

Submission

**Joint Standing Committee on the National
Capital and External Territories:**

**Inquiry into pay parking in the Parliamentary
Zone**

By the
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(PSU Group)

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Executive summary

The CPSU is opposed to any immediate introduction of pay parking in the Parliamentary Zone and in Barton or Forrest.

The only possible public policy reason to introduce pay parking is to provide the incentive for employees to use public transport.

This does not apply in the Parliamentary Zone and the necessary public transport services to make this an option for most employees do not exist.

The National Greenhouse Strategy has a clear link between any examination of commuter parking fees and action to improve public transport.

Most employees in the Parliamentary Zone and adjacent areas who currently use their car to get to and from work indicate that they will be unable to use alternatives to their cars even if pay parking is introduced.

There is currently an inadequate provision of public transport to the Parliament Zone and adjacent areas particularly during non-peak times.

Safety concerns are a further barrier to employees accessing the existing public transport services in the Parliamentary Zone and adjacent areas.

The lack of a town centre transport hub for Parkes and Barton also increases the difficulties that disabled workers face when considering public transport as an option.

A large number of employees in the Parliamentary Zone and adjacent areas need their car at work to conduct personal business due to the lack of a major commercial or community centre for the area.

Many employees will be forced to continue to use their cars to access service centres such as Civic, Woden, Manuka or Kingston even if pay parking is introduced.

The ACT Government has stated that although there is "in principle" support for pay parking in Barton and Forrest, as part of their Sustainable Transport Plan, that implementation would depend on further discussions with the National Capital Authority and the community.

Both employees and employers in the Parliamentary Zone and adjacent areas will feel the financial impact of pay parking.

If the NCA is to achieve the public transport objectives of their pay parking proposal then it is extremely likely that a Fringe Benefit Tax liability will be created for Commonwealth agencies in the Zone.

The need to further develop Barton and Forrest is questionable in the short to medium term, as there is considerable potential in the new Canberra town centre of Gungahlin for Commonwealth office development.

Balancing work and family responsibilities is extremely difficult in the Zone. The lack of facilities including shops, banking facilities or work-based child-care result in many employees who have family responsibilities being forced into taking their cars to work.

The parking needs of employees, volunteers, researchers and visitors within the Parliamentary Zone can be balanced.

It must be remembered that voluntary or student researchers, some of whom will not be able to afford parking fees, use many of the Zone institutions.

The CPSU is concerned that pay parking will simply not be affordable for some visitors.

In assessing the changes since the 1994 Joint Committee Report it is clear that the characteristics of the Parliamentary Zone and adjacent areas continue to result in the majority of employees having to drive their private car to work.

There needs to be greater integration of planning decisions impacting on Commonwealth employees in the Zone and adjacent areas.

Summary of recommendations

1. That the Committee notes that the Parliamentary Zone does not have the public transport services expected in an area of substantial employment.
2. That the Committee directs the National Capital Authority to formulate a public transport plan for the Parliamentary Zone and adjacent areas.
3. That the Committee notes that the Parliamentary Zone does not have the commercial and community services expected in an area of substantial employment.
4. That the Committee directs the National Capital Authority to formulate a commercial and community services plan for the Parliamentary Zone and adjacent areas.
5. That the Committee requires the National Capital Authority to inform Parliamentary Zone agencies of the correct ACT Government policy position regarding pay parking in Barton and Forrest.
6. That the Committee directs the National Capital Authority to not use planning decisions in Barton and Forrest as an attempt to force pay parking into the Parliamentary Zone.
7. That the Committee requires the National Capital Authority to provide a cost benefit analysis to the Commonwealth on the proposal to introduce pay parking into the Parliamentary Zone and adjacent areas.
8. That the Committee requests immediate Australian Tax Office advice on the Fringe Benefit Tax implications of pay parking for Commonwealth agencies in the Parliamentary Zone and adjacent areas.
9. That the Committee requests that development in Barton and Forrest existing surface carparks cease until adequate employment is established in the existing Canberra town centres, in particular Gungahlin.
10. That the Committee requires the National Capital Authority to report on the impact of pay parking in the Parliamentary Zone and adjacent areas on family life including women and part-time employees.

11. That the Committee ensures that volunteers, researchers and visitors continue to have access to free parking in the Parliamentary Zone and adjacent areas.

Concluding recommendation

That the Committee rejects the National Capital Authority proposal for pay parking in the Parliamentary Zone and adjacent areas.

Introduction

In June 1994 the Joint Standing Committee on the National Capital and External Territories (the Committee) concluded that pay parking was inappropriate in the Parliamentary Zone. The summary and recommendations of the 1994 Committee report is at Attachment One.

The Parliamentary Zone is a key-hole shaped area of land bounded by State Circle, Commonwealth Ave and Kings Ave and Lake Burley Griffin.

On 10 December 2002 the Minister for Regional Services, Territories & Local Government Hon Wilson Tuckey MP, asked the Committee to again inquire into Pay Parking in the Parliamentary Zone.

