

## 5.2.4 Manage the supply of parking

- **Reduction in the provision of free parking**, and its eventual elimination in the city and town centres, will better reflect the real cost to taxpayers of providing parking and ensure the cost is borne by those using it. Implementing pay parking will allow short-stay parkers to gain access to parking during business hours by decreasing competition from all-day parkers. Any new pay parking arrangements will be accompanied by a program of signage and communications to ensure the new parking regime is well publicised prior to its commencement.
- **Moving long-stay parking** away from commercial areas will free parking space for short-term parking to better support the retail and commercial businesses in those areas. It will also allow the redevelopment of carparks occupying prime commercial land.
- The **Parking and Vehicular Access General Code** in the Territory Plan sets out the requirements for developers for vehicular access and parking provision. The code, which seeks to ensure development achieves the relevant objectives of the Territory Plan, is used by the planning authority in the assessment of development applications involving development, redevelopment and lease variations. The code is being reviewed to ensure parking rates required for development are current and that it can be easily understood and applied. It is expected the review will be completed in 2015–16, with a statutory process and associated consultation to follow to formally amend the code.
- A **parking offset scheme** will be introduced in 2016 (subject to statutory processes) to enable developers to make a payment to the government as an alternative to providing a percentage of the car spaces required under the parking code. This scheme is informed by the government policy that seeks a mode shift away from car-based transport, and responds to representations from developers about the constraints imposed on their developments by the requirements for the provision of parking. Constraints include, for example, site constraints such as geotechnical impediments, heritage or environmental constraints, or the presence of adequate parking off-site. This scheme may also allow developers of smaller buildings to meet parking requirements without on-site parking, resulting in better urban design and safer, more walkable centres. Developers may also receive credit for the provision of facilities which encourage the use of public transport or active travel. Funds collected may be used for the construction of separate structured parking or sustainable travel initiatives such as improved public transport or active travel facilities.
- **Park and Ride facilities** have the potential to increase public transport patronage and relieve pressure on areas with a high demand for commuter parking. They provide a bridge between the relatively modest but increasing demand for public transport and Canberrans' preference for the car. The current Park and Ride scheme, including permit arrangements, will be reviewed to assess the appropriateness of the current sites and their effectiveness, and identify options for new sites to better serve commuters. The review will be completed in advance of and integrated with Stage 1, Capital Metro.



*New parking machine, City*

# BUILDING AN INTEGRATED TRANSPORT NETWORK



- **Structured carparks** are a result of the growth of the city centre and the town centres as the surface carparks in those centres are redeveloped. Development of these sites reflects a higher value use of the land, and therefore returns a higher value to the ACT taxpayer than their ongoing use as surface carparks. The demand for public parking will increasingly be met by structures, either as part of a development or as stand-alone parking structures.
- The movement of long-term parking to the edges of commercial areas will place greater emphasis on **improving the pedestrian infrastructure**, within these centres to facilitate safe and convenient movement between peripheral carparks and employment and commercial centres, particularly when it is necessary to cross busy roads. Improvements will be subject to future funding decisions by government.
- Continued population growth in the ACT will require the government to carefully consider the supply of car parking and parking replacement during the implementation of the land release program to 2031, including the retention of land for future structured carparks. As **master plans are prepared for the City and town centres**, they will incorporate a parking strategy, so that adequate parking is available to support the projected employment growth and commercial and other activities of the centre. Where appropriate this will include identifying potential sites for structured car parks to meet short- or long-stay parking needs. The master plans will also incorporate active travel strategies to promote alternative means of accessing these centres.

## 6. Action Plan

### 6.1 Implementation table

This action plan sets out the key actions and initiatives the ACT Government will undertake over the short, medium and longer term to understand parking demand, improve parking efficiency, and manage parking demand and supply.

Actions	Reasons	Responsibility <sup>8</sup>	2 years	5 years	10 years
<b>Understand the demand for parking</b>					
Complete the installation of new parking machines in all ACT Government paid car parking at both off- and on-street locations.	Introduce more convenient and easy to use payment systems for motorists and receive better data on the usage of carparks.	JACS	•		
Carry out further analysis of the 2014 parking survey for city and town centres in conjunction with analysis of parking machine generated data to better map the supply and demand for parking.	Improve the information base on parking supply and demand.	EPD	•		
<b>Improve parking efficiency</b>					
Implement a trial of 'smart parking' technology to inform motorists of the availability of parking at their destination. The technology is expected to include smartphone apps and intelligent street signage to inform and guide motorists to available parking. Evaluate the trial, with findings used to determine how these technologies can be applied more widely across on- and off-street parking in the ACT.	Reduce the lost time and congestion arising from motorists searching for a parking spot, give greater certainty of finding a space, and allow motorists the opportunity to make alternative travel arrangements.	CMTEDD	•		
Retain the "3 for FREE" system in selected ACT Government carparks and further examine other sustainable transport incentives for commuters, such as those applying to low emissions vehicles, car sharing or motorcycles and scooters.	As most car journeys are made by a single occupant, reducing this proportion will ease congestion and reduce demand for parking. More efficient vehicles are called for in the government's environmental policies and forthcoming Low Emission Vehicle Strategy. Discounted parking is already provided for certain types of users such as "3 for FREE" carpooling parking spaces.	EPD, with TAMS, and JACS	•		
Provide updated and consolidated parking information on the internet.	Information is available, but not readily accessible to help travel planning and understand operational parking procedures or policy.	EPD, TAMS, JACS, CMTEDD	•		
Investigate simplified and more effective parking signage options, such as making signage clearer and more recognisable through visual images or cues.	The complexity of signage, and ease of interpretation could potentially be enhanced.	TAMS	•	•	•

# BUILDING AN INTEGRATED TRANSPORT NETWORK

Actions	Reasons	Responsibility <sup>8</sup>	2 years	5 years	10 years
<b>Manage the demand for parking</b>					
Examine alternative compliance activity for illegal parking, such as on verges and public open space, including a greater use of technology. This will be consistent with the JACS compliance framework.	Decreasing standards of parking behaviour and compliance leads to fee avoidance, overstays and illegal parking, which disadvantages drivers observing the parking regulations and inhibits the effective operation of the parking arrangements for all who benefit from them. Illegal verge and public open space parking damages nature strips, kerbing, guttering and other street infrastructure, and incurs costs for the taxpayer.	JACS	•		
Adjust the parking price by 6% annually in accordance with increases in other regulatory fees and fines.	The return to taxpayers on parking assets needs to be adjusted for the effects of inflation, and to ensure that the appropriate price signals are set for different carpark provision, and for mode choice.	EPD, JACS, CMTEDD	•		
Introduce after-hours paid parking in the London Circuit, Civic Pool and Canberra Institute of Technology (Reid) car parks for weekdays from 5.30pm to 10.30pm and for weekends from 8.30am to 10.30pm, with a maximum charge of \$5.00. All-day parking hours will be extended to 10.30pm, meaning no additional parking fee will be paid by these users.	Some ACT private sector car parks operate after-hours pay parking seven days a week, and after-hours pay parking is the norm in capital cities such as Sydney, Melbourne and Brisbane, and many suburban centres of these cities as well as parking near major entertainment venues in most capital cities. Pay parking will support users of popular attractions like the Canberra Theatre Centre, the National Convention Centre and Commonwealth Park, and will better capture the value of the land used for these carparks.	JACS	•		
Ensure transitional arrangements are in place (i.e. signage, administration, operation, maintenance and enforcement) in areas where new pay parking arrangements are implemented.	Ensure forward planning is in place to address any spill over or adjustment issues for users accustomed to parking for free following the introduction of pay parking, or other new parking arrangements.	EPD, JACS TAMS	•	•	•
Review the parking survey results to identify parking issues and develop strategies to optimise the use of highly sought after space, including actions already identified in this action plan.	The 2014 parking survey results confirm the trend of increasing levels of demand for parking in the city and town centres. It will be necessary to respond to the increasing demand to maintain the efficient operation of the centres.	EPD (PCG)	•		
Ensure adequate coordination with stakeholders during special events including the event organiser, Roads ACT, Territory Venues and Events, ACT Police, and with the National Capital Authority where events or associated parking overlap National and Territory land. Implement increased and targeted enforcement measures where appropriate during special events.	Illegal and dangerous parking, particularly on major roads, can be deterred by the visible presence of parking inspectors at the start of events. Improved enforcement also aids traffic management during and after events. Enforcement of parking will be available for the duration of events, including after hours and on weekends.	JACS, TAMS, CMTEDD (PCG)	•		

