

3. GOVERNANCE

3.1. PROJECT ROLES AND RESPONSIBILITIES

Minister for Planning and Land Management

- The Minister for Planning and Land Management is responsible for the PSRRP project, which this project falls under.
- The Minister for Transport is responsible for parking policy.

Executive Level Parking Coordination Group (PCG) and Senior Officer Level Parking Working Group (PWG)

- PCG and PWG will have an advisory role and some members may be invited to provide detailed feedback on the draft code.

EPSDD

- The project is being led by the PSRRP Project Team EPSDD, with input from other parts of ACT Government. The project team will work closely with other areas in EPSDD.

Other ACT Government Stakeholders

- Several government stakeholders have an interest in the project, outlined in section 3.2.

3.2. GOVERNMENT STAKEHOLDERS

Several government stakeholders have an interest in the project and are detailed in the table below:

Stakeholder	Interest
Environment, Planning and Sustainable Development Directorate	A range of planning, land use, building, environmental and climate change policy and service delivery functions are contained within EPSDD. Statutory Planning Division, who apply the code regularly, are major stakeholders. Development assessment, leasing and unit titling officers are to be consulted.
Chief Minister, Treasury and Economic Development Directorate (including Access Canberra)	CMTEDD leads the ACTPS on policy, financial and economic matters, service delivery and whole of Government issues. Access Canberra is a major service delivery agency within CMTEDD with responsibility for parking enforcement in ACT Government parking areas. Parking provision and on new developments impacts how nearby government parking is used, which would have implications for parking enforcement and revenue collection (in paid parking areas).
Transport Canberra and City Services Directorate	TCCS is responsible for transport and parking policy, and will be interested in how the parking code review and reform will interact and impact with their policy areas. There may also be some interest from operational areas such as Roads ACT and public unleased land custodians due to any flow-on effects e.g. construction parking, parking under provision.
City Renewal Authority	The CRA is responsible for urban renewal in the city centre and Northbourne Avenue corridor and have an interest in parking provision in these areas.

Suburban Land Authority	The SLA is responsible for delivery of new greenfield areas and urban renewal projects around town centres and in wider Canberra and have an interest in parking provision in these areas.
Canberra Health Services	CHS has an interest in parking in and around health facilities.
Education Directorate	ED has an interest in parking in and around education institutions.
Justice and Community Safety Directorate (including ACT Emergency Service Agency)	Emergency Services Agency’s (ESA’s) advice regarding the impact of parking management on emergency access and responses will be important.
Community Services Directorate	CSD is responsible for a wide range of human services functions and they’ll have a particular interest in accessible parking provision.
NCA	The NCA applies the parking code to designated areas.

3.3. PROJECT RESOURCING

Internal Resources

Two senior FTEs with experience in drafting/updating territory plan codes are required for the duration of the project. Given the current parking code is 49 pages in length, and contains many detailed tables specifying rates, it will be a substantial piece of work to review and reform.

An observation of recent major development applications is that parking provision is often a contentious issue and tends to be a common theme of community concern about many development applications. Reviewing and reforming the parking code is likely to be a high-profile component of the PSRRP, of particular interest to the community, developers and built environment professionals.

Some parking provision rates may be unable to be updated in the review, as there is insufficient evidence and data to back up the change. These may be in instances highlighted in the AECOM and GTA reviews, where it is recommended in certain instances where further surveys, data and analysis is to be undertaken prior to any parking rate changes.

External Resources

TCCS is responsible for broader transport strategy and needs to be closely involved in the drafting of the new parking code as they will have a strong interest in potential changes. Early input from TCCS on the parking and transport policy position and context for the parking code review and reform will be important. Resourcing will need to be sought from TCCS for this.

Early feedback will need to be sought from TCCS on proposed changes to parking provision rates and requirements. This will be particularly important as they are not a mandatory referral agency for development applications. Resourcing for this will need to be sought from TCCS. It would be also useful if TCCS could provide the EPSDD project team with copies of any recent advice they have provided on development applications related to parking, for consideration in the development of the new parking code.

It is understood that TCCS is planning to undertake a survey of public parking usage and occupancy rates in major activity centres across the ACT in March 2022, with results to be collated in April. Useful data from the parking survey is unlikely to be available in timeframes suitable for this project. It is also possible that these parking surveys may need to be delayed, depending on if parking usage patterns are still significantly impacted by the Covid-19 response in March.

Note that the proposed TCCS 2022 parking surveys are for publicly available parking only, and the parking code covers private or tenant-only parking provision requirements to support new developments. While parking surveys of nearby public parking provide context of broader parking usage in centres, parking usage surveys of private parking spaces for particular use types e.g., childcare centres, offices, indoor sports facilities, would be directly relevant for the context of this work. It is understood that these have not been undertaken in recent years in the ACT, and no funding is available for such surveys. However, in some instances, there be some relevant survey data as part of recent development applications which may be able to be sought, pending internal resource availability to undertake this work, and support from Statutory Planning.

Other directorates and agencies listed in the above table will also need time and resourcing to review the draft parking code.

4. FINANCIAL MANAGEMENT

As no budget is available for the project, it is to be funded from within existing EPSDD resources. Reviews and some inputs may be able to be sought from other directorates.



ENVIRONMENT, PLANNING
AND SUSTAINABLE DEVELOPMENT

December 2021

From: [Wyatt, Tim](#)
To: [Burton, Anthony](#)
Cc: [Davidson, Geoffrey](#)
Subject: RE: Planning System Review and Reform Project: TCCS Policy Review and Engagement
Date: Friday, 3 December 2021 11:00:53 AM

OFFICIAL

Hi Anthony,

Jim suggested that I make contact with you first to try and better understand your needs before nominating leads?

Get in touch when you are back on the office ?

Thanks
Tim

OFFICIAL

From: Burton, Anthony <Anthony.Burton@act.gov.au>
Sent: Thursday, 2 December 2021 2:50 PM
To: Corrigan, Jim <Jim.Corrigan@act.gov.au>
Cc: Kamarul, Matthew <Matthew.Kamarul@act.gov.au>; O'Neill, Carolyn <Carolyn.O'Neill@act.gov.au>; McFarlane, Trina <Trina.McFarlane@act.gov.au>
Subject: Planning System Review and Reform Project: TCCS Policy Review and Engagement

OFFICIAL

Hi Jim

Thanks for the opportunity to meet with you and the TCCS executive today. It was great to be part of a meeting with engaged people.

In the first instance I am very keen to discuss the potential for TCCS policy input into the project. Objectively I see that policy input is likely to come from the following areas:

- City Operations
- Transport Planning and active travel office
- Waste
- Development Coordination
- Infrastructure Delivery
- Infrastructure Planning

I would further suggest that the key policy documents are most likely to be the Transport Strategy and Waste Strategy but I would be happy to take your advice on that.

I think that further on in the project and early next year we will need to discuss District Strategies, their potential, and TCCS engagement in their development.

Would it be possible to set up some time from Tuesday onwards next week to identify key policies and key contacts you would like to be involved?

Very happy to discuss further,

Anthony

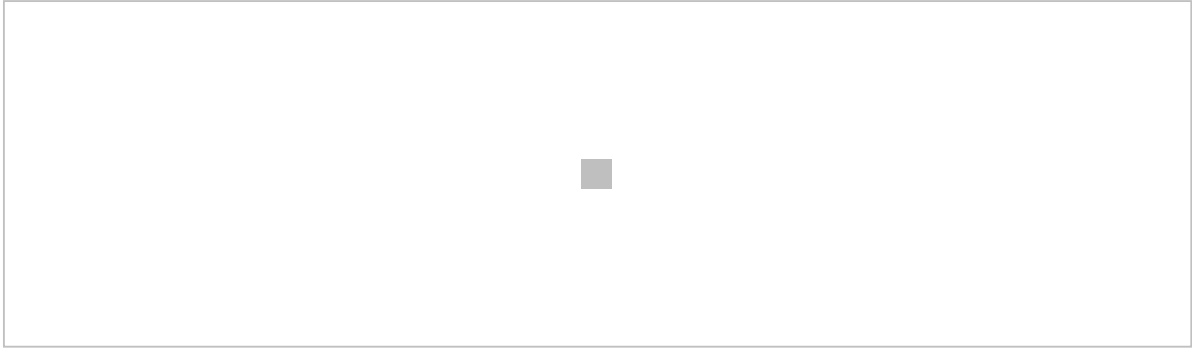
Anthony Burton PhD, MPIA | Senior Planning Policy Officer | ACT Planning Review and Reform Project
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Planning and Urban Policy | Environment, Planning and Sustainable Development Directorate | ACT Government

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(pronouns: he/him)