The Committee invited interested persons and organisations to make submissions addressing the terms of reference by 7 March 2003.

The CPSU conducted a survey of employees in the Parliamentary Zone and adjacent areas. At the time of submission writing there were 419 responses with 51.4% from Barton, 40.2% from Parkes, 5.6% from Forrest and 2.8% from Parliament.

CPSU (PSU group) coverage

The CPSU is a federal union with Regions and Sections in each State and Territory.

The CPSU (PSU Group)'s coverage is predominantly in the federal, ACT and Northern Territory public sectors, but also includes public and private sector employers in the communications, aviation, broadcasting, and pharmaceutical industries.

Our members include people doing work in the areas of administration, sales, engineering, communications, information technology, technical, scientific research, broadcasting, and many others.

Within the Barton, Forest, Parkes and Parliament membership reflects the diversity of professional, technical, managerial, administrative and general occupations.

The CPSU is very active in representing the industrial interests of our members under the *Workplace Relations Act 1996*. Our union is party to over 100 Federal awards and nearly 200 current certified agreements. CPSU offices are located in every capital city as well as Newcastle and Townsville.

Environmental issues

The National Capital Authority (NCA) claims that pay parking in the Parliamentary Zone is consistent with the National Greenhouse Strategy.¹ The NCA states a pay parking policy for the Zone would be “aimed at reducing the use of private vehicles and increasing the use of public transport.”

The NCA have provided very little detail as to whether they believe public transport in the Parliamentary Zone and adjacent areas is adequate or as to how public transport in the Zone is to be improved. The NCA has suggested that pay parking be integrated with a shuttle bus “so that pedestrians can hop on and off or park in one area and take the shuttle bus ...”²

Yet Section 5.6 of the National Greenhouse Strategy provides for the implementation of mechanisms which:

*“reduce the extent of all-day commuter parking in major centres which experience congested approach roads and with accessible public transport”.*³

The National Greenhouse Strategy has a clear link between any examination of commuter parking fees and action to improve public transport.

However most employees in the Parliamentary Zone and adjacent areas who currently use their car to get to and from work indicate that they will be unable to use alternatives to their cars even if pay parking is introduced.⁴

The reasons why employees are unable to switch to public transport are critical to the debate around pay parking in the Parliamentary Zone.

The recent CPSU survey identified key reasons including poor public transport services and a lack of commercial and community services. These factors are outlined in this submission.

¹ National Capital Authority, *Parliamentary Zone Review, Transport and Parking Background Paper*, November 1999, p.10.

² Rural and Regional Affairs and Transport Legislation Committee, *Senate Estimates*, 14 February 2003, p.224.

³ National Greenhouse Strategy, *Module 5: Efficient Transport and Sustainable Urban Planning*

⁴ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

Public transport

There is currently an inadequate provision of public transport to the Parliament Zone and adjacent areas. A major problem is the lack of a bus interchange. The 1994 Joint Committee identified:

“One of the major difficulties in using public transport to and from the Zone, is the simple fact that it is not on a major bus interchange (such as Civic, Belconnen or Woden).”⁵

In March 2003 Barton, Forrest, Parkes and Parliamentary employees were asked to assess public transport services to their work.⁶ Assessments for peak and non-peak times are at Table One and Two respectively.

Employee assessment	Excellent	Average	Poor	Unsure
Barton employees	7.1%	33.7%	35.2%	24.0%
Forrest employees	10.0%	25.0%	30.0%	35.0%
Parkes employees	10.8%	32.9%	34.2%	22.2%
Parliamentary employees	0.0%	36.4%	27.3%	36.4%

Table One: Barton, Forrest, Parkes and Parliamentary employees' assessment of public transport services to their work during peak times.

Employee assessment	Excellent	Average	Poor	Unsure
Barton employees	0.5%	9.7%	67.2%	22.6%
Forrest employees	0.0%	19.0%	33.3%	47.6%
Parkes employees	1.9%	16.0%	57.1%	25.0%
Parliamentary employees	0.0%	10.0%	50.0%	40.0%

Table Two: Barton, Forrest, Parkes and Parliamentary employees' assessment of public transport services to their work during non- peak times.

⁵ The Parliament of the Commonwealth of Australia. *The Proposal for Pay Parking in the Parliamentary Zone Report of the Joint Standing Committee on the National Capital and External Territories*, June 1994. 3.46, p18.

⁶ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

Employees were also asked to indicate whether the level of public transport services is better now than in the past.

Employee assessment	Better	The same	Worse	Unsure
Barton employees	9.3%	26.9%	3.6%	60.1%
Forrest employees	5.0%	20.0%	5.0%	70.0%
Parkes employees	12.7%	26.1%	5.7%	55.4%
Parliamentary employees	0.0%	9.1%	6.0%	90.9%

Table Three: Barton, Forrest, Parkes and Parliamentary employees' assessment whether public transport services are better or worse now than in the past.

The tables above clearly indicate the major problem with non peak-hour time services in the area. In comparison peak time services are better although there is considerable room for improvement.