Actions	Reasons	Responsibility <sup>8</sup>	2 years	5 years	10 years
<p>Improve management and supply of loading zones both on street and within developments, particularly in group and town centres, to limit the abuse of these zones by non-legitimate users and address the risk posed by illegal verge parking.</p> <p>Consider the adequacy of the planning guidance to support a requirement for access and parking for removalist/delivery vehicles, similar to the provision for waste collection.</p>	<p>The availability of on-street parking supply is constrained in town and group centres. On-street loading zones are limited and it is difficult to control non-legitimate users and ensure parking functions as intended.</p> <p>In the absence of suitable parking within developments, removalist/delivery vehicles typically park on the verge or nature strip posing a risk to pedestrian/cyclist safety and damage to footpaths and landscaping.</p>	JACS, EPD, TAMS	•		
<p>Investigate a system of adjusting the price of high-demand parking to:</p> <ul style="list-style-type: none"> <li>ensure that the price reflects demand</li> <li>encourage those whose need for parking can be met elsewhere at a lower price, to park elsewhere</li> <li>assess the suitability of the concept for broader on-street and off-street parking demand management.</li> </ul>	<p>Improve the availability of parking in areas or times of high demand, and make better use of the available parking capacity. Demand-based parking pricing policies could potentially be implemented in town centres and areas where displaced demand becomes an issue, such as on nearby residential streets.</p>	EPD, JACS, CMTEDD	•		
<p>Implement a differential fines / demerits schedule for safety offences at schools, consistent with national guidelines and arrangements in NSW. Increase penalties as part of a wider response to driver behaviour problems around schools, with demerit points attached to offenses posing safety risks to people and property.</p>	<p>Address the high rate of driver misbehaviour around schools and improve safety for students, pedestrians and motorists. Driving/parking offences are prevalent around schools, jeopardising the safety of students, pedestrians, and motorists.</p>	JACS	•	•	
<p>Enforce parking rules around schools targeting safety for pedestrians and motorists and improve signage and, where necessary, parking and pick up/set down provision.</p>	<p>Address safety and congestion issues around affected schools.</p>	JACS, ACT Policing, Road Safety (PCG)	•	•	•
<p>Develop (in conjunction with the Active Streets pilot) resources and initiatives for schools that support safe travel to and parking at schools.</p>	<p>Address safety and congestion issues around affected schools.</p>	ETD, TAMS	•		
<p>Increase enforcement in residential streets adjacent or near activity centres.</p> <p>Issue no further on-street resident parking permits and, as redevelopment occurs, withdraw existing permits.</p>	<p>Address issues around the competition for on-street parking from commuters, shoppers and others in residential streets adjacent or near activity centres, particularly where arising from ongoing replacement of free all-day parking with pay/short-term parking.</p>	JACS (PCG)	•	•	•
<p>Implement new arrangements to manage parking provision for areas where development or redevelopment occurs to ensure the impact on the area's commercial and other activities is minimised.</p>	<p>Address parking issues associated with large scale development, particularly in areas that are in transition, to manage the specific parking demands associated with construction activity and development (for example, Braddon, Dickson).</p>	EPD, JACS, TAMS (PCG)	•	•	•
<p>Provide information on the limitations which apply to the issuing of various permits and passes, such as volunteers, to reduce inappropriate use and manage expectations.</p>	<p>Various passes and permits allow motorists to use specific carparks without payment. This needs to be carefully controlled to ensure that they are legitimate users.</p>	JACS, EPD	•	•	•

# BUILDING AN INTEGRATED TRANSPORT NETWORK

Actions	Reasons	Responsibility <sup>8</sup>	2 years	5 years	10 years
Undertake a review of the experience of Sydney, Melbourne and Perth with their parking levy schemes, their applicability to the ACT and the potential uses of the funds that might be raised.	The potential decrease in publicly-owned carparks will limit the ability of the government to influence the price paid for parking, and government's ability to ensure commercial parking is not a disincentive for travel by public transport, particularly for long-term and all-day parking.	EPD	•		
Monitor the usage of mobility permits and the impacts of mobility parking on parking revenues and the supply of high demand parking spaces.	The high usage of mobility permits in high-demand parking locations is displacing fee-paying parking. The contraction of government carparks is expected to exacerbate this displacement.	JACS	•		
<b>Manage the supply of parking</b>					
As master plans are prepared for city and town centres, ensure they incorporate a parking strategy, such that adequate parking is available to support the projected employment growth and commercial and other activities of the centre. Where appropriate this will include identifying potential sites for structured carparks to meet short- or long-stay parking needs.  Give attention to special needs parking such as carers, mobility needs, emergency and loading parking as well as parking for motorcycles and scooters.	Improve the provision of parking capacity in the city and town centres and better integrate parking with planning and transport policy.	EPD, TAMS	•	•	•
Introduce a parking offset scheme by which developers could pay a fee instead of providing some or all of the parking capacity required under the Territory Plan's parking code.	Address the industry concern over the inflexibility of the parking code requirements; provide a mechanism for reducing the supply of carparks in developments.	EPD	•		
Provide pedestrian infrastructure to improve the pedestrian experience moving between parking and activity centres.	It will be necessary to ensure the convenience and safety of pedestrians when parking is some distance from the activity centre, particularly at night and in poor weather, and where it is necessary to cross busy streets.	TAMS/ CMTEDD/EPD	•	•	•
Review the parking code and undertake Territory Plan amendments to streamline and clarify the parking provision requirements for developments.	Parking code provisions have not been updated for some time, and a comprehensive review of the provisions is required, including simplifying their application and appropriateness of the rates.	EPD	•	•	
Survey and evaluate usage of existing Park and Ride facilities.  Adopt criteria for the selection of Park and Ride sites, including reviewing existing sites to assess their relevance under the criteria.	Provide more flexibility for travellers, and enhance the attractiveness of public transport.	EPD, with TAMS/CMA	•		
Monitor the current arrangements for government-provided parking, including alternative delivery models, to maximise revenue and efficiently provide services.	Ensure the government's investment in the provision and management of parking is returning value for the taxpayer.	CMTEDD/TAMS	•	•	•

## 6.1.1 Parking in Canberra - Park and Ride

Park and Ride is one of several ways which the public may access the public transport system. Transport for Canberra envisaged a network of Park and Ride and Bike and Ride facilities along rapid service routes allowing people more flexibility when designing a journey that best suits their needs. The principles for consideration when planning a Park and Ride facility are:

- location of the site relative to the Frequent Network and including the Capital Metro Stage 1 route
- costs and value for money for the ACT
- impact on the surrounding environment
- selection of appropriate locations, including use of existing under-utilised parking areas
- appropriate capacities for facilities based on projected demand
- over time, transition of Park and Ride sites where land becomes more valuable in centres
- design, landscaping and aesthetics and
- vehicle security, passive surveillance, lighting and personal safety.

Park and Ride will remain an important way to access high frequency networks; however, facilities should be targeted at people who are not easily able to access the Frequent Network by alternative means such as walking, cycling or feeder buses. Any new or expanded Park and Ride facilities should support planned public transport services and future land use objectives as centres evolve and land becomes valuable for other purposes.