From: [Hendriks, Lauren](#)
To: [Wyatt, Tim](#); [Gianakis, Steven](#); [Hobbs, Benjamin](#); [Hubbard, Benjamin](#); [Pincombe, Neil](#); [Saunders, Cathryn](#); [Sloan, Sean](#); [Rampton, Tim](#); [Pooley, John](#); [Lawrence, Ian](#); [Hart, Jeff](#); [Richardson, Emma](#); [Chowdhury, Abu Sayem](#); [Balberona, Justinieta](#); [Maher, Colin](#); [Ludvigson, John \(Health\)](#); [Heffernan, Timothy](#)
Cc: [Burton, Anthony](#); [Fraser, Shelly](#); [Tidy, Madison](#); [Liu, Angela](#); [Pillig, Carl](#); [Jensen, Robyn \(Health\)](#); [Warylo, Michael \(Health\)](#); [Jordan, Ally \(Health\)](#)
Subject: Parking Working Group - February 2022
Attachments: [4. Minutes - Parking Working Group - November 2021.docx](#)
[3d. Attachment B - Potential Terms of Reference - TCCS Parking Working Group \(December 2021\).docx](#)
[5. Minutes - Parking Coordination Group - 6 December 2021.docx](#)
[Agenda - Parking Working Group - February 2022.docx](#)

Now with updated agenda attached & below. See you at 3pm. Lauren

Microsoft Teams meeting

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Click here to join the meeting <https://teams.microsoft.com/l/meetup-join/19%3ameeting_YmRiMGFiOTEtNTE1OS00ZTc0LThiNDQ0MTU3N2ZmYWJiNGQ3%40thread.v2/0?context=%7b%22Tid%22%3a%22b46c1908-0334-4236-b978-585ee88e4199%22%2c%22Oid%22%3a%224cd3c291-84a7-4452-ba98-0fcc4983c07a%22%7d>

<https://www.act.gov.au/_data/assets/image/0004/492997/actgovlogoprint.png>

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Updated agenda

PARKING WORKING GROUP (PWG) AGENDA

Wednesday 16 February 2022 – 3pm to 4:30pm

MS Teams

Chair: Tim Wyatt

Item

Topic

Time

Out of Scope

Out of Scope

5

Next Steps for Parking Code and EV Ready Project

(Steven Gianakis/Anthony Burton/All – 10 mins)

3:35pm to 3:45pm

Out of Scope

Out of Scope

Meeting Close

4:30pm

Good afternoon,

This is the invite for the February PWG, ahead of the next Parking Coordination Group meeting on 22 February. You're receiving this invite for the February 2022 PWG meeting because you're nominated as a member for the 2022 Parking Working Group.

The following items ahead of the meeting are attached:

- * draft agenda
- * minutes from the last meeting
- * potential Terms of Reference
- * minutes from the last PCG meeting

Please send through requests for agenda items or accompanying papers to be circulated through to me by COB Friday 4 February. I will circulate the agenda ahead of the meeting.

The Parking Working Group (PWG) is established as a cross-directorate group forum to improve coordination, communication and decision making about parking policy and implementation of parking policy.

In December 2022, PCG advised of an updated approach to the PWG membership and focus for 2022. The Parking Working Group is to consist of Director/Senior Director level officers who are responsible for operational and decision making on parking related matters. This membership may be augmented on a meeting-by-meeting basis with other staff who are required to support or present on certain matters. This can be requested by the secretariat and approved by the Chair.

I was successful in the role of Assistant Director, Parking Coordination and will be the new Secretariat for PWG and PCG. I thank David Radice for undertaking the Secretariat role last year and wish him all the best in his next endeavours. If you have any questions about PWG, please feel free to get in touch with me. Tim Wyatt will continue to chair PWG.

I look forward to working with you on PWG in 2022.

Kind regards

Lauren

Lauren Hendriks | Assistant Director | Parking Coordination
Phone: 02 6205 0637 | Email: lauren.hendriks@act.gov.au <<mailto:lauren.hendriks@act.gov.au>>
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Out of Scope

Out of Scope

Out of Scope

Out of Scope

Parking Working Group (PWG) Meeting Minutes
Meeting of Wednesday 10 November 2021, 2:30pm – 4:00pm
MS Teams

Out of Scope

Apologies: Nil

New Action Summary Table

Topic	Action	Timing	Directorate(s)
Out of Scope			

Out of Scope

Out of Scope

4. **EV Ready Developments - Update**

- EPSDD are implementing policy to make developments 'EV Ready' to support strategic policy and commitments in the PAGA
- this work includes new and existing multi-unit and commercial development having the capabilities to be able to charge electric vehicles.
- EPSDD has engaged a consultant to undertake the work. The consultancy is ongoing.
- The consultancy's objective is to provide outcomes and recommendations that can generally be implemented into the Territory Plan for new development and generally provide requirements and incentives for existing development
- Final report is due later 2021. EPSDD will then undertake policy analysis with a view to roll this work into the planning review and reform process which is progressing in 2022

Out of Scope

Out of Scope

Parking Coordination Group (PCG) Meeting Minutes
 Meeting of 6 December 2021
 MS Teams

Attendees: Jim Corrigan (TCCS), Kathy Goth (CMTEDD), Tom Gordon (CRA), John Bowdery (TCCS), Emily Springett (Access Canberra), Damon Hall (MPC), Shannon Keevers (Health), Carolyn O’Neil (EPSDD),

Apologies: Chris Tarbuck (Health), Clint Peters (CRA), Ken Marshall (TCCS), Kim Salisbury (CMTEDD), Josh Reinhart (Access Canberra), Geoff Davidson (TCCS), David Radice (TCCS)

Secretariat: Tim Wyatt (TCCS)

Action Summary Table

Agenda Item No.	Action	Directorate	
Out of Scope			
4	Offline discussion on arrangements for feeding Parking Code review into EV Ready Development and Planning Review and Reform Project undertaken by EPSDD.	TCCS/EPSDD	By end of Dec 2021



Out of Scope

4) Parking and Vehicular Access General Code Review – Discussion

- The Parking and Vehicular Access General Code (Parking Code) has been in operation in its current form since at least 2008 and remains largely unchanged.
- Previous reviews of the Parking Code were undertaken in 2017 and for the City in 2020 however a full review of the Parking Code has not been progressed.
- With the review of the Transport Strategy completed and the Planning System Review and Reform Project currently being undertaken it would be ideal to develop an outcomes-based policy which could be easily implemented into the future ACT Planning System.
- EPSDD and TCCS have agreed on a statement of requirements to review the Parking Code and support preparation of new drafting for the Territory Plan.
- Offline discussion on arrangements for feeding Parking Code review into EV Ready Development and Planning Review and Reform Project undertaken by EPSDD.

Out of Scope

Future Meetings

- Next PCG – February 2022 TBA
- Next PWG - February 2022 TBA

PARKING WORKING GROUP (PWG) AGENDA

Wednesday 16 February 2022 – 3pm to 4:30pm

MS Teams

Chair: Tim Wyatt

Item	Topic	Time
1	<h1>Out of Scope</h1>	
2		
3		
4		
4		
5	Next Steps for Parking Code and EV Ready Project <i>(Steven Gianakis/Anthony Burton/All – 10 mins)</i>	3:35pm to 3:45pm
6	<h1>Out of Scope</h1>	
7		
8		
10		
11		
13		
14		
13	Meeting Close	4:30pm

From: [Hendriks, Lauren](#)
To: [Bamford, Rebecca](#); [Ali, Syed](#); [Burton, Anthony](#); [Gianakis, Steven](#)
Cc: [Wyatt, Tim](#); [Balberona, Justinieta](#)
Subject: RE: Parking policy direction brief
Date: Thursday, 10 March 2022 11:30:07 AM
Attachments: [Attachment A - ACT-Parking-Action-Plan.pdf](#)
[Attachment B - Proposed Approach & Timeframes for New Parking Action Plan_20220307.pptx](#)
[Attachment C - Min Brief S202200385.docx](#)
[Attachment D - 01. Minister Brief - MIN S2021_01228_alias.pdf](#)
[Minister Brief - MIN S2022_00416.docx](#)
[REQUEST MIN S2022_00416 - Parking Action Plan, Code and Fees.pdf](#)

OFFICIAL

Hi Bec, Syed, Steve and Anthony,

Please see the draft of this brief at 10 March – noting it is draft and yet to be cleared by executive.

Kind regards
Lauren

Lauren Hendriks | Assistant Director | Parking Coordination
Phone: 02 6205 0637 | Email: lauren.hendriks@act.gov.au
Development Coordination | Transport Canberra & City Services | ACT Government
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www.cityservices.act.gov.au

From: Bamford, Rebecca <Rebecca.Bamford@act.gov.au>
Sent: Wednesday, 9 March 2022 11:52 AM
To: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Subject: Parking policy direction brief

OFFICIAL

Hi Lauren,

You'd mentioned that Minister Steel recently signed off on a brief about parking policy / a new parking strategy. Steve was wondering if you could forward that to EPSDD colleagues working on the parking requirements in the Territory Plan (i.e. Steve, me, Syed)?