This poor level of public transport is inconsistent with the National Capital Plan, which states:

“Transport planning and provision will reserve a route for the development of a public transport service to link major employment nodes. As far as practicable the service will be segregated from other transport systems and will operate with priority of right-of-way.”⁷

The intention to “improve public transport” is also stated in the Master Plan for the Parliamentary Zone.⁸

The difficulties with public transport result in significant increases in travel time when compared with the use of cars. Employees reported that any attempt on their part to use public transport in the Parliamentary Zone and adjacent areas would significantly increase the time spent travelling to work.⁹

⁷ National Capital Authority, *National Capital Plan, Section 6.2*, February 2002, page 102

⁸ National Capital Authority, *National Capital Plan*, February 2002, page 287

⁹ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

	Barton employees	Forrest employees	Parkes employees	Parliamentary employees
Hours of extra travel time to work each week	6.3 hours	4.8 hours	5.9 hours	5.6 hours

Table Four: Barton, Forrest, Parkes and Parliamentary employees' assessment of extra travel time resulting from using alternative forms of transport to avoid paying for parking.

The extra time that results when employees use public transport is considerable and reduces their ability to work flexible hours as required. As one surveyed employee stated:

"During the January to June period, I am often required to work very long hours associated with the Budget. I cannot rely on public transport during this period when I, often at very short notice, work until midnight."

Safety concerns are a further barrier to employees accessing the existing public transport services in the Parliamentary Zone and adjacent areas.

Employees report significant concerns about their safety when using public transport in the Parliamentary Zone and adjacent areas.¹⁰

	Barton employees	Forrest employees	Parkes employees	Parliamentary employees
Concerned about safety	82.5%	61.9%	66.0%	63.6%
Not concerned about safety	17.5%	38.1%	34.0%	36.4%

Table Five: Barton, Forrest, Parkes and Parliamentary employees' safety concerns regarding using public transport if needing to work back late.

Catching a bus after dark in Civic, where there are plenty of people around, is a very different proposition from waiting for a bus on a cold dark winter night on a deserted street in the Parliamentary Zone, Barton or Forrest.¹¹

¹⁰ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

¹¹ In winter it is dark by 5 pm and there is a lack of bus shelters.

The lack of a town centre transport hub for Parkes and Barton also increases the difficulties that disabled workers face when considering public transport as an option.

Recommendation one

That the Committee notes that the Parliamentary Zone does not have the public transport services expected in an area of substantial employment.

Recommendation two

That the Committee directs the National Capital Authority to formulate a public transport plan for the Parliamentary Zone and adjacent areas.

Commercial and community services

A large number of employees in the Parliamentary Zone and adjacent areas need their car at work to conduct personal business as seen in Table Six.¹² A major difficulty is that there is no major commercial or community centre for these areas.

	Barton employees	Forrest employees	Parkes employees	Parliamentary employees
Banking	70.0%	41.7%	71.8%	40.0%
Shopping	72.2%	66.7%	75.0%	60.0%
Childcare	23.9%	20.8%	26.6%	30.0%
Other family responsibilities	57.2%	50.0%	54.8%	30.0%
Other personal business	45.0%	41.7%	56.5%	80.0%

Table Six: Barton, Forrest, Parkes and Parliamentary employees' use of own car at work to conduct personal business.

Importantly employees in the Parliamentary Zone and adjacent areas also need their car at work to conduct a range of work related activities as seen in Table Seven.¹³

	Barton employees	Forrest employees	Parkes employees	Parliamentary employees
Lectures/courses	27.2%	29.2%	31.5%	10.0%
Work related meetings	41.7%	12.5%	30.6%	30.0%
Other work related purposes	16.7%	8.3%	17.7%	20.0%

Table Seven: Barton, Forrest, Parkes and Parliamentary employees' use of own car at work to conduct work related activities.

¹² Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

¹³ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

As one surveyed employee stated:

“Facilities for banking, post office, dental and medical needs are poor in the Parliamentary Triangle area. If they were better I would be happy to travel by bus for environmental reasons.”

The 1994 Joint Committee was concerned:

“That insufficient attention had been paid to the nature of the Zone as an area of substantial employment but without normal commercial and community services found at other centres.”¹⁴

The NCA stated on 14 February 2003 that amenities for the Parliamentary Zone would need to wait until layered structured car parks are built as these could contain:

“... newspaper stands, small kiosks, dry cleaners—amenities that are available in the towns.”¹⁵

There is no mention by the NCA of supermarkets, banks, and the numerous other services found in town centres.

The NCA York Park Draft Amendment to the National Capital Plan contains minimal information on the types of amenities that the NCA is planning to provide in Barton and Forrest. It is stated:

“An important feature of the office precinct is the need to ensure that a range of services and facilities is provided to meet the daily needs of the workforce ... it is intended that a centre be constructed in association with a multistorey parking structure on the corner of Brisbane Avenue and Windsor Walk.”¹⁶

The type of amenities planned by the NCA is unclear in the York Park Draft Amendment although “outdoor cafes” are mentioned.