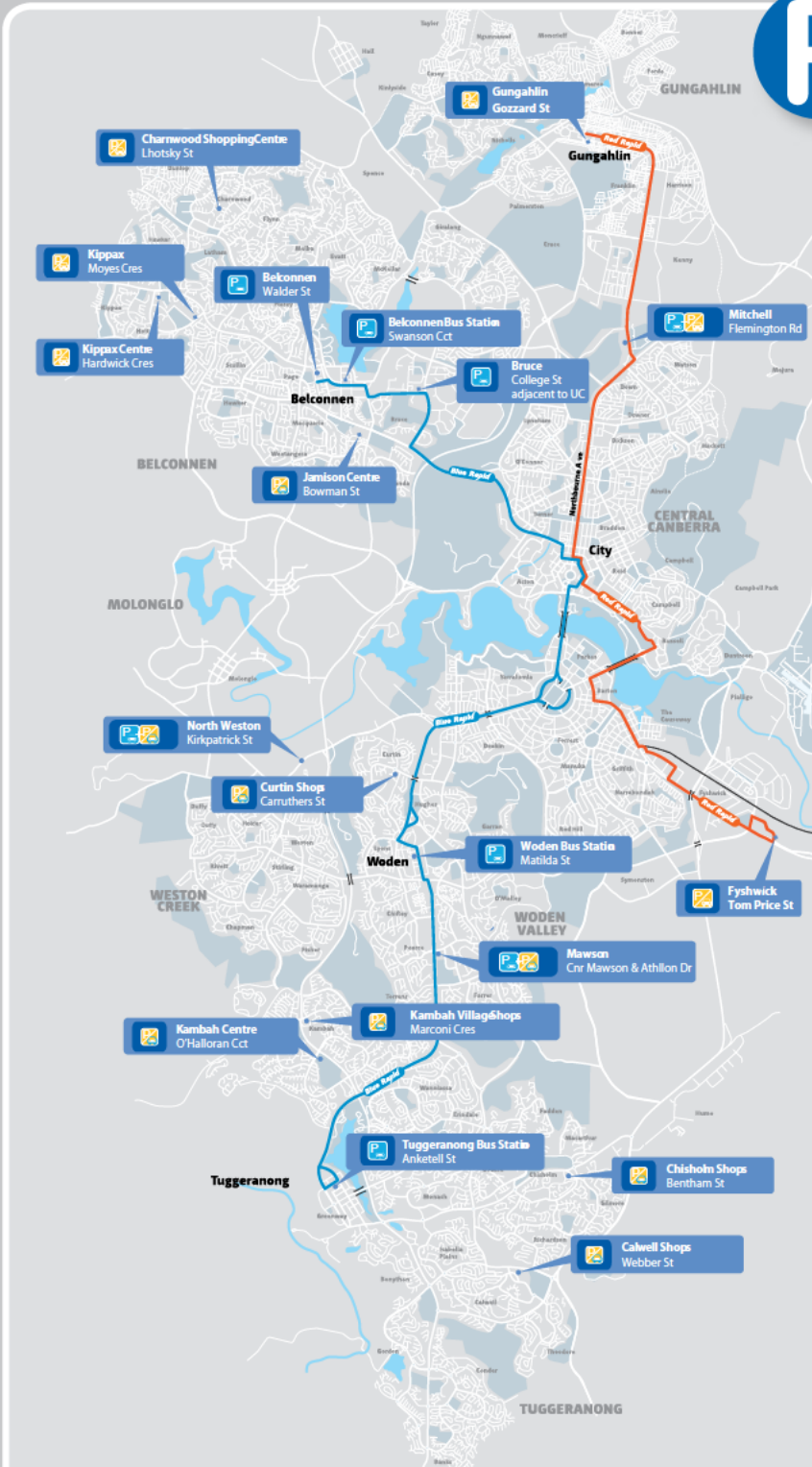
Park and Ride facilities have been established in a number of locations and additional services are proposed. Local observations suggest some existing facilities are performing better than others. This may relate to their location in relation to the rapid transport network, changes to development density and land use within the locality or to more localised siting and design considerations (refer attached Park and Ride map). Not all facilities meet the criteria, with some sites not close to the rapid transit network. Additionally, there may be other localities which could benefit from Park and Ride.

The government is currently reviewing the existing sites and will consider whether additional sites should be added. The government will also consider potential Park and Ride sites for the start of the light rail service in 2018–19.



*Park and Ride, Mawson*

## PARK & RIDE MAP



No permit required



Permit only



Permit & non permit spaces

\* Always check signage at each carpark to ensure that you are parking in a PARK & RIDE designated area.  
Please note that in some locations only part of the carpark is designated to PARK & RIDE.

## 6.1.2 Parking in Canberra – mobility parking

The ACT Government is committed to ensuring people with disabilities have full and direct access to all public places in the ACT. The provision of accessible transport and parking are central to realising that commitment. Designated parking spaces are provided for people with disabilities, usually adjacent to shops and offices to allow mobility parking permit holders to park close to their destination.

Three categories of mobility parking permits are available in the ACT: temporary permits requiring certification from a medical practitioner and automatically expiring after a set period, which can be three, six or twelve months; long-term permits requiring medical certification every three years; and permanent permits issued where the person's condition is permanent, requiring only an initial medical certification.

Mobility parking permit holders can park free of charge at meters and in ticket parking areas and stay longer in time limited parking. This allows permit holders to stay in both on-street and off-street government car parks for up to two hours if the time limit on the parking sign is 30 minutes or less; and for an unlimited time if the time limit on the parking sign is more than 30 minutes. Many other jurisdictions in Australia and overseas provide similar concessions.

As of June 2014 there were 16,822 mobility parking permits in circulation, an increase from 6579 in 2003. Demand for parking in more accessible government car parks from mobility parking permit holders is very high. A survey on 12 August 2014 found 40% of cars parked in the short-stay car parks near the Legislative Assembly and Canberra Theatre Centre Precinct and Sydney Building had mobility parking permits.

Surveys suggest that mobility parking permits are not widely used in private carparks and that there are disabled parking spaces available in every location across Canberra. This suggests that commuters using these permits are receiving significant benefits (beyond accessibility) from the free long-stay parking provided in government parking. Further surveys of the usage of mobility parking permits in government carparks will take place to improve the government's understanding of mobility parking permit use over time.

In 2008, the Australian Government in conjunction with state and territory governments undertook a process to increase harmonisation of disability parking schemes across Australia. The outcome of this process was the development of the Australian Disability Parking Scheme that includes a consistent permit design across Australia, and new national minimum parking concession standards. The ACT Government remains committed to these standards.



Mobility parking permits are one of a range of special purpose parking permits issued by the government. Others include medical practitioner, community nurse and volunteer permits, which are available subject to applicants meeting strict criteria. These permits, and the applicable criteria, are available at [www.rego.act.gov.au/parking/special-parking-permits](http://www.rego.act.gov.au/parking/special-parking-permits).

## 7. Appendices

### 7.1 Compliance framework for monitoring and enforcing parking regulations

This section sets out the framework that is followed by Parking Operations in response to parking issues identified internally or from feedback from the public. This section has been extracted from Parking Operations: Compliance Framework, which is available online at

[www.ors.act.gov.au/resources/attachments/Parking\\_Operations\\_-\\_Compliance\\_Framework.pdf](http://www.ors.act.gov.au/resources/attachments/Parking_Operations_-_Compliance_Framework.pdf)

#### 7.1.1 Compliance monitoring

There are two types of monitoring activities Parking Operations carries out: reactive and proactive. Both types of monitoring are risk-based – they prioritise resource allocation based on the level of risk posed to Parking Operations’ strategic objectives.

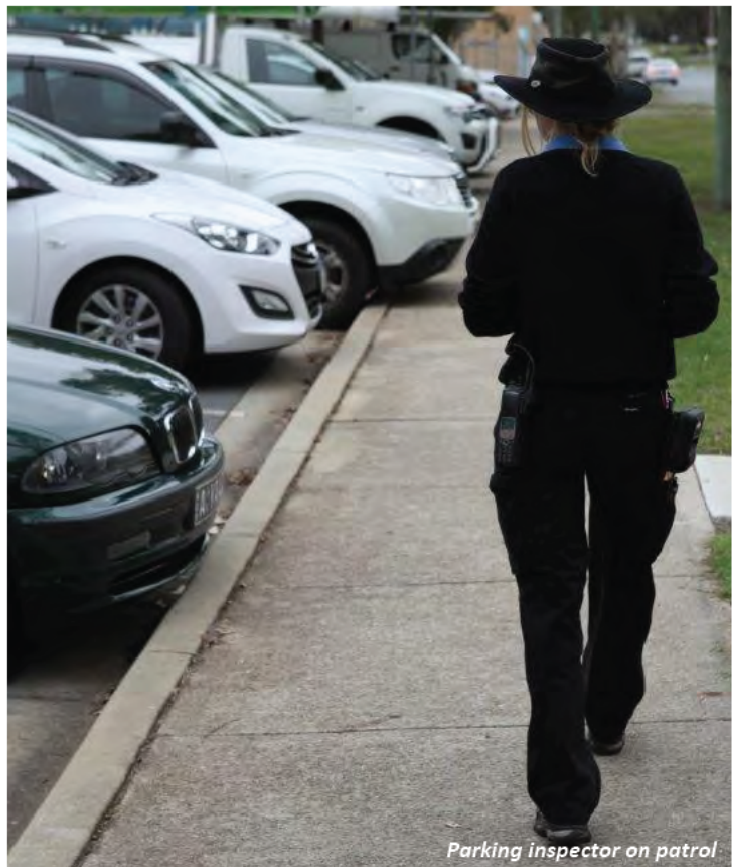
#### 7.1.2 Proactive monitoring

Most of the monitoring Parking Operations undertakes is proactive. This is because instances of noncompliance are much higher than the number of complaints lodged about illegal parking. Proactive patrols are conducted at varying levels of intensity in different areas of the ACT depending on the level of risk posed to Parking Operations’ strategic objectives of ensuring safety, public and business amenity and government.