Thank you,

Kind regards,

Rebecca Bamford

Working remotely – I can be reached via Microsoft Teams, phone: 02 6207 8749 or email:
rebecca.bamford@act.gov.au

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Transport Canberra and City Services**To:** Minister for Transport and City Services

Tracking No.: S2021/01228

**Date received
in MO:** 30/11/2021**From:** Executive Branch Manager, Development Coordination Branch**Through:** Director-General, Transport Canberra and City Services
Deputy Director-General, City Services
A/g Executive Group Manager, City Operations
A/g Executive Branch Manager, Roads ACT**Subject:** City parking plan**Critical Date:** In the normal course of business**Recommendations**

That you note the information contained in this brief.

Noted / Please Discuss

Chris Steel MLA/...../.....

Minister's Feedback

Background

Request for advice

1. Your Office requested advice on the previous analysis of parking in the city and an update on current parking-related work including the Territory Plan review and an operational policy for the approval of electric charging stations on public unleased Territory land.

Policy context

2. The ACT Government has multiple strategic documents which provide key policy directions affecting parking policy.
3. The *Building an Integrated Transport Network: Parking 2015* (Parking Action Plan) (Attachment A), developed by the Environment, Planning and Sustainable Development Directorate (EPSDD), is currently the key policy document relating to vehicular parking within the ACT. The Parking Action Plan sets out the ACT Government's current policy settings and approach to parking management.
4. Most actions within the Parking Action Plan have been completed such as the implementation of digital parking machines and alternate payment methods.
5. The *ACT Transport Strategy* recognises that a strategic approach to the provision and management of parking is required – which reflects the importance of parking for residents and businesses and parking's contribution to the viability of commercial centres.
6. The *ACT Planning Strategy* aims to make Canberra a sustainable, competitive and equitable city that is responsive and resilient to change through seeking better integrated land use and transportation options to improve accessibility and limiting urban spread to create a compact and efficient city.
7. The *ACT Climate Change Strategy* recognises the need for a smarter approach to parking that reduces congestion and meets the mobility needs of the community.

Issues

Parking analysis in the city

8. EPSDD previously commenced a broad review of parking in early 2019.
9. The review included a comprehensive parking survey in late 2019 of the city and town centres to capture up-to-date information on parking supply and utilisation. All off-street government carparks and private carparks offering public parking were surveyed, in addition to on-street parking. The survey was inclusive of paid and timed parking, permit parking, motorcycle parking and loading zones.
10. The 2019 survey work indicated that parking demand has increased in areas where urban growth is occurring, particularly in the city. At the time of the survey, it was noted that most sites within the city have high parking usage with some of the larger off-street parking sites ranging from 72% utilisation and up to 100% peak usage.
11. The map at Attachment B provides an overview of the survey results. EPSDD also developed the maps at Attachment C to show forecasted changes to parking within the

city.

12. The EPSDD review was ultimately aimed at informing development of a new Parking Action Plan. EPSDD prepared a draft Cabinet Submission on the review which was not progressed due to the onset of the COVID-19 pandemic and subsequently the ACT Election. TCCS has reviewed the draft Submission and it's considered to have lost much of its currency and it will need to be redrafted.
13. TCCS has not progressed the earlier work by EPSDD due to competing priorities including work to develop an operational policy for the approval of electric charging stations on public unleased land, legislative amendments to insert new offences on parking in parking spaces for electric charging and scoping work to review parking requirements under the Territory Plan. TCCS will seek to commence work on a new Parking Action Plan next year after completion of current work priorities.
14. It should also be noted that TCCS quickly responded to community and business needs during the recent COVID-19 lockdown with implementation of temporary click and collect for supermarkets and free parking to support essential workers.

Schedule 1, 1.6

Territory Plan review

17. EPSDD is currently undertaking the Planning System Review and Reform Project (PSRRP) which includes preparing a new Territory Plan. As part of this review, the Parking and Vehicular Access Code (Parking Code) will be reviewed.
18. The Parking Code has not been properly updated since at least 2008 and it does not effectively represent the change in approach to the strategic management of parking applied in urban areas where sustainability is a major objective.
19. TCCS has prepared the statement of requirements at Attachment D in consultation with EPSDD to review the Parking Code. The findings and recommendations of the review will be used by EPSDD in developing a new Parking Code.

Proportion of parking provided by National Capital Authority

20. Your office previously asked for advice on the proportion of parking provided by the National Capital Authority (NCA) compared to private operators and the ACT Government for Dickson, Turner, Braddon, Campbell and Russell, areas around Lake Burley Griffin (central shores), the Parliamentary Triangle and surrounding areas in Barton and Yarralumla.

21. The document at Attachment E provides data on the split of parking by the NCA. The private providers and ACT Government data is mostly taken from parking surveys undertaken in 2019 by EPSDD while the NCA provided its own data.

Financial Implications

22. There are no financial implications related to this brief as all projects are being progressed with existing TCCS resources or being undertaken by other directorates with TCCS involvement.

Consultation

Internal

23. A copy of this brief was provided to Strategic Policy and Customer and Roads ACT for information.

Cross Directorate

24. Major Projects Canberra and EPSDD were consulted with in the preparation of this brief.

Benefits/Sensitivities

25. Multiple stakeholders have expressed an expectation of a new Parking Action Plan being developed. As mentioned above, TCCS will seek to commence work next year after completion of current work priorities.

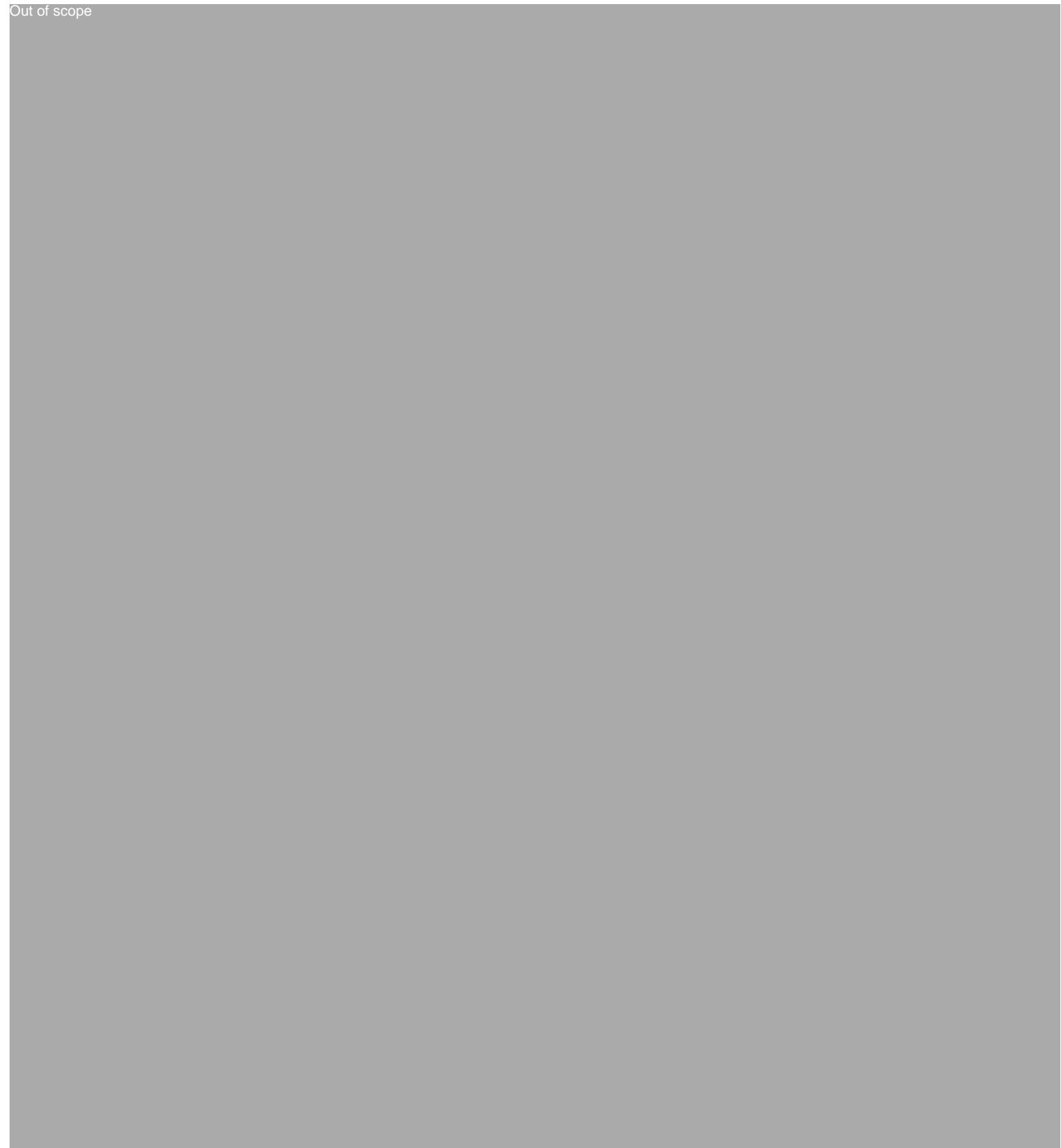
Communications, media and engagement implications

26. Not applicable.

Signatory Name: Tim Wyatt Phone: 6205 4200
Action Officer: David Radice Phone: 6205 4070

Attachments

Attachment	Title
Attachment A	2015 Parking Action Plan
Attachment B	City Centre Parking Map 2019 with utilisation rates
Attachment C	EPSDD maps showing forecasted changes to parking in the City
Attachment D	Statement of requirements for a review of the Parking Code
Attachment E	Split of parking supply by NCA and others





ACT
Government

BUILDING AN INTEGRATED TRANSPORT NETWORK

PARKING



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Message from the Minister

In cities around the world, integrated transport networks shape the way cities grow and prosper, generating economic opportunities and jobs, and providing vibrant and attractive social environments for residents and visitors.