¹⁴ The Parliament of the Commonwealth of Australia, *The Proposal for Pay Parking in the Parliamentary Zone Report of the Joint Standing Committee on the National Capital and External Territories*, June 1994, 4.2, p26.

¹⁵ Rural and Regional Affairs and Transport Legislation Committee, *Senate Estimates*, 14 February 2003, p.224.

¹⁶ National Capital Authority, *National Capital Plan, Draft Amendment 42 (York Park Master Plan)*, November 2002, p6.

These minor amenities already exist in the Parliamentary Zone and adjacent areas and there appears to be no NCA plan to develop the commercial and community services normally associated with areas of high employment.

Thus many employees will be forced to continue to use their cars to access these services centres such as Civic, Woden, Manuka or Kingston even if pay parking is introduced.

Recommendation three

That the Committee notes that the Parliamentary Zone does not have the commercial and community services expected in an area of substantial employment.

Recommendation four

That the Committee directs the National Capital Authority to formulate a commercial and community services plan for the Parliamentary Zone and adjacent areas.

ACT Government policy

The NCA claims, in a letter to agencies (Attachment Two) that:

“Recently, the ACT Government announced that it is considering the introduction of pay parking in a number of commercial centres in Canberra. This includes the Barton/Forrest area. The timing of any introduction of pay parking in Barton is not known, however the Authority understands that it will most likely be within the next 18 months. It is important for the effective management of parking for the Commonwealth to be able to adopt similar measures to avoid the inevitable overflow impacts.”¹⁷

This NCA letter creates the impression that pay parking is being forced upon the Zone by an ACT Government policy for the adjacent areas of Barton and Forrest.

However the ACT Department of Urban Services has recently written to the CPSU (Attachment Three) and state:

“The NCA is encouraging the ACT Government to progress on-street pay parking in the Barton and Forrest area. The ACT Government and the NCA have had discussions over a number of years on the issue of pay parking in Barton and Forrest ...

... the Territory is only responsible for on-street parking in Barton/Forrest. Off-street parking, which represents most of the available parking spaces, is primarily controlled by Commonwealth agencies and private organisations.”¹⁸

The Urban Services letter states that there is “in principle” support for pay parking in Barton and Forrest as part of their Sustainable Transport Plan. However implementation would depend on further discussions with the NCA and the community in those areas and on funds being available in the budget.

There is a clear inconsistency between the stated position of the ACT Government regarding their parking policy for Barton and Parkes and the NCA claims.

¹⁷ National Capital Authority, *Parliamentary Zone parking letter to agencies*, 13 August 2002.

¹⁸ ACT Department of Urban Services, *Letter to the CPSU*, 26 February 2003.

The ACT Government's policy is clearly evidenced by the press releases regarding the ACT Budget 2002-03 decision to introduce paid parking to Belconnen and Tuggeranong town centres in which Chief Minister states:

"The introduction of paid parking is designed to act as a further incentive to promote public transport use."¹⁹

The ACT Government has never claimed that they believe that there is adequate public transport in Parkes and Barton. In fact, in a recent Canberra Times article, a light rail proposal was outlined (Attachment Four) as the first stage of an inter-town centre network.

The recent NCA York Park Draft Amendment to the National Capital Plan provides no details as to how public transport to Barton and Forrest will be improved. It is stated:

*"The parking strategy has sought to encourage a modal split towards public transport whilst providing the conditions for the private sector to establish and operate two pay parking stations within York Park."*²⁰

What is clear is that the York Park Draft Amendment indicates that all future development in York Park will be in existing surface carparks.

Both the York Park Draft Amendment and the NCA plans to introduce pay parking into the Parliamentary Zone make no reference to "3-for-free" parking options for employees or other strategies for encouraging car pooling.

Employees in the Parliamentary Zone and adjacent areas already participate in car pooling arrangements at rates set out in Table Eight.²¹

¹⁹ ACT Government *Budget 2002-03 – Achieving Sustainable Outcomes for all Canberrans*, 25 June 2002.

²⁰ National Capital Authority, *National Capital Plan, Draft Amendment 42 (York Park Master Plan)*, November 2002, p5.

²¹ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

	Barton employees	Forrest employees	Parkes employees	Parliamentary employees
Currently rate of participation in car pooling arrangements	17.9%	20.0%	18.2%	0.0%

Table Eight Barton, Forrest, Parkes and Parliamentary employees' participation in car pooling arrangements.

In addition there is no mention of "park-n-ride" arrangements to allow commuters from country areas to park for free on the outskirts of Canberra and use public transport to access the Parliamentary Zone and adjacent areas.

Recommendation five

That the Committee requires the National Capital Authority to inform Parliamentary Zone agencies of the correct ACT Government policy position regarding pay parking in Barton and Forrest.

Recommendation six

That the Committee directs the National Capital Authority to not use planning decisions in Barton and Forrest as an attempt to force pay parking into the Parliamentary Zone.