#### 7.1.3 Reactive monitoring

Reactive monitoring relies on members of the public, businesses, or government agencies (for example the AFP or the Territory and Municipal Services Directorate) contacting Parking Operations and reporting non-compliant behaviour. Calls are received at Parking Operations’ office and are given a priority based on the assessed level of risk (see below). The supervisor on duty will delegate the task of investigating the report to an appropriate team or Parking Officer.

Parking Operations does seek to respond to every notification of illegal parking it receives. However, because not every complaint can be responded to immediately, responses are triaged based on the risk posed (classified as high, medium or low). The following table describes what is covered by each risk level and provides some examples.



*Parking inspector on patrol*

Risk level	Safety	Public and business amenity	Government
3 – High	The reported behavior poses a potential risk of serious injury or death	Parking that completely and unreasonably obstructs access to a residential or business premises or is in a high priority restricted zone	Behaviour that places severe restrictions on the operation of paid carparks
	Examples: <ul style="list-style-type: none"> <li>• A large vehicle parking illegally close to an intersection, obstructing motorists' view of oncoming traffic</li> <li>• Parking within the restricted area around a school crossing</li> <li>• Blocking access for emergency services vehicles</li> </ul>	Examples: <ul style="list-style-type: none"> <li>• Parking in a bus zone</li> <li>• Parking across a driveway restricting access to/from a residence or business</li> <li>• Parking without a permit in a mobility zone excluding access to parking for legitimate users</li> </ul>	Examples: <ul style="list-style-type: none"> <li>• Vandalism of parking ticket machines</li> <li>• Use or production of fraudulent parking tickets or permits</li> </ul>
2 – Medium	Physical harm could conceivably result from the parking behaviour	There is partial obstruction of access to a residential or business premises	Deliberate and consistent efforts to undermine the paid parking system
	Examples: <ul style="list-style-type: none"> <li>• Parking on a nature strip blocking motorists' line of sight</li> <li>• Vehicles parking on footpaths in areas with pedestrian traffic</li> <li>• Parking outside of bays in an off road parking area</li> </ul>	Examples: <ul style="list-style-type: none"> <li>• Parking partially across a driveway</li> <li>• Parking in a loading zone without a permit</li> </ul>	Examples: <ul style="list-style-type: none"> <li>• Coordinated fee avoidance</li> </ul>
1 – Low	Parking that is illegal but poses no material risk to safety	Parking that is illegal but does not materially obstruct public and business amenity	Parking that is illegal but does not constitute widespread or coordinated payment evasion
	Examples: <ul style="list-style-type: none"> <li>• Motorists parking on the nature strip but not blocking line of sight and not damaging street trees</li> </ul>	Examples: <ul style="list-style-type: none"> <li>• Overstaying time limits where there is ample available parking</li> </ul>	Examples: <ul style="list-style-type: none"> <li>• Parking without a valid ticket/permit</li> <li>• Parking with an expired meter</li> </ul>

Below are Parking Operations' timeframes for responding to complaints. These timeframes are a guide only. It may be an operational necessity to delay a response – for example when the parking behaviour complained about occurs at a specific day of the week or time of day. The problem may also require long term enforcement action in order to be resolved or require special planning.

Risk level	Response timeframes
High	Immediate – if no Parking Operations resources are available the police may be called
Medium	Within 2 business days
Low	Within 5 business days

## 7.2 Comparison of capital city parking fees

Location	Restricted availability , periphery or “early bird” all day parking fees*	Standard daily parking fees*
Canberra CBD (ACT Government parking)	\$9.50 per day in Zone B <sup>9</sup> long stay car parking (May 2015), \$10.50 per day (1 July 2015)	\$14.00 per day in Zone A <sup>9</sup> long stay car parking (May 2015), \$15.00 per day (1 July 2015)
Citywest car park (private parking)	\$12.00 per day before 9.30AM on rooftop	\$17.00 for 7 or more hours
Canberra Centre (private parking)	\$11.00 all day some rooftop parking	\$30.00 over 7 hours
Tuggeranong, Woden and Belconnen (ACT Government parking)	\$8.00 per day in Zone B long stay car parking (May 2015), \$8.50 (1 July 2015)	\$9.50 per day in Zone A long stay car parking (May 2015), \$10.50 (1 July 2015)
Westfield Woden/ Belconnen (private parking)	\$8.00 in one stated location per car park	\$25 for 7.5 to 8 hours; maximum of \$30 per day
Sydney CBD (private and government parking)	\$23.90 per day in limited Early Bird parking	\$53.90 standard
Melbourne CBD (private and government parking)	\$14.30 per day in limited Early Bird parking	\$34.60 standard
Brisbane CBD (private and government parking)	\$22.50 per day in limited Early Bird parking	\$64.30 standard
Adelaide CBD (private and government parking)	\$15.40 per day in limited Early Bird parking	\$26.00 standard
Gold Coast – Surfers’ Paradise	\$6.00 per day in limited Early Bird parking	\$17.00 standard
Wollongong CBD	\$8.00 per day in limited Early Bird parking	\$18.20 standard
Newcastle CBD	\$11.10 per day in limited Early Bird parking	\$14.40 standard
<p>* Sources: Citywest car park fees (<a href="http://www.citywestcarpark.com/www.citywestcarpark.com/Citywest_Homepage.html">http://www.citywestcarpark.com/www.citywestcarpark.com/Citywest_Homepage.html</a>); Canberra Centre car park fees (<a href="http://www.secureparking.com.au/car-parks/australia/act/canberra/canberra-centre">http://www.secureparking.com.au/car-parks/australia/act/canberra/canberra-centre</a>); Westfield Woden parking fees (<a href="http://www.westfield.com.au/woden/info">http://www.westfield.com.au/woden/info</a>); Westfield Belconnen parking fees (<a href="http://www.westfield.com.au/belconnen/info">http://www.westfield.com.au/belconnen/info</a>); Sydney, Melbourne and Brisbane CBD parking data based on 10 sites operated within each CBD operated by a number of private operators; Adelaide CBD parking data based on 5 sites operated within CBD by a number of private operators ; Gold Coast data based on 5 sites operated by a number of private operators; Newcastle data based on 3 private operators and 1 council car park within CBD; Wollongong data based on 5 private operators within CBD.</p>		

## 8. Endnotes

1. In most off-street locations 12 hour surveys were undertaken from 7am to 7pm on Thursday and Saturday. In a small number of off-street locations and in on-street locations multiple spot counts were undertaken.
2. Short-stay parking includes parking available for up to 4 hours.
3. The city centre survey includes all of the city centre and surrounding parts of Acton, Turner, Braddon, Reid and north Parkes.
4. The inner south survey includes all of Barton and areas of Forrest, Griffith, Kingston, Parkes and Yarralumla.
5. Includes service trades area.
6. Excludes unrestricted on-street parking surrounding town centre
7. Gungahlin parking figures should be used with caution, as the pace of development in the centre means that some carparks are being closed for development, and others being opened. As a result the survey results should be used as a guide only.
8. CMA- Capital Metro Agency  
CMTEDD – Chief Minister, Treasury and Economic Development Directorate  
EPD – Environment and Planning Directorate  
ETD – Education and Training Directorate  
JACS – Justice and Community Services Directorate  
PCG – Parking Coordinator-General  
TAMS – Territory and Municipal Services Directorate
9. Zone A – Core city and town centre areas and Zone B – Periphery city and town centre areas