Parking is an important component of developing an Integrated Transport Network for Canberra. This network includes all transport modes (walking, cycling, public transport, roads, freight, vehicles), and is part of delivering on key government policies including Transport for Canberra, the ACT Planning Strategy and Action Plan 2 (ACT Climate Change Strategy), the City Plan and other master plans, and the Healthy Weight Action Plan.

ACT residents have the nation's highest rate of vehicle ownership and, consequently, the demand for parking is high. In the past most of us have been able to park close to our destinations without much

difficulty. However, Canberra is transforming into a mature-sized city and its population of 390,000 makes it the eighth largest city in Australia; by 2031 Canberra's population is expected to increase to over 520,000. In addition, 20,000 non-residents cross the border into the ACT every day, many of them seeking a parking space. We now find ourselves in a similar situation to residents of all larger cities, spending more time searching for a parking space. This means there is an increasing urgency to manage traffic demands on our road system. Without positive action, congestion will continue to increase, further extending travel times and leading to greater driver anxiety and frustration.

The government recognises the need to encourage people to use a range of transport modes to get to work and move around the city. However, we acknowledge that the car will continue to meet the travel needs of a large number of Canberrans and that parking supply and demand needs to be better managed if we are to maintain the viability of our employment, education, entertainment, sporting, leisure and other activity centres.

Providing more efficient parking and reducing the distance people need to travel daily to reach essential services will also curb the overall contribution of motor vehicles to carbon emissions and realise our shared obligation to achieve a low carbon future for the ACT.

Building an Integrated Transport Network – Parking builds upon existing ACT Government policy and recognises the increasing importance of the use of technologies in administering parking and ensuring payment systems are convenient and easy to understand and use.

Over time, the government's sustainable transport policies and land-use changes will transform the city and town centres to be more supportive of walking, cycling, higher occupancy car travel and public transport. Notwithstanding these improvements, complementary measures are required to support appropriate levels of parking, sensibly located to maximise economic activity, accessibility to goods and services, our commitments to meeting our greenhouse gas reduction targets and become a more healthy community.

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

Mick Gentleman
Minister for Roads and Parking
June 2015



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1. Parking in the ACT – background

Parking is an important component of developing an Integrated Transport Network for Canberra. This network includes all transport modes (walking, cycling, public transport, roads, freight, vehicles), and is part of delivering on key government policies including Transport for Canberra, the ACT Planning Strategy and Action Plan 2 (ACT Climate Change Strategy), the City Plan and other master plans, and the Healthy Weight Action Plan.

The management of parking is one of Government’s key levers for achieving these broader objectives. In particular, the efficient and equitable pricing of parking encourages more sustainable travel behaviours through increased mode share for public transport and active travel.

The ACT Government sees parking as an important element in the growth and vitality of Canberra. As with public transport and active travel it facilitates the movement of people to workplaces and commercial activities; education, hospital and medical precincts; and sporting, recreation and entertainment facilities. Importantly, it facilitates economic activity by enabling the delivery of goods and services that consumers need, and the construction activity needed for growth and urban renewal.

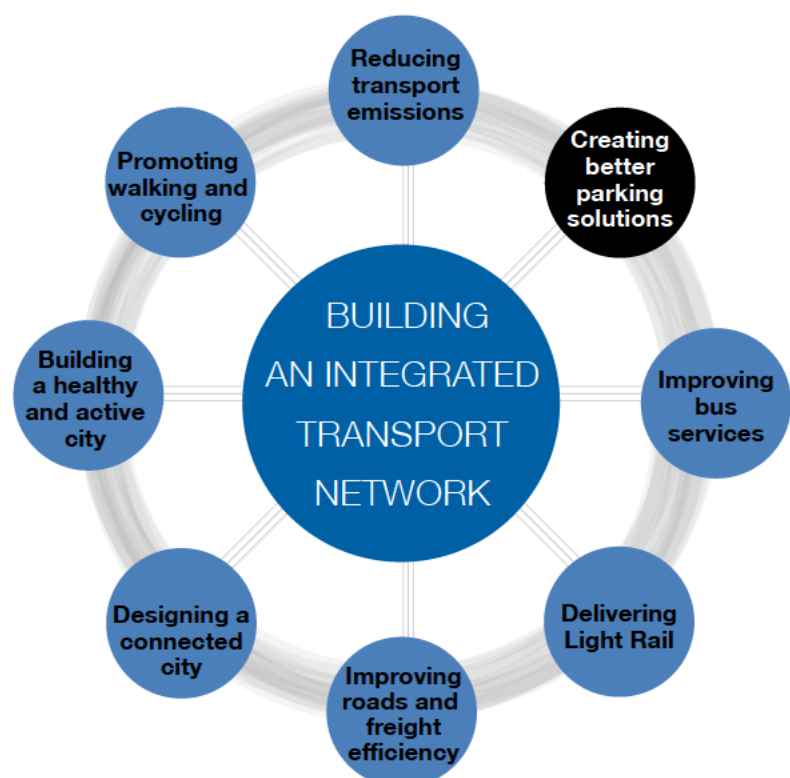
Parking policies are an important part of supporting the vibrant life of the city centre and other activity centres, of the urban renewal of older areas of Canberra, and of the increased concentration of residential living around activity centres and transport corridors.

1.1 Introduction

Building an Integrated Transport Network – Parking (Parking Action Plan) supports the government’s broader economic and social objectives and builds upon existing government policy set out within, the ACT Planning Strategy, AP2 – the ACT Climate Change Strategy and Action Plan, and Transport for Canberra. The Integrated Transport Network includes all transport modes: walking, cycling, public transport, roads, freight and vehicles as shown in Figure 1.

The ACT has the highest car dependency of Australian capital cities and Canberrans travel further in their cars than residents in any other major city in Australia. With a high degree of certainty about finding a park at or close to any destination, and city parking prices significantly less than other major Australian cities, Canberra residents have historically enjoyed a car parking environment that is the envy of their counterparts in the larger capital cities. Adequate parking is crucial to ensure sustained growth, support development and provide access to goods and services. However, the provision of parking has costs as well as benefits to individuals, businesses and the community.

Figure 1: Parking as part of the Integrated Transport Network



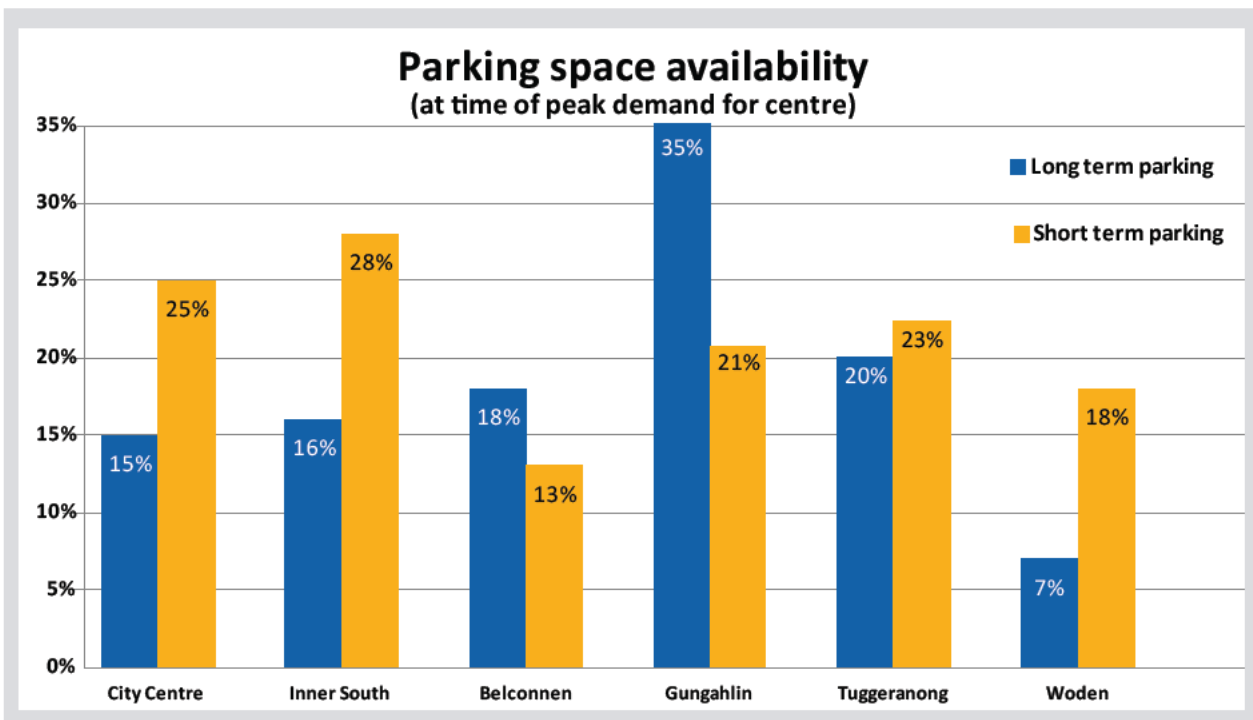
1.1.1 Parking in Canberra – parking survey results

It is important to have information about the availability of parking in the city and town centres. Comprehensive parking surveys¹ were conducted in the major centres during 2014. These surveys measured the supply and demand for publicly accessible government and private parking. The surveys were undertaken on Thursdays and Saturdays in November and June, as representative times of high demand, not affected by Christmas, school holidays or other deviations from long-term demand levels.