Financial impact

Both employees and employers in the Parliamentary Zone and adjacent areas will feel the financial impact of pay parking. Employees were asked whether they would mind paying to park and if a parking fee of \$5.00 to \$7.00 per day (the current pay parking rates in Civic) would cause them financial difficulty.²² Their responses are outlined in Table Nine.

	Barton employees	Forrest employees	Parkes employees	Parliamentary employees
Will you mind paying for parking? (YES response)	88.8%	81.0%	85.5%	100.0%
Will a fee of \$5 to \$7 a week cause financial difficulties? (YES response)	78.2%	71.4%	71.3%	36.4%

Table Nine: Financial impact of pay parking on Barton, Forrest, Parkes and Parliamentary employees.

Some Zone employees have already raised these concerns as part of certified agreement negotiations. A recent example is the Treasury certified agreement which includes the following provisions:

“The parties recognise that, at the commencement of the Agreement, parking around the Treasury Building is at no cost to employees.

The parties agree that, should paid parking be introduced in the current Treasury carparks, then the Treasury, in consultation with the Workplace Relations Committee, will ensure that employees are no worse off as a result.”

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²² Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

²³ Australian Industrial Relations Commission, *Treasury Certified Agreement 2002-2004*, clause 5.5.

The cost benefit of the Commonwealth charging Commonwealth employees to park on Commonwealth land is questionable. For example any net gain will also be decreased by the administrative burden created for the Commonwealth.

A further cost to the Commonwealth may result from the fringe benefit tax (FBT) implications. Employers who provide car parking facilities to an employee occur FBT where there's a commercial car parking station within a one kilometre radius of where the car is parked and that station charges more than \$5.96 for all day parking.²⁴

For example if an employer provides 100 parking spaces to 100 employees and the commercial car park all day rate is \$7 then the annual FBT liability, using the ATO statutory formula method, would be \$150,343.00.²⁵

In 1994 the Joint Committee noted evidence that in order to achieve a major shift to public transport that parking fees would need to be above a threshold level of around \$7 a day. **Thus if the NCA is to achieve the public transport objectives of their pay parking proposal then it is extremely likely that a FBT liability will be created for Commonwealth agencies in the Zone.**

Yet clearly a rate of \$6 a day or more is inappropriate for an area which is isolated, poorly serviced by public transport, and does not have the commercial and community facilities normally associated with areas of high employment.

The recent York Park Draft Amendment indicates that all future development in York Park will be in existing surface carparks.²⁶ The ACT Government has informed the CPSU that the Territory is only responsible for on-street parking in Barton and Forrest. The CPSU was also informed that off-street parking, which represents most of the available parking spaces, is primarily controlled by Commonwealth agencies and private organisations.

²⁴ \$5.96 is the car parking threshold for the FBT year beginning 1 April 2002.

²⁵ (Number of carparks) X (day fee) X (220 days usage)

²⁶ National Capital Authority, *National Capital Plan, Draft Amendment 42 (York Park Master Plan)*, November 2002, p5.

However the need to further develop Barton and Forrest is questionable in the short to medium term. There is currently a vacant building in National Circuit Barton. In addition there is considerable potential in the new Canberra town centre of Gungahlin for office development. The other town centres also have potential sites for development or re-development.

Recommendation seven

That the Committee requires the National Capital Authority to provide a cost benefit analysis to the Commonwealth on the proposal to introduce pay parking into the Parliamentary Zone and adjacent areas.

Recommendation eight

That the Committee requests immediate Australian Tax Office advice on the Fringe Benefit Tax implications of pay parking for Commonwealth agencies in the Parliamentary Zone and adjacent areas.

Recommendation nine

That the Committee requests that development in Barton and Forrest existing surface carparks cease until adequate employment is established in the existing Canberra town centres, in particular Gungahlin.

Balancing work and family life

The 1994 Joint Committee concluded that:

*"... the proposal to introduce pay parking is disadvantaging specific groups among the workers – people with children, for whom the car is needed to take children to, and collect children from, child care; part-time workers, for whom there is no reduced rate of parking charges – they must pay for a full day, regardless of the numbers of hours over two that they stay; people studying who must leave the Zone and return again in a timely fashion, which is not possible using public transport; and shift workers."*²⁷

Balancing work and family responsibilities is extremely difficult in the Zone. The lack of facilities including shops, banking facilities or work-based child-care result in many employees who have family responsibilities being forced into taking their cars to work.

Part-time employees in the Parliamentary Zone and adjacent area use their cars to access childcare at higher rates when compared with full-time employees.²⁸

Employee assessment	Banking	Shopping	Childcare	Other family
Full-time employees	70.3%	74.6%	21.5%	52.1%
Part-time employees	33.3%	30.0%	46.7%	26.7%

Table Ten: Full-time/part-time profile of Parliamentary Zone and adjacent area employees needing to take their cars to work so that they conduct personal business.