# BUILDING AN INTEGRATED TRANSPORT NETWORK

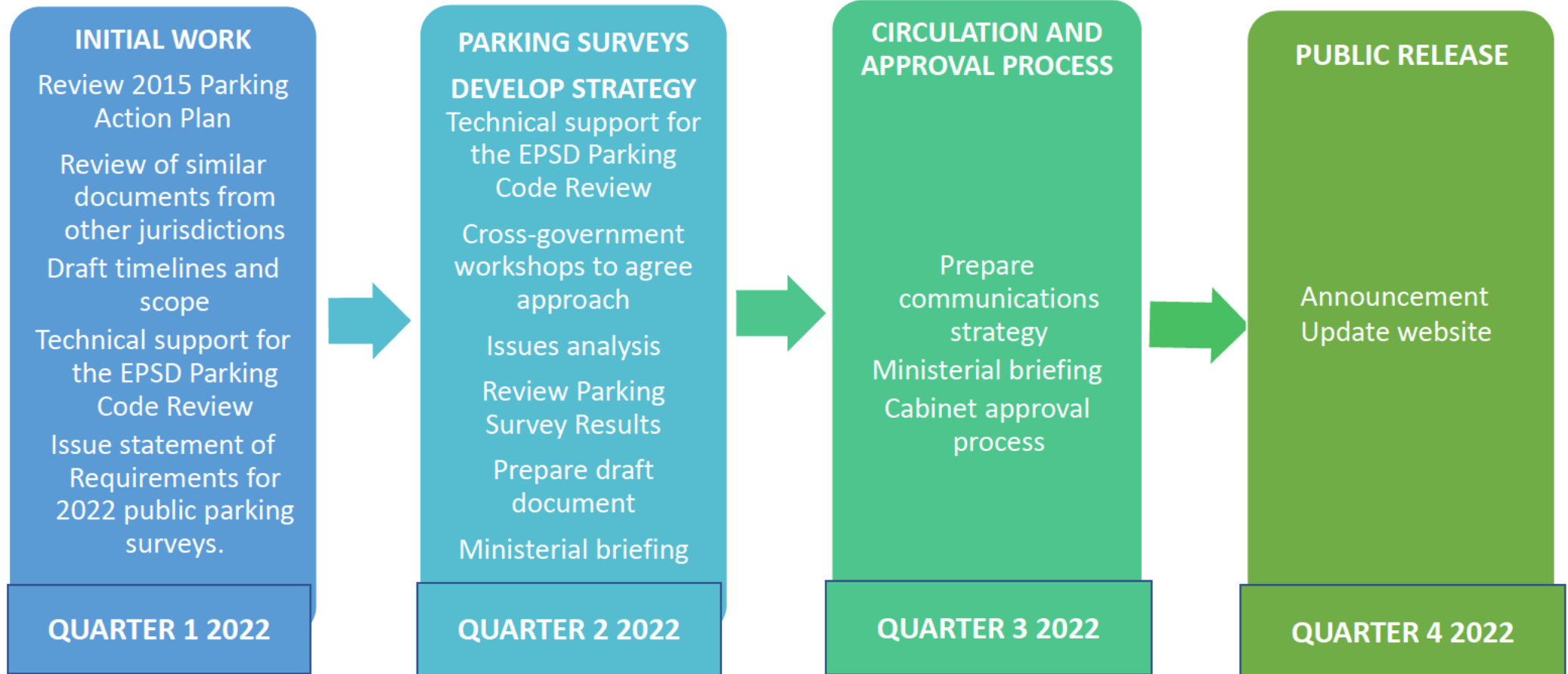




# Proposed New Parking Action Plan Approach: Background

- The 2015 Parking Action Plan sets out the Government's approach to parking policy. Most actions within the Parking Action Plan have been completed such as the implementation of digital parking machines and alternate payment methods.
- A new parking action plan presents the opportunity to adjust and confirm the approach to parking policy. This is timely given that travel and parking patterns have shifted significantly during the pandemic.
- Due to the ACT community's current preference for using the private car for most of their travel needs, the appropriate provision and management of parking is necessary to facilitate the continuing development of the city, town centres and employment locations. Additionally, some people may not feel comfortable travelling by public transport at present.
- Notwithstanding this, the management of parking is one of Government's key levers for achieving broader planning, transport and climate objectives.

# Timeframes



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- Understanding parking behaviour
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- 2022 parking survey results

# Schedule 1, 1.6

# Schedule 1, 1.6

**Transport Canberra and City Services****To:** Minister for Transport and City ServicesTracking No.: S2022/00385 [Click here to enter text.](#)**Date received in MO:** <date received by Minister's Office>

GAMS to complete

**From:** Executive Branch Manager, Development Coordination Branch**Through:** Director-General, Transport Canberra and City Services  
Deputy Director-General, City Services  
Executive Group Manager, City Operations  
Executive Branch Manager, Roads ACT**Subject:** Update on Parking Policy Priorities**Critical Date:** In the normal course of business**Recommendations**

That you:

1. Note the information contained in this brief about parking policy priorities, including a new Parking Action Plan, the Parking Code review and Out of scope and

**Noted / Please Discuss**

# Out of Scope

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

Minister's Feedback

## Background

### Request for advice

1. Your office requested advice on creating a new Parking Action Plan, the Parking and Vehicular Access General Code (Parking Code) review and Out of scope.

### Policy context

2. The ACT Government has multiple strategic documents which provide key policy directions affecting parking policy outlined in previous brief MIN S2021/01228 (Attachment D).
3. The *ACT Transport Strategy* recognises that a strategic approach to the provision and management of parking is required – which reflects parking’s importance for providing access and contributing to the viability of commercial centres.
4. The *ACT Planning Strategy* seeks to better integrate land use and transportation options to improve accessibility and to create a compact and efficient city.
5. 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.
6. TCCS are currently preparing a Statement of Requirements for public parking surveys of activity centres in the City, town centres and Dickson Group Centre to inform the development of the new Parking Action Plan.

## Issues

### New Parking Action Plan

7. 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.
8. Most actions within the Parking Action Plan have been completed such as the implementation of digital parking machines and alternate payment methods.
9. The ACT Transport Strategy commits government to developing a new Parking Policy to support a compact, efficient and sustainable city. TCCS is developing this new document in 2022 to replace the 2015 Parking Action Plan.
10. A proposed approach is at Attachment B, which includes an indicative timeframe of strategy development in the second quarter of 2022, a Cabinet approval process in the third quarter for a fourth quarter 2022 public release.
11. It is proposed that the Parking Action Plan contains a concise City Parking Strategy, Town Centre Parking Strategy and Local/Group Parking Strategy, as included sections.

12. No public consultation on a draft Action Plan is proposed. The 2015 Parking Action Plan was not publicly consulted but considers findings from earlier community engagements on transport. Public consultation on parking tends to be more effective in the context of broader transport and planning discussions.

# Out of Scope

## Parking Code review

14. The Territory Plan's *Parking and Vehicular Access General Code* (the Parking Code) sets the parking provision requirements for new developments. As part of the Development Application (DA) process, TCCS review and assess Transport Impact Assessment Reports, and provide feedback to EPSDD on parking requirements and provision of proposed developments in accordance with the Parking Code.
15. As part of EPSDD's Planning System Review and Reform Project (PSRRP) aimed at preparing a new 'outcomes focussed' Territory Plan, the Parking and Vehicular Access General Code (Parking Code) is being updated into a broader Access and Movement Code in the new Territory Plan. TCCS are currently providing input into the review and update of the Parking Code.
16. The Parking Code has not been properly updated since at least 2008. In some cases, 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. In other instances, there are minor operational issues that require clarifying, for example, whether motorcycle parking provision requirements (3 spaces per 100 car spaces) apply to resident parking or not.
17. EPSDD opted for an in-house review of the Parking Code with technical support from TCCS from January to May 2022. This will culminate in a draft Access and Movement Code, anticipated to be released later in 2022 for consultation as part of the new Territory Plan. The new planning system, including the new Territory Plan and Access and Movement Code is proposed to commence in 2023.
18. The scope of the Parking Code update will be mostly structural to align it with the new Territory Plan, not a substantial policy change. Changes will be mostly limited to minor adjustments to address issues, and to make it more user friendly.
19. Parking provision requirements in most cases are already location specific, for example, there are lower parking rates in the City and town centres. However, there is an opportunity to do a high-level review of parking provision rates in public transport corridors to ensure alignment with current policies.