Table A shows that the demand for parking is high across these centres, and that the trend of rising levels of parking utilisation is continuing. In particular, the surveys show that Woden long-stay parking occupancy peaks at 93%. Both Woden and Belconnen also have high short-stay peak occupancy levels, 82% and 87% respectively. Occupancy levels of above 85% reinforce the importance of effectively managing the parking supply to encourage turnover and deter overstaying, and this Parking Action Plan contributes to this task.

Table A: Preliminary 2014 parking survey results

Survey	Long-Stay Parking Supply	Weekday Long-Stay Parking Demand peak	Short-Stay Parking Supply ²	Weekday Short-Stay Parking Demand peak
City Centre ³	10380	85%	2608	75%
Inner South ⁴	4204	84%	3636	72%
Belconnen town centre ⁵	6098	82%	1943	87%
Gungahlin town centre ^{6,7}	2456	65%	1019	79%
Tuggeranong town centre	3390	80%	1030	77%
Woden town centre ⁵	6120	93%	1946	82%



These high and rising parking occupancy levels, combined with rising population and increasing car ownership levels, point to a need to both proactively manage the supply of, and demand for, parking and encourage the use of alternative modes to car travel.

1.1.2 Parking in Canberra – the policy environment

Parking is, and will remain, a vital ingredient in the social and economic life of Canberra and an important element in the 'liveability' of the city. Parking policies therefore need to be kept under review to ensure they continue to be relevant, appropriate and serve the broader policy outcomes for the city. These include:

- ACT Planning Strategy: sets out long-term planning policy and spatial strategy and goals to manage growth and facilitate orderly development and deliver a more compact efficient city. The Parking Action Plan will complement the ACT Planning Strategy.
- City Plan and other master plans: these provide the planning policies and strategies for specific parts of the city and will deliver the parking outcomes to support the Parking Action Plan.
- AP2 ACT Climate Change Strategy and Action Plan: sets out challenges around climate change, targets for emissions reductions and pathways towards sustainable energy use and reducing our environmental footprint. The Parking Action Plan will support this strategy.
- Transport for Canberra: sets out principles and actions to guide integrated transport with land-use planning, achieving an efficient and cost effective, socially inclusive, accessible and safe transport system. Action 25 of Transport for Canberra calls for implementation of a parking strategy. The Parking Action Plan delivers Action 25.
- Active travel: Actions 18-23 of Transport for Canberra called for implementation of active travel initiatives (that is, walking, bicycling and riding). In response, the ACT Government has developed an ACT Active Travel Framework to better integrate planning and delivery of active travel initiatives, and further encourage active travel. The Parking Action Plan will support these initiatives.
- Healthy Weight Action Plan: The ACT Government has set a target of zero growth for obesity in the ACT and this action plan will guide ACT policies toward this goal. The plan sets out a range of actions under six themes: food environment; schools; workplaces; urban planning; social inclusion; and evaluation. The Parking Action Plan will support this initiative.

Parking makes it convenient for people to drive to reach employment, businesses and services. While the benefits of ample parking capacity are well understood, the costs of parking, particularly in centres, can be hidden. Having the cost of parking below the market price and/or cost of provision curtails private sector investment in structured carparks and exacerbates congestion by over use of car-based travel, with all the costs that come with congestion such as pollution and lost time and productivity.

Apart from the personal financial and economic costs, how we choose to travel comes with environmental and health costs. Currently 23% of the ACT's greenhouse gas (GHG) emissions are generated by fossil fuels used in transport. Our sedentary lifestyles, exacerbated by the extensive use of cars, are a key contributor to our increasing obesity levels and health-care costs.

Charging users for parking at or near market prices is now common in major cities and other locations where demand is high. Charges reflect the costs of land and infrastructure. Land used for parking displaces the opportunity for other uses. Likewise, fierce competition for on-street parking in high demand areas requires effective prioritisation of users and enforcement to manage sought-after space.

The ACT Government has a major investment in both on-street and off-street parking, though increasingly the private sector is either constructing or operating public carpark facilities. As well as its investment in carparks, the government has a significant ongoing investment in the administration and enforcement of parking arrangements.

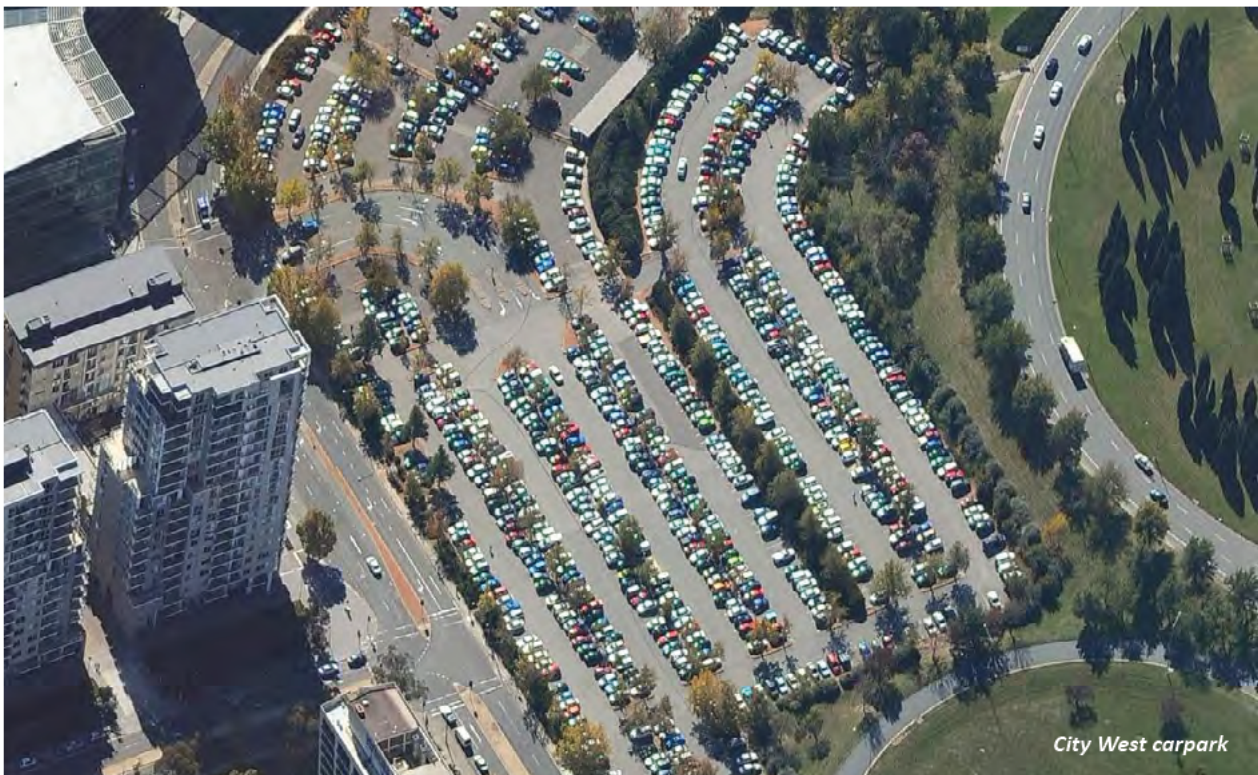
1.1.3 Parking in Canberra — off-street carparking provision

Off-street parking in Canberra is provided in public surface carparks and public carpark structures. The latter may be stand-alone carparks, or they may be incorporated into a development such as a shopping centre or commercial building or in entertainment venues. Other parking in commercial and office buildings is usually only for tenants though some may be leased to non-tenants.

In the early days of Canberra's development, surface carparks were often provided close to commercial centres on otherwise vacant land that had been identified for future commercial growth. This was convenient for residents using the centre and a sensible interim use of the land given the low level of demand for commercial land at the time.

However, the demand for commercial land has increased, making it possible for the ACT taxpayer to obtain better value from the land than its use as a free or even a pay carpark. Even charging for parking on a surface carpark can be a poor return for the taxpayer as prevailing parking fees may be insufficient to provide a commercial return in high demand locations; the value of the land is so high an alternative use is required in order to provide the highest value return to the taxpayer. Surface carparks are therefore being progressively replaced with development and the displaced parking is either relocated to lower value land or replaced in whole or part within the development or publicly available structured carparks.