Female employees in the Parliamentary Zone and adjacent area employees have similar usage of their cars for personal business when compared with male employees.²⁹

²⁷ The Parliament of the Commonwealth of Australia, *The Proposal for Pay Parking in the Parliamentary Zone Report of the Joint Standing Committee on the National Capital and External Territories*, June 1994, 3.35, p19.

²⁸ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

²⁹ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

Employee assessment	Banking	Shopping	Childcare	Other family
Proportion of males	66.9%	71.8%	26.6%	43.5%
Proportion of females	63.8%	68.8%	22.0%	50.9%

Table Eleven: Gender profile of Parliamentary Zone and adjacent area employees needing to take their cars to work so that they conduct personal business.

As one survey employee explains:

“I am a single parent studying and working part time. It would be impossible to utilise public transport and a definite financial struggle to afford pay parking.”

It is the isolated nature of the Parliamentary Zone and adjacent areas that necessitates the use of private cars, particularly for parents and part-time employees.

A further issue of great concern to employees and in particular to female employees in the Parliamentary Zone and adjacent area is that of safety.³⁰

Employee assessment	Concerned about safety
Proportion of males	45.5%
Proportion of females	83.8%

Table Twelve: Gender profile of Parliamentary Zone and adjacent area employees with safety concerns regarding using public transport if needing to work back late.

Concerns include isolation, visibility, and lighting. A number of agencies in the area have engaged security guards to escort employees to their cars.

Recommendation ten

That the Committee requires the National Capital Authority to report on the impact of pay parking in the Parliamentary Zone and adjacent areas on family life including women and part-time employees.

³⁰ Community and Public Sector Union, *Pay Parking Survey, Impact on Commuting and Productivity*, 2003.

Volunteers, researchers and visitors

The parking needs of employees, volunteers, researchers and visitors within the Parliamentary Zone can be balanced. Staff in the Parliamentary Zone Cultural Institutions often work excessive hours to enable deadlines critical for visitors to be met.

It must be remembered that voluntary or student researchers, some of whom will not be able to afford parking fees, use many of the Zone institutions. This group contribution to the cultural wealth of Australia is significant and should not be discouraged.

Volunteers are important in many of the Zone institutions and their role needs to be supported. Pay parking would have a major cost impact on this group and indeed may result in some volunteers being unable to continue in this role.

Given the poor assessment of non-peak public transport services (refer to Table Two) visitors will even have less ability to use public transport within the Zone than employees.

The impact on tourist revenue from the various cafes and shops in the institutions within the Zone will be significant if pay parking is introduced. Money that would have been available for a cup of coffee or a small gift will have already been spent on parking fees. National institutions rely heavily on such revenue to fund continuing operations.

The CPSU is concerned that pay parking will simply not be affordable for some visitors. The Parliamentary Zone should be accessible to the whole community and barriers such as pay parking for visitors will reduce visitor numbers.

Recommendation eleven

That the Committee ensures that volunteers, researchers and visitors continue to have access to free parking in the Parliamentary Zone and adjacent areas.

Conclusion

In assessing the changes since the 1994 Joint Committee report it is clear that the characteristics of the Parliamentary Zone and adjacent areas continue to result in the majority of employees having to drive their private car to work.

The lack of a public transport hub and a commercial and community centre, normally associated with an area of high employment, are significant reasons for the lack of transport options for employees.

This impact is especially high for employees with family responsibilities, disabled workers and women.

The financial impact for both employees and employers is potentially significant and is likely to result in increased administrative costs.

The only compelling public policy reason to introduce pay parking is to provide the incentive for employees to use public transport.

However this does not apply in the Parliamentary Zone and the necessary public transport services to make this a real option for most employees do not exist.

It is clear that there needs to be greater integration of planning decisions impacting on Commonwealth employees in the Zone and adjacent areas.

Concluding recommendation

That the Committee rejects the National Capital Authority proposal for pay parking in the Parliamentary Zone and adjacent areas.

For further comment or clarification contact Matthew Reynolds 02 6220 9655 or Graham Rodda 02 6220 9631.

Community and Public Sector Union (PSU Group)

The Parliament of the Commonwealth of Australia, The Proposal for Pay Parking in the Parliamentary Zone Report of the Joint Standing Committee on the National Capital and External Territories, June 1994 pp26-27.

Chapter 4

Summary of Conclusions and Recommendations

4.1 The Parliamentary Zone represents the heart of the National Capital, and belongs to all Australians. As such, the national assets that exist in the Central National Area should be maintained from consolidated revenue. While it supports the concept of a Restoration and Replacement Program for National Capital Assets, the Committee has major reservations regarding the introduction of pay parking in the Parliamentary Zone to fund part of the program. The Committee believes that the NCPA should investigate other possible sources of income that could be derived from National Capital assets.