20. A more comprehensive review of the Parking Code would be worthwhile. However, EPSDD are unlikely to support major changes to the new Territory Plan until 2025.

21. Electric vehicle charging requirements for new developments are also being included in the new Access and Movement Code. This work is being led by EPSDD.

# Out of Scope

# Out of Scope

## **Consultation**

### Internal

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

### Cross Directorate

35. <sup>Out of scope</sup> [Redacted]

36. TCCS is providing technical assistance to EPSD (Planning and Urban Policy) on the Parking Code review.

### External

37. Nil.

## **Work Health and Safety**

38. Nil.

**Benefits/Sensitivities**

39. Multiple internal stakeholders are interested in a new Parking Action Plan.

40. Multiple external stakeholders are interested in the Parking Code review.

41. Out of scope



**Communications, media and engagement implications**

42. Out of scope



43. A communications strategy will be prepared to accompany the new Parking Action Plan ahead of its release.

Signatory Name: Geoffrey Davidson Phone: 0262059799

Action Officer: Lauren Hendriks Phone: 0262050637

**Attachments**

Attachment	Title
Attachment A	The 2015 Parking Action Plan
Attachment B	Proposed approach and timeframes for new Parking Action Plan
Attachment C	Out of scope
Attachment D	Out of scope

**From:** [Bamford, Rebecca](#)  
**To:** [Burton, Anthony](#); [Kaucz, Alix](#)  
**Cc:** [Ali, Syed](#); [Hendriks, Lauren](#)  
**Subject:** DV 368 City & Gateway - Status in new TP  
**Date:** Friday, 11 March 2022 12:34:38 PM

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OFFICIAL

Hi Anthony and Alix,

I appreciate that there are many matters yet to be resolved regarding current DVs and how they may apply in the new planning system... However, we were wondering if we should accept any of the proposed changes as outlined in DV 368 (and potentially others) as current government policy to be transferred to the new TP. The relevant example for us is that DV 368 proposed different parking rates (set as maximums and at lower rates than elsewhere) to current TP requirements, so we are considering whether to adopt these changes or not.

Grateful if you have any advice on this,

Kind regards,

**Rebecca Bamford**

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

**Strategic Planning and Reform | Planning and Urban Policy | Environment, Planning and Sustainable Development Directorate | ACT Government**

Level 2 Murrumbidgee, 480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 |  
[www.planning.act.gov.au](http://www.planning.act.gov.au)

**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Cc:** [Kamarul, Matthew](#); [Doherty, Cara](#)  
**Subject:** RE: New Territory Plan Policy Table  
**Date:** Thursday, 5 May 2022 12:32:15 PM

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OFFICIAL

Hi Anthony, we had this included in the previous iteration of the Policy mapping spreadsheet that Poorna had prepared, and likewise the TCCS TIA Guidelines, but they seem to have fallen out.

I'll get this updated

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**From:** Burton, Anthony <Anthony.Burton@act.gov.au>  
**Sent:** Thursday, 5 May 2022 12:05 PM  
**To:** Wyatt, Tim <Tim.Wyatt@act.gov.au>  
**Cc:** Kamarul, Matthew <Matthew.Kamarul@act.gov.au>; Doherty, Cara <Cara.Doherty@act.gov.au>  
**Subject:** RE: New Territory Plan Policy Table

OFFICIAL

Hi Tim

Thanks for the chat

Doing some building policy research this morning and found this:

[https://www.cityservices.act.gov.au/\\_\\_data/assets/pdf\\_file/0008/1315754/Development-Control-Code-for-Waste-Management-2019.pdf](https://www.cityservices.act.gov.au/__data/assets/pdf_file/0008/1315754/Development-Control-Code-for-Waste-Management-2019.pdf)

These are critical documents to include in the review as they contain "mandatory" policy outcomes. This is similar to the guidelines you mentioned earlier. If they're not identified, and their policy's not picked up then there is every chance that they won't be included. Are there more out there? Can you get Poorna to follow up with the relevant areas to port those policies into the spreadsheet?

Cheers

AB

**Anthony Burton PhD, MPIA | Director | Building Reform**  
**Phone: 02 6205 4699** | Email: [anthony.burton@act.gov.au](mailto:anthony.burton@act.gov.au)  
**Planning and Urban Policy | Environment, Planning and Sustainable Development Directorate**  
**| ACT Government**  
Level 2, 480 Northbourne Avenue Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

(pronouns: he/him)

---

**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Sent:** Tuesday, 3 May 2022 3:46 PM  
**To:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Subject:** RE: New Territory Plan Policy Table

OFFICIAL

Ok thanks, didn't realise. Probably even more important than that we catch up for continuity.

I'll put something in the calendar.

Thanks  
Tim

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**From:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Sent:** Tuesday, 3 May 2022 3:43 PM  
**To:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Subject:** RE: New Territory Plan Policy Table

OFFICIAL

Hi Tim

I do but I have pretty much wound up with the PSRRP team – just tidying up a few (many) loose ends. Have pretty much incorporated these into the policy tool – but would be happy to chat you through.

My diary is currently up to date so whatever works for you

AB

**Anthony Burton PhD, MPIA | Director | Building Reform**  
**Phone: 02 6205 4699** | Email: [anthony.burton@act.gov.au](mailto:anthony.burton@act.gov.au)  
**Planning and Urban Policy | Environment, Planning and Sustainable Development Directorate**  
**| ACT Government**

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[www.act.gov.au](http://www.act.gov.au)

(pronouns: he/him)

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**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Sent:** Tuesday, 3 May 2022 10:33 AM  
**To:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Subject:** FW: New Territory Plan Policy Table

OFFICIAL

Hi Anthony, I'm back from leave and thought it might be timely to catch up on this and the TP review generally. Do you have a slot this week ?

Tim

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**From:** Kumarage, Poorna <[Poorna.Kumarage@act.gov.au](mailto:Poorna.Kumarage@act.gov.au)>

**Sent:** Tuesday, 3 May 2022 9:06 AM

**To:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>

**Subject:** RE: New Territory Plan Policy Table

OFFICIAL

Hi Tim,

Please find the final copy which consolidates all comments we have received.

Regards

Poorna

**Transport Canberra and City Services | ACT Government**

480 Northbourne Avenue Dickson | GPO Box 158 Canberra ACT 2601 | [www.transport.act.gov.au](http://www.transport.act.gov.au)

**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Subject:** Accepted: EV Ready Developments - Consultant Workshop 1

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**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Subject:** Accepted: EV Ready Developments - Consultant Workshop 2

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**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Subject:** Accepted: EV Ready Developments Inception Meeting

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**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Subject:** Accepted: EV Ready Infrastructure - aligning parking policy, ZEV policy and implications on the parking code

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**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Subject:** Accepted: Parking Code Review

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**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Subject:** Accepted: PSRRP Catchup - Parking review

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**From:** [Wyatt, Tim](#)  
**To:** [Hendriks, Lauren](#); [Burton, Anthony](#)  
**Cc:** [Radice, David](#)  
**Subject:** FW: MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)  
**Date:** Monday, 9 August 2021 5:05:32 PM  
**Attachments:** [MEETING CRA Steel.msg](#)  
[Meeting Brief \(A30066633\).docx](#)  
**Importance:** High

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OFFICIAL

Hi Anthony/ Lauren,

We have been asked to provide input into a meeting brief for a meeting between Minister Steel and the CRA (Malcom Snow) on Mon 16 August at 2pm

I have attached a copy of the proposed input for **Parking review – discussion of options for parking provision in and around city centre – DC.**

Can you please both do a quick review / fact check and see if you have any concerns. Not enough time to feed back through formal channels.

thanks  
Tim

---

**From:** Urban, Samantha <[Samantha.Urban@act.gov.au](mailto:Samantha.Urban@act.gov.au)>  
**Sent:** Tuesday, 3 August 2021 3:08 PM  
**To:** Neal, Colleen <[Colleen.Neal@act.gov.au](mailto:Colleen.Neal@act.gov.au)>; Althorp, Vanessa <[Vanessa.Althorp@act.gov.au](mailto:Vanessa.Althorp@act.gov.au)>  
**Cc:** Anderson-Clift, Chloe <[Chloe.Anderson-Clift@act.gov.au](mailto:Chloe.Anderson-Clift@act.gov.au)>  
**Subject:** MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)

OFFICIAL

Hi Coll / Vanessa,

TCCS has been asked for a meeting brief for a meeting between Minister Steel and the CRA (Malcom Snow) on Mon 16 August at 2pm.