Structured carparks are often provided as basement carparks, which are the most expensive to construct as the costs of excavation are added to the cost of the structure. They are often small scale compared to, say, a shopping centre and the surplus carparks after tenant requirements may be difficult to market and expensive to administer due to the small numbers involved (or possible security implications of having non-tenants accessing the building). An alternative is to provide the parking as dedicated floors of the building, usually between street-level retail or commercial area and the residential or commercial floors above. The costs of this form of parking are cheaper than basement carparks but more expensive than a free-standing carpark structure.





2. A balanced approach to parking

2.1 Parking provision

Travel demand across the ACT will be met increasingly by modes other than the car, particularly where improvements in the frequency of public transport services enable car trips to be substituted by public transport like the high frequency Blue and Red Rapid buses and Capital Metro light rail. Active travel (cycling and walking) is also expected to increase.

In the past, the approach has generally been to provide little constraint on the supply of convenient and cheaply priced parking. Parking policy was directed towards demand satisfaction rather than demand management. Such an approach assumed:

- unconstrained capacity of the road network to accommodate the demand for access by the private car
- ready availability of cheap land and capital investment devoted to parking
- perceived lack of viable alternatives to the private car such as public transport
- parking supply that sought to accommodate virtually all demand for private car access on site, or in close proximity.

For the ACT's largest activity centres, this approach is no longer viable for a range of reasons including congestion, pedestrian amenity, financial, urban design and environmental impacts.

The ACT Government is looking at opportunities to make the better use of carparks. Increasingly, the government will pursue opportunities for more efficient use of parking assets across the week and different times of day (for example, supporting retail during the day, restaurants at night, and recreational activities on the weekend).

It may be necessary to break long-established habits of parking that have led many to perceive that a parking shortage exists, even though parking surveys indicate the supply of parking is generally adequate for the demand. For example motorists may generally perceive that a carpark is full when it has reached over 85% capacity and often will not enter the carpark even though spaces are available.

Similarly, commuters may need to spend a little extra time incorporating active travel (like walking or riding a bike) into their daily routine to obtain lower cost parking at the periphery of centres or by using Park and Ride facilities.

The move away from a 'predict and provide' approach to parking means additional forms of travel will be encouraged to manage demand as well as supplying parking. Nevertheless, the need to provide adequate parking remains an important planning consideration. The access needs of specific destinations such as hospitals,

shopping centres or education precincts can be realised by good parking management and continued emphasis on achieving an integrated pedestrian environment. It is also important that a consistent approach is taken so centres do not compete on the basis of potential parking availability (or pricing).



2.1.1 Parking in Canberra — parking in activity centres

Activity centres require employee and delivery parking as well as parking for customers. Parking may be provided in off-street public carparks and on-street parking. Carparks may offer long- and short-stay parking, catering for both commuters/employees and shoppers, and may be provided by a shopping centre operator or another private sector operator.

In allocating parking for commercial centres, priority is normally given to the provision of short-stay / customer parking, located closest to the commercial activities. This is complemented by parking for trades, suppliers and deliveries. These reflect the primacy of the commercial imperative — receipt of goods and their purchase and removal by customers. Employee parking is a lower priority, and may be provided in any surplus on-site parking, or in nearby public carparks.

Parking fees in ACT Government car parks also reflect this order of priority, with the fee charged for parking varying to take account of the value and demand for parking spaces. This means that on street parking generally has the highest parking fees, followed by short stay parking in the core areas to encourage “churn”. Parking fees in ACT Government surface car parks also decrease between the core and periphery of centres (see Figure 2 on following page). ACT Government parking fees remain at lower levels than privately provided all day parking fees in Canberra, and lower than the CBDs of other Australian capital cities (see Appendix 7.2 for detail).

Delivery parking normally comprises both on-street and off-street short-term parking ranging from high capacity loading docks, perhaps capable of handling semi-trailers and perhaps tied exclusively to a particular tenant, to smaller parking spaces aimed at couriers, trades, and small deliveries.

Employees and commuters require long-stay parking where there is relatively little turnover of parking spaces during the day. However, shoppers normally require only short-stay parking, which generates a degree of ‘churn’, whereby one parking space may be successively occupied by a number of vehicles in stays ranging from a few minutes (to post a letter) to an hour or two (doing a fortnight’s shopping) or several hours (dinner and a movie).

Other parking requirements need to be met: parking for special needs, such as emergency vehicles and mobility permit parking; bus and taxi stops; car pool, car share, and multi occupancy vehicles; and bicycles and motorbikes. Which are to be placed in what locations, and the number of spaces to be provided, is determined by the nature of the commercial and other activity in the centre, the demographics of the population catchment of the centre, and what parking provisions already exist in the immediate area.

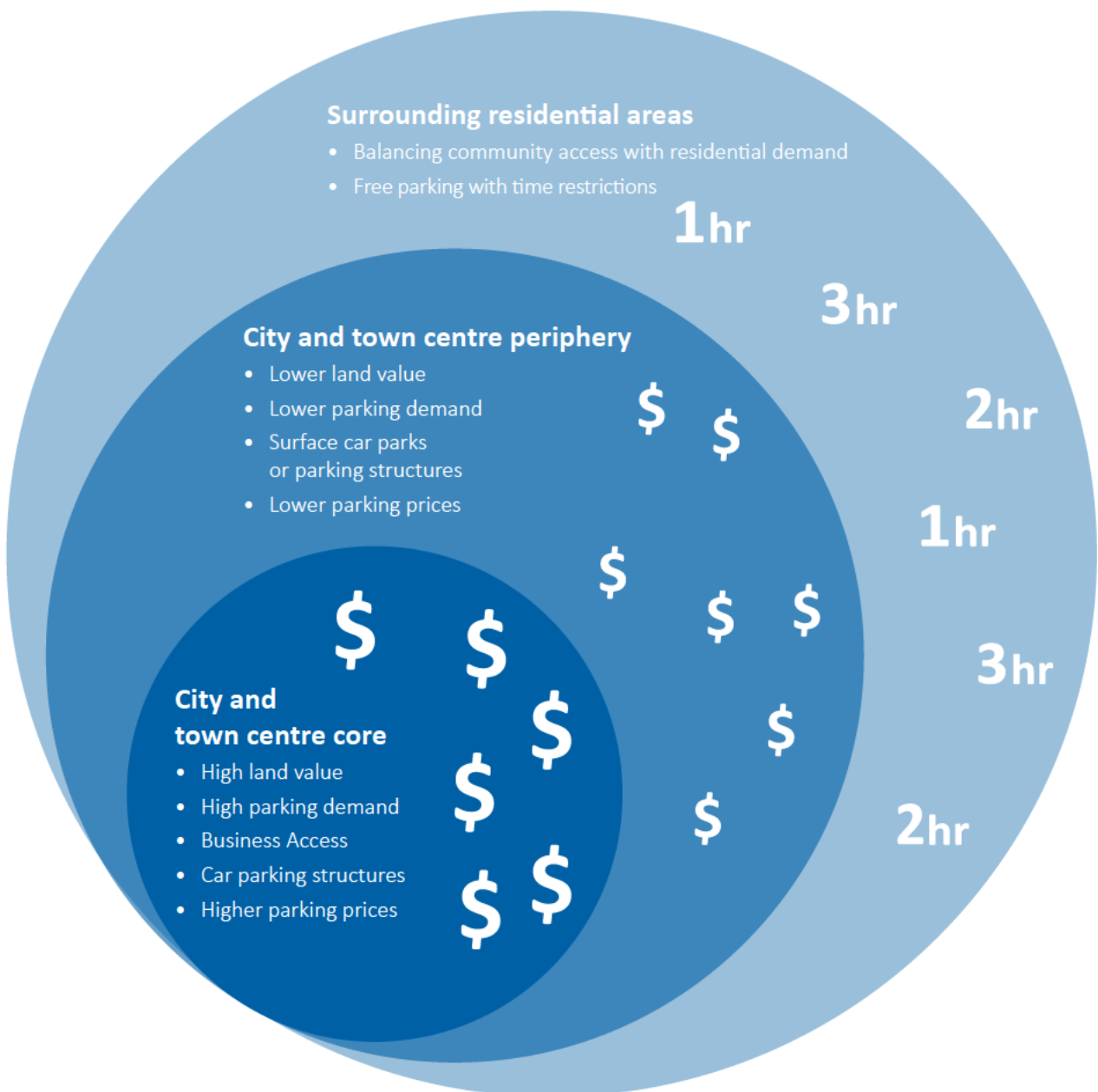


The Parking and Vehicular Access General Code sets out the requirements for vehicular access and parking provision in the ACT. The master planning process provides an opportunity to review and amend the broader supply of parking in the area.

In some areas of Canberra there is a growing conflict between residential and commercial parking as commercial areas expand and high-density residential redevelopment brings additional residents (and their visitors) into the same area. This is discussed on page 11.

