	373
17	Queen Victoria Ice - West	44
18	King George Ice - Old PH	164
19	Queen Victoria Ice - East	37
20	East Block - Main	420
21	East Block - Pocket Carpark	33
22	Federation Mail - West	14
23	Federation Mail - East	14
24	Federation Mail - West	14
25	Federation Mail - East	14
	<b>Total</b>	<b>4181</b>

Total On Street Car Parking	374
Parliamentary House Precinct Total	1955

Total Parking in the Zone 6510

NOTE: On street parking in table includes gazetted streets only.  
\*SURVEY DATE : 23 Aug 2002



## Appendix B – On-street Parking Supply

# PARLIAMENTARY ZONE PARKING

## On Street Parking Supply

Park Location No.	Short Stay							Total Short Stay	Res	M/C	L2	Taxi	Bus	Grand Total
	5m	15m	30m	1h	2h	3h	Day							
101 National Library (S&M)	0	0	0	0	0	0	30	0	0	0	0	0	0	30
102 Parkes Place (Lower King Edward Ter & Parkade)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103 East Lynn St	0	0	0	0	0	0	0	0	0	0	0	0	0	0
104 East of Queensland	11	0	0	0	0	0	11	0	0	0	0	0	0	11
105 Parkes Place (Upper Queensland)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
106 High Court Access Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
107 Parkes Place (Upper Queensland)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
108 Parkes Place (Upper Queensland)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
109 Administration Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0	0
110 King Edward Ter (Lower Queensland Ter & Long Change Ter - East)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
111 King Edward Ter (Lower Queensland Ter & Long Change Ter - West)	22	0	0	0	0	0	22	0	0	0	0	0	0	22
112 King Edward Ter (Lower Queensland Ter & Long Change Ter - West)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
113 King Edward Ter (Lower Queensland Ter & Long Change Ter - West)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
114 Parkes Place (Upper Queensland Ter & Long Change Ter - West)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115 Newlands St	0	0	0	0	0	0	0	0	0	0	0	0	0	0
116 Queen Victoria Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
117 West Block Access Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
118 Queen Victoria Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
119 Long Change Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120 Long Change Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121 Long Change Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
122 Long Change Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
123 Long Change Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
124 Victoria Cres	0	0	0	0	0	0	0	0	0	0	0	0	0	0
125 Queen Victoria Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
126 East Block Access Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
127 Federation Mall (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
128 Federation Mall (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
129 Queen Victoria Ter (Lower Queensland Ter & Long Change Ter)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Car Park Total</b>	<b>33</b>	<b>20</b>	<b>9</b>	<b>43</b>	<b>23</b>	<b>0</b>	<b>336</b>	<b>146</b>	<b>13</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>54</b>

### PARKING ZONE

- SHORT STAY (15min OR LESS) FREE PARKING (5m & 15m)
- SHORT STAY 30min FREE PARKING (30m)
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- SHORT STAY (3 Hrs) FREE PARKING (3h)
- LONG STAY FREE PARKING - ON STREET (DAY)
- DISABLED PARKING (DA)
- COMMONWEALTH & CAT GOVERNMENT CAR PARKING (CV)
- LOADING ZONE (LZ)
- TAXI PARKING (TAXI)
- COACH PARKING/BUS STOP (BUS)
- SURFACE CARPARK WITH L2/REMARKING

### Notes:

The supply for unmarked on-street parking was calculated using a bay length of 6 metres for parallel parking and a bay width of 2.5 metres for 90 degree parking.