TCCS has been asked to provide an update on the following:

- Out of scope [REDACTED]
- [REDACTED]
- Parking review – discussion of options for parking provision in and around city centre - DC

The MO has requested the meeting brief by COB Thursday 12 August, so can MSU please have this back, **cleared by Jim by 12:00pm Wednesday 11 August.**

I've not put this one through a proper workflow as I thought it might need to go across a few different branches – but noting Development Coordination will be the lead.

Thanks

Sam

**Samantha Urban | Assembly Liaison Officer | Monday – Thursday**

**Phone 02 6207 1938 | Email: [samantha.urban@act.gov.au](mailto:samantha.urban@act.gov.au)**

**Governance and Ministerial Services | Transport Canberra and City Services Directorate | ACT Government**

480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

## Bell, SophieA

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**Subject:** MEETING: CRA / Steel  
**Location:** Steel Office

**Start:** Mon 16/08/2021 2:00 PM  
**End:** Mon 16/08/2021 2:30 PM

**Recurrence:** (none)

**Meeting Status:** Accepted

**Organizer:** Steel, Chris  
**Required Attendees:** Rayner, Jennifer; ODonoghue, Yersheena; Snow, Malcolm  
**Optional Attendees:** EPSDD DLO; TCCS\_DLO

# Out of Scope

# Out of Scope

Items to be discussed

# Out of Scope

### **3.1 Parking review – discussion of options for parking provision in and around city centre**

The Parking and Vehicular Access General Code (PaVAGC) is a code of the Territory Plan and sets out parking requirements for new developments. The Territory Plan also contains various controls in the event of a public car park being developed for another use. In this case, the car park is usually required to be replaced on site, in addition to the parking generated by the new development.

The Environment, Planning and Sustainable Development Directorate (EPSDD) are responsible for development assessment in the ACT and work closely with TCCS to make determinations about parking assessment against PaVAGC.

In November 2020 parking policy transferred from EPSDD to Transport Canberra and City Services (TCCS). In July 2021 TCCS reconvened the cross-directorate Parking Coordination Group (PCG) in which worklist priorities were discussed. It was decided that a new work list

for parking policy should be developed and priority given to matters relating to the emerging issue of electric vehicles, particularly around developing strategic and operational policies.

The PaVAGC has not been completely updated since at least 2008. However, EPSDD has undertaken many smaller amendments, mostly at precinct level, to keep the requirements contemporary.

### 3.2 Policy position

Rather than conduct another standalone review of the PaVAGC:

- EPSDD are reviewing the ACT Planning System and Territory Plan through the currently ongoing ACT Planning System Review and Reform Project (the Review).
- EPSDD are currently implementing the City Plan and developing a City Centre Urban Design Framework which may include changes to parking requirements in the city.
- TCCS does not want to pre-empt the outcomes of the Review but has encouraged the review to generate appropriate recommendations to facilitate the move from parking demand satisfaction to demand management, and how parking provision rates could be applied or adjusted within this context.

In the meantime, the current requirements of the PaVAGC and the Territory Plan are sufficient to assess new development. There is no current date for the finalisation of the Review.

Therefore, ACT Government is concentrating on emerging issues, such as electric vehicle (EV) policy. This policy includes:

- EPSDD led Zero Emission Vehicle Masterplan detailing the principles and locations of the first 50 public EV charging stations across the ACT.
- EPSDD led review of the PaVAGC with respect to ensuring certain developments are EV ready.
- TCCS led Electric Vehicle Operational Policy for Charging Infrastructure detailing the approval, documentation, location, configuration, design, technology and licensing and fee requirements for unsolicited proposal on public car parks.

### 3.3 Suggested talking points

- The cross-Directorate Parking Coordination Group (PCG) now chaired by TCCS has recently reconvened. The PCG is in the process of generating a new work program.
- Although the PCG's initial focus is on progressing EV parking priorities, the PCG is well aware of the need to strategically manage overall parking supply for all areas of the ACT, including supporting mode shift as identified in various strategic documents (the ACT Planning Strategy, the ACT Climate Change Strategy and the ACT Transport Strategy).
- The Parking and Vehicle Access General Code contains parking requirements for all new developments
- The Territory Plan contains various controls in the event of a public car park being developed for another use. In this case, the car park is usually required to be replaced on site, in addition to the parking generated by the new development.
- Amendments to parking restrictions may be part of EPSDD work to implement the City Plan and development of the City Centre Urban Design Framework.

## OFFICIAL

- EPSDD are currently undertaking the ACT Planning System Review and Reform Project which seeks to review the planning system, including the Territory Plan.
- Any review of the Parking and Vehicle Access General Code will be fed into the work being progressed by EPSDD.
- TCCS are prioritising matters relating to parking of electric vehicles, including the development of the Electric Vehicle Operational Policy for Charging Infrastructure
- The operation policy details the approval, documentation, location, configuration, design, technology and licensing and fee requirements for unsolicited proposal on public car parks and should be finalised later in 2021.

**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Subject:** FW: New Territory Plan Policy Table  
**Date:** Tuesday, 3 May 2022 10:33:13 AM  
**Attachments:** [2022-04-19-TCCS policy review - analysis table.xlsx](#)

---

OFFICIAL

Hi Anthony, I'm back from leave and thought it might be timely to catch up on this and the TP review generally. Do you have a slot this week ?

Tim

---

**From:** Kumarage, Poorna <Poorna.Kumarage@act.gov.au>  
**Sent:** Tuesday, 3 May 2022 9:06 AM  
**To:** Wyatt, Tim <Tim.Wyatt@act.gov.au>  
**Subject:** RE: New Territory Plan Policy Table

OFFICIAL

Hi Tim,

Please find the final copy which consolidates all comments we have received.

Regards  
Poorna

Transport Canberra and City Services | ACT Government  
480 Northbourne Avenue Dickson | GPO Box 158 Canberra ACT 2601 | [www.transport.act.gov.au](http://www.transport.act.gov.au)

Out of scope

<p>Provide the required number of parking spaces within the road reserve for visitors and service vehicles, with consideration for the following:</p> <ul style="list-style-type: none"> <li>&gt; Convenient and safe to access.</li> <li>&gt; Well defined with traffic control devices.</li> <li>&gt; All-weather surface.</li> <li>&gt; No restriction to the safe passage of vehicles, disabled and pedestrian traffic.</li> </ul>	<p>Comply with the Parking and Vehicular Access General Code</p>	<p>Standards: To AS 2890.1, AS 2890.3, clause 4.30 and ACTM11 Parking</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------	---------------------------------------------------------------------------

Out of scope

<p>MIS 11 Off street parking</p>	<p>ACT needs an On-street parking MIS. This is increasingly important as current Australian standards has reduced the space requirements for on-street parking which may conflict with the Territory interests.</p> <p>Allocation of parking spaces for on road parking should also be considered at the strategic policy level.</p>
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Out of scope

**From:** [Hendriks, Lauren](#) on behalf of [Corrigan, Jim](#)  
**To:** [Burton, Anthony](#); [Corrigan, Jim](#); [Seddon, Christopher](#); [Lawrence, Ian](#); [Rynehart, Josh](#); [Eiszele, Dennis](#); [Gray, Sophie](#); [Gordon, Tom](#); [Davidson, Geoffrey](#); [Hubbard, Benjamin](#); [Fraser, Shelly](#); [Marshall, Ken](#); [Sloan, Sean](#); [Bowdery, John](#); [Wyatt, Tim](#); [Cameron, Lesley](#); [Radice, David](#); [Hendriks, Lauren](#)  
**Cc:** [Kemp, Alison](#); [Akhter, Sanzida](#); [Ludvigson, John \(Health\)](#)  
**Subject:** FW: Parking Coordination Group Meeting  
**Attachments:** [image001.png](#)  
[01. PCG Terms of Reference 2021.docx](#)  
[3. Agenda - Parking Coordination Group - July 2021.docx](#)  
[3a. Meeting Paper - Parking Coordination Group July 2021.doc](#)