Parking fees differ between the core and periphery, reflecting different levels of demand, land value and types of users. Parking fees are generally higher within a 10 minute walk of the core of a centre, with lower parking fees in the periphery creating opportunities for people to build a healthy walk into their daily commute.

Figure 2: Parking in and around centres



3. Policy considerations

3.1 Overview

Parking is a key tool to influence individuals' decisions on private vehicle use. It can directly influence patronage and cost recovery of public transport services, as well as recover costs associated with the provision of parking. It is therefore important to set out a policy framework that allows residents, businesses and investors to understand the future direction of moving people around the city and the role of parking provision in that mix, and to plan and make decisions accordingly.

Good parking supply and management will encourage efficient use of available parking resources while still avoiding parking shortfalls during busy periods. Managing parking can also encourage those with viable alternative options to change from driving. This in turn lessens capacity pressures as parking becomes available for those who can only travel at a certain time, those who have no choice other than to use a private car for specific trips, or for short stay parking.

The government has undertaken a review of the current parking arrangements and the parking issues encountered by the ACT community. Issues include the problems experienced at some schools, the widespread but illegal and damaging practice of parking on verges and public open space, and the disruption to parking and vehicle movement that is part and parcel of the development process. The government also considered the needs of business and the community for access to activity centres and for commuter parking.

The government considers that an appropriate parking pricing and enforcement regime can contribute to:

- prioritising parking to meet the needs of all users
- reducing adverse impacts of traffic, including congestion
- more efficient use of existing parking facilities
- reducing total parking requirements to address reasonable parking demands
- the commercial viability of parking infrastructure
- a more attractive, people-focused environment
- accessibility that supports economic activity
- encouraging mode shift to public transport and active travel
- meeting our environmental goals of reducing greenhouse gas emissions
- meeting our healthy weight initiative goals of getting people to exercise more and live active lifestyles by using active travel modes of transport more often.

3.2 The interaction of parking with other policies

Parking policy does not exist in isolation. The government has a suite of planning and transport policies; it is important they complement and support each other. Parking interacts with Transport for Canberra, the Healthy Weight Action Plan and the Active Travel Framework. These policies are designed to reduce the incidence of car travel, particularly for commuting, by substituting bus travel (and future light rail), cycling and walking.

Consequently, the provision and pricing of parking needs to be set against the background of mode shift to these forms of travel. These policy drivers will be reflected in the provisions for parking in the City Plan and town centre master plans.

This will place greater emphasis on reducing the number of car trips generated by residential and non-residential land uses in centres with good public transport accessibility. Improving the walking and cycling networks and the general environment in and around centres can also encourage people to walk and cycle rather than drive.

Over the medium- to long-term, the supply and/or pricing of parking will need to be adjusted relative to the prevailing circumstances to ensure there is no disincentive to adopting other forms of travel, and that they act to encourage mode shift. These measures will complement the necessary improvements to public transport service levels designed to attract increased patronage.

3.2.1 Parking Demand Management Intervention Triggers:

Time restrictions should be considered for both on and off street parking wherever demonstrated local support exists or high parking demand occurs.

Time limits can provide more equitable access to parking spaces through increased turnover and to enable access to parking by short to medium stay users to gain access to parking during business hours by removing competition from all day commuters. Such measures should help balance use and availability, which is accepted internationally to be ideal as ranging between 60-85% parking occupancy. This means that parking is well used but some spaces are still available for arriving motorists. Time limits can be combined with a pay parking scheme.

Where implementing pay parking in conjunction with time restrictions, care should be taken to ensure a parking study or analysis is undertaken, including consultation with local businesses and residents prior to implementing pay parking arrangements. The parking study should consider the parking supply and demand, turnover, and based on the transport characteristics and major land uses in the vicinity.

Actual prices should be set to reflect demand for spaces by time period and by locations, to ensure more equitable access to parking for all users. For example:

- set higher prices during peak periods and lower prices at off-peak times;
- set higher prices for more convenient parking spaces in the core of busy centre and areas of activity; and
- set prices for on-street parking equal to or in excess of the fees for off-street parking for the same length of stay.

3.2.2 Parking in Canberra – on-street residential parking

Historically, there has been an expectation in Canberra (and elsewhere) that long-stay on-street car parking will always be available to residents. With the increasing amount of higher density residential development in Canberra, often adjacent or close to commercial centres, this expectation no longer meets the reality that these are attractive, vibrant places with jobs and entertainment and large numbers of visitors.

A major objective of the government is to encourage residential activity and higher residential densities within the city and town centres to create urban centres that are for people, and where opportunities to walk, cycle and use public transport are expanded. The increasing commercial and entertainment activity in these centres has resulted in the demand for non-residential parking increasing (including by visitors and commuters looking for long-stay parking), and representations from residents to government about the use of residential streets for these purposes.

However, the new residential developments are being approved on the basis that, among other things, they provide housing close to jobs, shopping and public transport, thereby reducing the need for residents to travel by car. As a result of this, and the need to provide parking for customers of the local businesses, parking in residential streets in these areas is increasingly being restricted to short stay, and subject to more enforcement activity.

In the past, a small number of residential parking permits have been issued to allow residents to use short-stay on-street parking for long-stay car parking. The government has determined that this is not an equitable policy and accordingly, no more residential parking permits will be issued and any existing permits will be withdrawn where redevelopment occurs.

Ultimately, it is up to prospective residents to satisfy themselves that their housing provides the on-site parking they require, and for developers and investors to ensure they meet this demand.

4. Parking policy

Reflecting the changing community and transport demands across the ACT, the government will seek to get the best value for taxpayers from parking assets while continuing to ensure parking supports the economic and day-to-day needs of the city:

- As well as regularly monitoring parking demand new ticket machines with credit card and other smarter payment systems will continue to replace older technology.
- Free surface parking in the city and town centres will continue to diminish and be replaced with pay parking.
- In allocating parking, priority will be given to short-stay parking, particularly close to commercial activities or destinations that attract significant customers or casual users. This parking will include provision of mobility, taxi, loading and other priority parking requirements.
- Long-stay/commuter parking will increasingly be moved to the periphery of the city centre and town centres to free capacity for short-stay parking and obtain better value for the land.
- Surface carparks will increasingly be replaced by carpark structures, with the government identifying sites for future facilities through the preparation of master plans.
- Parking capacity, pricing and time limits will ration demand in high demand areas such that some users will opt for alternative modes such as public transport and active travel (for example, walking or riding a bike).
- Better communication about parking fees and harmonisation across centres will also be progressed.
- Residents who choose the flexibility and lifestyle of high-density residential developments will not be provided with access to scarce on-street public parking beyond posted time limits/restrictions.
- Technology will be used to better manage the supply of parking and to better inform and guide motorists to fit-for-purpose parking.
- Opportunities for additional Park and Ride facilities will be considered in the context of existing transport and land uses at centres and targeted at people who are not able to access the frequent network by walking, cycling or feeder bus service.
- Parking options at ACT schools will support safe school environments and increased active travel to school.



5. Parking in the ACT – a strategic approach

The ACT Government is taking a strategic approach to the provision and management of parking, which reflects the importance of parking for residents, its contribution to the social and economic vitality of the Territory, and the need to maximise the efficiency and usage of existing parking.

5.1 Challenges

The challenges facing the government in realising this approach are:

1. understanding the nature of the demand for parking
2. managing the demand for parking to:
 - » support a consistent approach across business and employment
 - » balance the community's expectations for good planning and environmental outcomes and
 - » support investment in active travel facilities and public transport
3. achieve more efficient utilisation of parking capacity.

5.2 Parking strategies

5.2.1 Understand the nature of the demand for parking

- Installation of **new parking machines** is under way for government on-street and off-street parking.
- These machines provide for the collection of data on the use of parking spaces, allowing for the analysis of usage and capacity. The rollout of these machines is scheduled to be completed by the end of 2015. They also improve the user experience by offering the option of payment by credit card or smart phone via the recently introduced Park Mobile system. More than 6% of drivers now use the Park Mobile app to pay for parking in Canberra, up from 2% in July last year.
- **A survey of public parking** was undertaken in the City and Tuggeranong and Gungahlin town centres (November 2014) and Woden and Belconnen town centres (June 2014). This information will be further analysed and used to inform the preparation of future master plans and improve future parking management.

5.2.2 Improve parking efficiency

- **A 'Smart Parking' trial** will be undertaken in early 2016 to test the potential for modern, internet-based technologies to improve the accessibility of information about the availability of parking, and enhance the efficiency of the parking process and payment. The trial will be targeted at travellers prior to leaving home, when information about parking can be provided using smartphone apps prior to them committing to travel. This is expected to be complemented with on-street intelligent parking information signs.
- **Sustainable car usage** will be promoted through schemes providing special treatment for high occupancy and low emissions vehicles such as the '3 for FREE' car parking, car pooling, and car sharing. Low emission vehicle requirements, (for example, electric charging points), will need to be accommodated in both the provision of parking spaces and the associated infrastructure in appropriate locations over time.
- **Motorcycles and scooters** make better use of scarce road space and parking space compared to driver-only cars, and their use is supported with dedicated parking spaces. The government will monitor the use of these forms of transport and ensure provision of parking spaces continues to meet the demand for travel by these vehicles.
- The government will consider developing **simpler parking signs** that display parking rules in a more intuitive fashion. Currently, parking signs are harder to understand than they need to be. There is an opportunity to improve their design; however, this will involve consideration of national standards around road signage.