4.2 In examining the details of the Works Proposal, the Committee had concerns about the following:

- that the revenue targets were unlikely to be met without a significant increase in the rate of charges for pay parking, which would be vastly disproportionate to the real commercial value of the parking sites;
- that there is no guarantee that at the end of the program the funds raised from parking charges in the Zone would continue to be spent on National Capital assets;
- that insufficient attention had been paid to allaying the concerns of major institutions in the Zone that this proposal would affect visitor numbers, and financially disadvantage these institutions either through the operation of the FBT or the impact on volunteer staff;
- that there is no guarantee that improved public transport links will be created to ensure an adequate service into the Zone at peak periods;

- that insufficient attention had been paid to the nature of the Zone as an area of substantial employment but without normal commercial and community services found at other centres.

4.3 Furthermore. The Committee was concerned that the erection of the voucher machines and accompanying signage would have a detrimental effect on the appearance of the Parliamentary Zone, and would be contrary to the high design standards enforced by the CCPA for other works in the area.

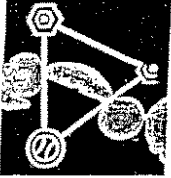
4.4 Because of these concerns, and after considering the evidence before it, the Committee recommends:

RECOMMENDATION 1:

that Parliamentary approval, as required under Section 5 of the Parliament Act 1974, not be granted for the proposal to install voucher parking machines and associated signs in the Parliamentary Zone.

RECOMMENDATION 2:

that the National Capital Planning Authority, in consultation with other relevant departments, investigate alternative means by which additional funds could be raised to offset the cost of the Restoration and Replacement Program of National Capital Assets.

National Capital
AUTHORITY

Building a better capital together

Dr Brian Kennedy
Director
National Gallery of Australia
GPO Box 1150
CANBERRA ACT 2600

Dear Dr Kennedy

Parliamentary Zone Parking

Throughout 2000 discussions were held with representatives of your organisation regarding the need for the management of traffic and parking in the Parliamentary Zone.

In particular discussions were held on a proposal to introduce additional parking controls, including measures for pay parking.

Increasing pressures in the Parliamentary Zone have arisen from office growth taking place in the adjacent Barton/Forrest area, and from increases in the numbers visiting national institutions and places in the Zone.

Recently, the ACT Government announced that it is considering the introduction of pay parking in a number of commercial centres in Canberra. This includes the Barton/Forrest area. The timing of any introduction of pay parking in Barton is not known, however the Authority understands that it will most likely be within the next 18 months. It is important for the effective management of parking for the Commonwealth to be able to adopt similar measures to avoid the inevitable overflow impacts.

The Authority invites your organisation to assist in the development of implementation arrangements. This will enable matters to be taken into account that are of specific relevance to the Gallery. It will also assist the overall transport improvements intended in the Parliamentary Zone to be developed in consultation with user groups.

If you wish to have a representative involved in the implementation group could you please provide your nomination.

If there are any questions regarding the above matter please contact Ted Schultheis on 6271 2832.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Graham Scott-Bahanna', with a long horizontal flourish extending to the right.

Graham Scott-Bahanna
Acting Chief Executive
13 August 2002



Mr Graham Rodda
Community and Public Sector Union
Level 1
40 Brisbane Avenue
BARTON ACT 2600

Dear Mr Rodda

Thank you for the copy of the letter from Graham Scott-Bahanna, Acting Chief Executive NCA, to Dr Brian Kennedy, Director, National Gallery of Australia, that you forwarded to the Minister for Urban Services. The Minister has requested that I respond on his behalf.

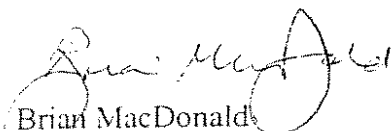
The NCA is encouraging the ACT Government to progress on-street pay parking in the Barton and Forrest area. The ACT Government and the NCA have had discussions over a number of years on the issue of pay parking in Barton and Forrest.

In principle the ACT Government supports pay parking as part of the Sustainable Transport Plan. Implementation would depend on further discussions with the NCA and the community in those areas and on funds being available in the budget.

