

**INQUIRY INTO PAY PARKING
IN THE PARLIAMENTARY ZONE**

SUPPLEMENTARY SUBMISSION

NATIONAL CAPITAL AUTHORITY

August 2003



1. INTRODUCTION

On 7 March 2003 the National Capital Authority provided a written submission to the Inquiry by the Joint Standing Committee on the National Capital and External Territory into Pay Parking in the Parliamentary Zone.

This submission supplements the Authority's main submission. It has been prepared to provide the Committee with up to date information concerning the existing parking arrangements in the Parliamentary Zone and in the adjoining Barton/Forrest office precinct. It also provides comments on some of the points raised in other submissions to the Committee.

2. BACKGROUND

2.1 Additional Survey

The National Capital Authority commissioned further surveys, by Datacol Research Pty Ltd in June and July 2003, of the level of parking demand in the Parliamentary Zone experienced on typical business days. The surveys additionally included an assessment of pedestrian movements to, from, and within the Parliamentary Zone to confirm the extent to which people from adjacent areas (or with destinations outside of the Zone) park within the Parliamentary Zone. The results of this survey are in **Attachment A**. Comments on the results are in Section 3.1 of this submission.

2.2 Additional Comments

A number of presentations have been made to the Committee at its public hearing on 9 May 2003. The Authority notes that some issues raised warrant comment to clarify the position in relation to parking arrangements in the Parliamentary Zone. Comments on these points are set out in **Attachment B - Tables 1 and 2**.

3. ISSUES

3.1 Overspill Impacts on the Parliamentary Zone

The additional surveys carried out for the National Capital Authority have established that on the western side of the Parliamentary Zone there are relatively few pedestrian movements to and from the car parking areas in the Parliamentary Zone by people with destinations across Commonwealth Avenue.

However, on the eastern side of the Parliamentary Zone, there are a significant number of movements with some 680 pedestrians crossing Kings Avenue, indicating that a large number of people in Barton are using parking provided in the Parliamentary Zone.

The survey results also indicate high pedestrian movements from the surface parking area near the National Gallery of Australia to other locations both within and outside of the Parliamentary Zone.

The survey further confirms there is overall an adequate supply of parking to meet the demand generated from within the Parliamentary Zone, although the utilisation in some areas is much higher than in others.

As additional office development occurs in the Barton/Forrest area it can be expected that demand for parking in the Parliamentary Zone will further increase.

3.2 Adequate Public Transport

One of the issues arising from the published submissions is that public transport services to the Parliamentary Zone are not convenient. Consequently it is claimed that pay parking is not an appropriate means of increasing public transport use.

While an increase in public transport use would be consistent with the National Greenhouse Strategy it is not the only reason for the proposed pay parking measures. The National Capital Authority expects that many employees and visitors to the Parliamentary Zone will continue to use their private vehicles even after pay parking is introduced.

The proposal is also concerned with the efficient management of the parking areas that are available so as to minimise overspill parking from Barton and Forrest and to better utilise parking near national institutions for visitors, and parking near government office buildings for office workers.

The provision of, or improvements to, public transport services are an ACT Government responsibility. However, published bus timetables show there are a significant number of inter-town and route services to the Parliamentary Zone from most areas of Canberra. These services should be able to accommodate any increase in patronage to the area. If not, service frequencies could be adjusted (subject to ACT Government approval) to provide the additional capacity.

3.3 Visitors, Researchers and Volunteers

A number of submissions raised a concern that pay parking would be a deterrent to visitors to the national institutions, and also for researchers and volunteers who assist the institutions.

The National Capital Authority recognises that there are a variety of demands for parking in the Parliamentary Zone and the existing parking environment poses significant issues for some, but not all, of the national institutions.

There is a range of possible options to overcome these concerns including the provision of additional parking within the Parliamentary Zone near the national institutions. With these new facilities more areas could be set aside for visitors, researchers and volunteers.

Pay parking can accommodate the particular needs of visitors, researchers and volunteers. There are technologies, including “pay and display” or boom gate control systems, that would permit differential payments, and/or ticket validation to eliminate or subsidise a specific parking charge.

These kinds of measures would be further developed in implementation consultation with the national institutions.

3.4. Parking in Barton

Some submissions raised concerns over the lack of parking in Barton and the perception there were no strategies in place to meet the existing and future demand for parking in the area.

Since 1993 the National Capital Plan has had specific policies for Barton requiring parking to be provided at the rate of 2 spaces per 100 square metres of gross floor area (GFA) of office space. Parking can be provided either on site or as a combination of on site and off site provision (including through the application of an ACT Government parking levee on Territory Land). This provision meets the car parking demand for the offices developed in the past ten years.

In the late 1990's a number of National Land and Territory Land sites were released for office developments. A significant amount of temporary car parking was consequently lost resulting in an overall shortage of off street parking in Barton. It is these displaced cars that are currently of concern both within Barton and within the Parliamentary Zone.

The National Capital Authority manages National Land required for the special purposes of Canberra as the National Capital. It does not manage National Land in Barton. Therefore it is not open to the Authority to develop parking structures there in its own right. That option is left to the ACT Government, the Department of Finance and Administration on behalf of the Commonwealth, or to private lessees.

The National Capital Plan makes it possible for up to three parking structures to be constructed under the existing policies for Barton. Parking structures can be built on part Block 3 Section 22 Barton (Territory Land), on part Block 2 Section 1 Barton (National Land), and on part Block 13 Section 9 Barton (National Land).

If these three parking structures are provided, and parking spaces within existing and future buildings appropriately utilised, there will be sufficient parking supply to meet both the current and future needs of the Barton area.

3.4 Lack of visitor parking in Barton

The ACT Government proposes to introduce on street pay parking into Barton. This will increase the availability of visitor parking through an improved management and enforcement arrangement. Pay parking in Barton can also support a commercial environment suitable for the private sector construction of parking structures.