Parking in Canberra — the Smart Parking Trial

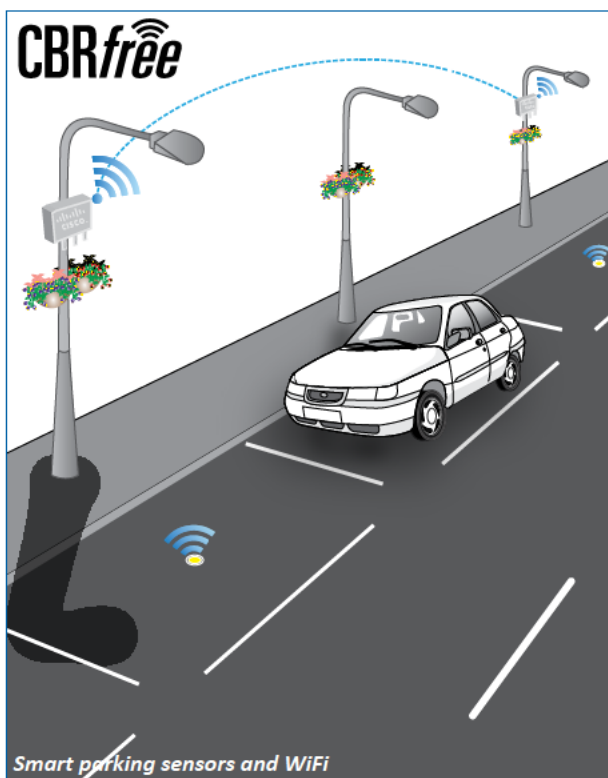
Surveys have found that parking utilisation in areas such as the city centre is characterised by high occupancy in some areas, and nearby parking areas which are under-utilised. This is because an available parking space can generally only be located visually — there is no way for Canberrans to be aware of parking availability apart from ‘kerb crawling’ (driving around searching) or by experience of the parking characteristics of the area. Kerb crawling can contribute significantly to traffic congestion.

Recent (2014) parking surveys show that parking areas around some centres are becoming more highly utilised, increasing the difficulty of finding an available parking space. This will result in increasing levels of congestion and frustration as drivers seek out ever more elusive parking spaces, leading to lost time and productivity, accidents, and impediments to the growth of business activity.

Smart Parking refers to a system that is able to capture real-time information on parking occupancy through technology such as in-ground sensors and parking machines, allowing smart phone apps and intelligent traffic signs to guide users to an available parking space. Before users get in their car, they will be able to identify the level and location of parking availability at their destination.

Smart Parking has the potential to save users time, reduce traffic congestion and provide a better overall user experience. Smart Parking could also improve the government’s ability to manage parking supply and improve operational efficiency. Following the trial, an evaluation will be undertaken to identify the benefits of the technology, including an assessment of its adoption to all government car parking.

Smart Parking has been implemented in a range of international cities such as Barcelona, San Francisco, London and Nice. In particular, the parking industry has highlighted Nice as a best-practice example of a Smart Parking system: a citizen-centric solution that goes beyond parking to capture traffic flows and air pollution. The Nice Mov’Smart app is able to propose the best overall route to take to an available parking space, taking into account traffic conditions. Nice has also used Smart Parking to introduce demand-responsive pricing.



Nice has reported that the introduction of Smart Parking has:

- reduced operational costs by 30%
- provided a 24 month return on investment
- reduced congestion and pollution by 10%.

New parking technologies and systems have also been introduced into Australia. For example, Perth has developed the City of Perth Parking App that allows the user to see how many bays are available, in real time, across 12 of Perth’s multi-story parking structures in the central business district.

Since 2011, Melbourne has installed parking sensors in 4,600 parking spaces. The data provided by the sensors has improved Melbourne’s operational efficiency and management of parking supply. Melbourne has also introduced a smartphone payment app and, since early 2014, has started to reduce the number of parking machines in favour of this new payment system.



5.2.3 Manage the demand for parking

- The government has determined that **the fees for government-operated public parking** will increase annually by a flat rate of 6% to encourage short-stay parking turnover and influence behaviour by all-day commuters in locations well serviced by public transport and active travel options. These increases also reflect other increases in regulatory fees and fines, and support the introduction of after-hours pay parking in the city centre and the introduction of pay parking to Woden service trades area.
- The government has also decided to **introduce after-hours and weekend pay parking** in some areas of high demand, where currently there is no provision for pay parking outside 'business hours'. This will provide better value for taxpayers from the land used as carparks, and help ration the supply of parking to support users of popular attractions such as the Canberra Theatre Centre, National Convention Centre and Commonwealth Park.
- The price of parking is one of the determinants of the **demand for public transport**. As such, it will be necessary to monitor the price and supply of public parking (particularly long-stay parking) to ensure they are consistent with an increase in public transport patronage over the medium to longer term, and that public transport remains an attractive alternative to car travel.
- Increased resources will be given to **parking enforcement** to ensure user behaviour is compliant, that parking is equitably shared by all seeking to use it, and that usage reflects the intended purpose of the parking. Increasingly, enforcement will become technology focussed.
- The establishment of the role of **Parking Coordinator-General**, chairing a cross-directorate parking coordination group, has facilitated the prompt and integrated response to a range of parking issues and their efficient resolution by the government to minimise their impact on residents, businesses and parking users. This role will be continued and used to help implement and monitor this parking plan.
- **Parking at some schools** is under pressure, and the Parking Coordinator-General is coordinating a range of actions to address these problems, including increased penalties for traffic and parking offences at schools, improved signage, increased enforcement activity and a review of the pickup/set down provisions. Particular interventions will be trialled as part of the Active Streets pilot project, which is looking at how infrastructure, behaviour and technology can encourage more students to walk, ride or scoot to school.
- The number of **mobility parking** permits issued over the last decade has grown over six times more than the population increase over the same period, with only a small fraction of this increase attributed to the ageing of the population. The concessions available allow permit holders to park all day for free in short-stay parking areas and with so many permit holders pressure is being placed on the availability of short-stay parking in some high demand areas. This pressure will grow as parking becomes increasingly provided by the private sector, which normally does not provide the same level of concessions. The government has written to the Australian Medical Association concerning the role doctors play in ensuring that only eligible people receive a mobility parking permit. The government will look at the use of permits in high demand areas as research indicates a significant number of cars parked in the short-term parking areas of two Civic carparks were displaying mobility parking permits. Further investigation will be necessary to determine the level of any misuse of permits prior to consultation about any changes to policy, regulation or enforcement practices.

BUILDING AN INTEGRATED TRANSPORT NETWORK

- With the reduction in free parking there has been an increase in **illegal verge and public open space parking**. Parking in these areas can affect residential and public amenity, create safety hazards and damage public assets such as footpaths, kerbs and street trees. Increased compliance resources will be allocated and, in accordance with the Parking Operations: Compliance Framework, priority will be given to enforcing parking that creates a serious risk to safety, the environment or public assets. The compliance framework is set out in Appendix 7.1 and is available at: <http://www.ors.act.gov.au/publication/view/2245/title/parking-operations-compliance-framework>
- As the ACT continues to develop, **specific parking demands associated with construction activity** and development will need to be managed. Access and parking for trades vehicles will be required, which has an impact on traffic movements and particularly on parking availability in the vicinity for other users. Among other things, temporary changes to parking arrangements, encouraging shared use of parking facilities and imposing appropriate conditions through development approvals may be required.
- A **demand responsive management scheme** will be considered for areas with high demand for parking. The scheme would better ration scarce parking and discourage parking by those whose needs would be met by other parking locations at a lower price and a little further away, or by public transport. Similar schemes have been used elsewhere, including San Francisco and Auckland. Under such arrangements, the demand for parking is monitored in a particular area to maintain a target level; for example, an 85% capacity usage has been found to be the point at which a driver seeking a park can find one with only a short search. Where demand exceeds the target, the parking fee is increased until demand stabilises at the target level. At the same time, the fee is dropped where demand is less than the target to encourage drivers to park in those areas instead. Such an approach could follow the Smart Parking Trial in 2015.
- Although not currently under consideration a number of Australian capital cities have introduced a **parking levy**. This provides those governments with a policy tool to support sustainable transport practices and to ensure parking prices are not a disincentive for travel by public transport, particularly for long term and all-day parking (i.e. that the publicly owned and private car parks are sending consistent price signals to potential users). Over time, the government proposes to examine the experiences of the Sydney, Melbourne and Perth parking levy schemes and their applicability to the ACT, and carry out further research into the potential uses of the funds that might be raised.



Removalist vehicles using nature strip