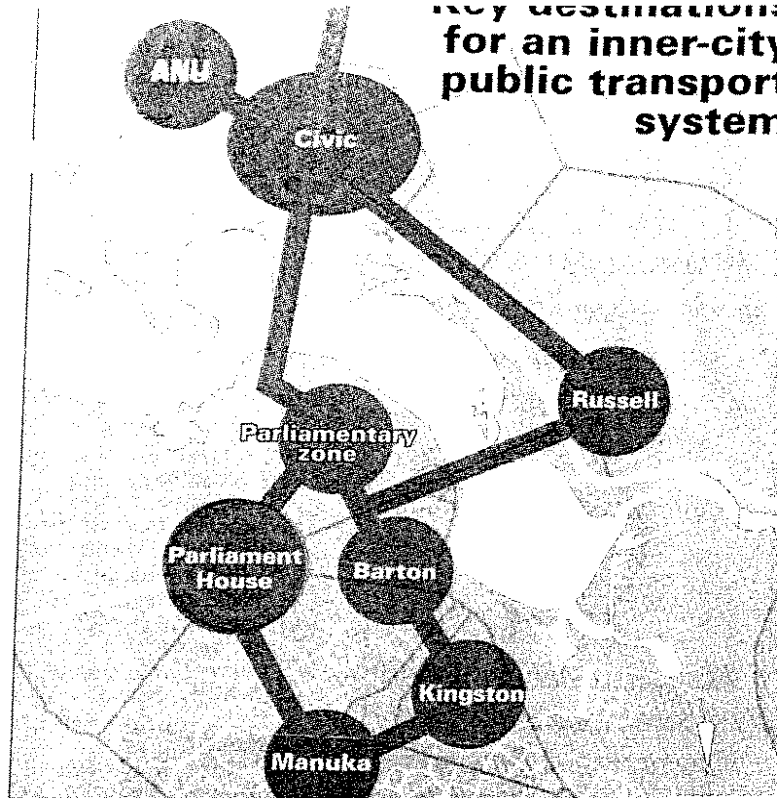
Pay parking currently exists in Civic, Woden, Dickson, Deakin, Kingston and Manuka. The ACT Government is introducing pay parking into Belconnen and Tuggeranong town centres during 2003. By the end of 2003 Barton/Forrest and Parkes will be one of the few remaining major office precincts in the ACT without pay parking. As you would be aware, the Territory is only responsible for on-street parking in Barton/Forrest. Off-street parking, which represents most of the available parking spaces, is primarily controlled by Commonwealth agencies and private organisations.

Thank you for bringing your concerns to the attention of Urban Services.

Yours sincerely


Brian MacDonald
General Manager
Road Transport
26 February 2003

Key destinations for an inner-city public transport system



Inner-city light rail could be start of network

By MONIKA BOOGS

A commuter light rail system linking Civic, Barton, Russell and the Parliamentary Triangle would be the first stage in a wider network under a proposal before the ACT Government.

Planning Minister Simon Corbell told a public transport forum in Civic yesterday that initial research had found that a light rail system focused on these areas would be an ideal first stage of a wider network.

"The Government hasn't made any definite decisions, but we believe it must be seriously considered," he said.

The Government was conducting its own modelling on the idea and it was also being considered in the Public Transport Futures Feasibility Study by independent consultants Halliburton KBR, due in June.

Mr Corbell said it was the first time a light rail system was being seriously considered since the last Labor government more than seven years ago.

He suggested that any system would likely be private/public joint partnership.

Recent calls from residents' groups and developers had focused on a Gungahlin-Civic link, but the Government prefers the inner-city route, which would also take in the ANU, parts of Northbourne Avenue, Manuka and Kingston.

The Civic-Barton route would be aimed at commuters as well as tourists.

Mr Corbell said the Civic, Barton and Russell area was a great place to start because it was home to about 50

CANBERRA ON THE MOVE

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- Bus stops like air lounges suggested
- Vocal supporters raise profile of light rail
- Traffic tax can help our cities: Democrat

per cent of the ACT's jobs. Not only would the link be used by commuters going to and from work but also during the day.

"A transit system between Civic, the ANU, Barton, Manuka, Kingston and Russell would boost development in all these locations, connect east and west Civic, encourage development in Civic West and provide a quick and guaranteed transit system in inner Canberra for tourists, commuters and workers in this location," Mr Corbell said.

"Imagine working in Civic but enjoying lunch at Manuka without any traffic and parking hassles."

If the Government went ahead with the proposal it would eventually be part of an inter-town centre network that would include Gungahlin.

Mr Corbell said the Government had not done any definite costings but the first leg would cost a minimum of \$100 million.

"It is not cheap, and that's why the Government is giving, and will be giving, serious consideration to mechanisms such as a public/private partnership," he said.

Continued on Page 7

Inner-city light rail could be first step in network

Continued from Page 1
The private sector could be involved in the development and/or operation of the light rail system.

The Government would work with the Commonwealth and the National Capital Authority on the project.

The NCA's Jeremy Lasek said yesterday that it was potentially a very exciting pro-

ject. "We will be pleased to be involved in any future planning discussions and hope we can move the project forward," he said.

Mr Lasek said the proposal had great potential.

While a light rail system was welcomed by the Light Rail Coalition, which demonstrated outside the forum, it believed the network should start with a Gungahlin to Civ-

ic link. This would avoid any repeat of the Gungahlin Drive controversy and would generate revenue along the route through the development of land, the coalition said.

Opposition planning spokeswoman Vicki Dunne said any light rail plan that still involved people getting into their cars in the morning was doomed to failure.

She said rail lines between

Civic and Russell and Barton would not work unless they were coupled with routes linking the town centres.

"Once people have cars in the parks outside they will use them," she said.

Mrs Dunne believed a light rail system was too expensive to be viable in a city of Canberra's size.

"Maybe in 50 years where

there is a population of half a million," she said.

"Instead we should be looking at more innovative uses involving buses and road transport."

Democrats MLA Roslyn Dundas said light rail needed to be considered as part of town centre linkages throughout the ACT. However, she believed Gungahlin should be the priority.

The Canberra Times
Friday February 28, 2003
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