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-----Original Appointment-----

From: Corrigan, Jim <Jim.Corrigan@act.gov.au>

Sent: Tuesday, 13 July 2021 7:44 AM

To: Corrigan, Jim; Seddon, Christopher; Lawrence, Ian; Rynehart, Josh; Eiszele, Dennis; Gray, Sophie; Gordon, Tom; Davidson, Geoffrey; Hubbard, Benjamin; Fraser, Shelly; Marshall, Ken; Sloan, Sean; Bowdery, John; Wyatt, Tim; Cameron, Lesley; Radice, David; Hendriks, Lauren

Cc: Kemp, Alison; Akhter, Sanzida; Ludvigson, John (Health)

Subject: Parking Coordination Group Meeting

When: Wednesday, 21 July 2021 1:00 PM-2:30 PM (UTC+10:00) Canberra, Melbourne, Sydney.

Where: 480NBA Ground Floor Room 24 or via Microsoft Teams

Hi all

Updated papers for 3 and 3a attached.

16/7/21

Link added if you can't attend in person.

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Microsoft Teams meeting

Join on your computer or mobile app

Click here to join the meeting <[https://teams.microsoft.com/l/meetup-join/19%3ameeting\\_OTc3MWQ5NGhtNDIwOC00OWU1LTk0MWEtZWVmNDMxZTY1NzUz%40thread.v2/0?context=%7b%22Tid%22%3a%22b46c1908-0334-4236-b978-585ee88e4199%22%2c%22Oid%22%3a%225f2081af-3112-46a3-b463-94ce0958517e%22%7d](https://teams.microsoft.com/l/meetup-join/19%3ameeting_OTc3MWQ5NGhtNDIwOC00OWU1LTk0MWEtZWVmNDMxZTY1NzUz%40thread.v2/0?context=%7b%22Tid%22%3a%22b46c1908-0334-4236-b978-585ee88e4199%22%2c%22Oid%22%3a%225f2081af-3112-46a3-b463-94ce0958517e%22%7d)>

Or call in (audio only)

+61 2 8318 0090,,596836543# <tel:+61283180090,,596836543#> Australia, Sydney

Phone Conference ID: 596 836 543#

Find a local number <<https://dialin.teams.microsoft.com/716c456d-8ec9-4e8d-afcc-812bc9cdc367?id=596836543>> | Reset PIN <<https://mysettings.lync.com/pstnconferencing>>

<[https://www.act.gov.au/\\_data/assets/image/0004/492997/actgovlogoprint.png](https://www.act.gov.au/_data/assets/image/0004/492997/actgovlogoprint.png)>

Learn More <<https://aka.ms/JoinTeamsMeeting>> | Help <<https://www.act.gov.au/help>> | Meeting options <[https://teams.microsoft.com/meetingOptions/?organizerId=5f2081af-3112-46a3-b463-94ce0958517e&tenantId=b46c1908-0334-4236-b978-585ee88e4199&threadId=19\\_meeting\\_OTc3MWQ5NGhtNDIwOC00OWU1LTk0MWEtZWVmNDMxZTY1NzUz@thread.v2&messageId=0&language=en-US](https://teams.microsoft.com/meetingOptions/?organizerId=5f2081af-3112-46a3-b463-94ce0958517e&tenantId=b46c1908-0334-4236-b978-585ee88e4199&threadId=19_meeting_OTc3MWQ5NGhtNDIwOC00OWU1LTk0MWEtZWVmNDMxZTY1NzUz@thread.v2&messageId=0&language=en-US)> | Legal <<https://www.act.gov.au/disclaimer>>

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## Parking Coordination Group

### Terms of Reference

<b>Purpose</b>	<p>The Parking Coordination Group (PCG) focuses on the implementation of the government's strategic planning, climate change and transport objectives to reduce car dependency and greenhouse gas emissions. This will be achieved by managing the supply and demand for parking and improving parking efficiency.</p> <p>The PCG provides whole-of-government coordination and oversight for parking to inform executive decision making across government.</p>
<b>Function</b>	<p>The function of PCG is to:</p> <ul style="list-style-type: none"> <li>• Provide a forum for coordination of parking planning, policy, regulation and operations across government, including establishing clear roles and accountabilities between Directorates;</li> <li>• Focus on implementation of Government's strategies related to parking;</li> <li>• Provide advice on high-level parking policy, planning and operational issues;</li> <li>• Share information to support coordinated and streamlined communications between Directorates;</li> <li>• Consider opportunities to improve parking processes and governance;</li> <li>• Identify policy and/or operational matters that may be appropriate for the officer-level Parking Working Group to examine to inform broader policy.</li> </ul>
<b>Meetings</b>	Bi-monthly
<b>Term</b>	Ongoing
<b>Membership</b>	<p>Membership comprises staff at Executive level from:</p> <ul style="list-style-type: none"> <li>• Environment, Planning and Sustainable Development Directorate (EPSDD)</li> <li>• Transport Canberra and City Services Directorate (TCCS)</li> <li>• City Renewal Authority (CRA)</li> <li>• Chief Minister, Treasury and Economic Development Directorate (CMTEDD) - Treasury</li> <li>• Access Canberra (AC)</li> </ul> <p><i>To attend as required, for permanent inclusion in information circulation:</i></p> <ul style="list-style-type: none"> <li>• Justice and Community Safety Directorate (JACS)</li> <li>• Major Projects Canberra</li> <li>• Canberra Health Services</li> </ul>
<b>Chairperson</b>	Deputy Director-General, City Services, TCCS
<b>Secretariat</b>	Development Coordination, TCCS
<b>Related Groups</b>	<ul style="list-style-type: none"> <li>• The Parking Working Group (PWG) provides whole-of-government coordination at officer level. PWG meets monthly and comprises the same directorate membership to PCG.</li> </ul>

**PARKING COORDINATION GROUP (PCG)  
AGENDA**

**Wednesday 21 July 1:00pm to 2:30pm  
480 Northbourne Avenue – 00.024**

**Chair: Jim Corrigan**

Item	Topic	Time
1	Out of scope	
2	Out of scope	
3	<b>Determination of Parking Policy work plan and priorities for 2021</b> <i>a) Parking Action Plan refresh</i> <i>b) Parking and Vehicle Access General Code Review</i> <i>c) ACT ZEV Public Charging Master Plan, Electric Vehicle Operational Policy &amp; the Evie proposal (Dickson)</i> <i>d) Parking Surveys</i> <i>e) update to Parking Maps</i> (Jim Corrigan/All – 50 mins)	<b>1:25pm to 2:15pm</b>
4	Out of scope	
5	Out of scope	

## Parking Coordination Group (July) meeting paper

Meeting agenda item #	3 Determination of Parking Policy work plan and priorities for 2021
For meeting number and date	Wednesday 21 July 2021
Date submitted	15/07/2021
From	Tim Wyatt, Senior Director, Development Coordination, TCCS
Subject	<b>Meeting paper for July Parking Coordination Group</b>
Related papers	N/A

### Purpose of this paper

This paper is to provide participants of the July Parking Coordination Group (PCG) with background information on matters to be discussed in the meeting agenda (provided separately), particularly the Parking Policy work plan and priorities for the remainder of 2021.

### Background

The PCG is a cross-directorate group who collaboratively make decisions, sets work priorities and resolves inter-directorate conflicts relating to parking matters.

The PCG has operated under the Environment, Planning and Sustainable Development Directorate (EPSDD) since 2018. After the 2020 ACT general election, responsibility for parking policy has transferred to Transport Canberra and City Services (TCCS) with the understanding it is still a cross-directorate issue. The last PCG was in August 2020 and this meeting will be first PCG under TCCS administration.

### Issues

TCCS intend to use the July meeting to reaffirm the Terms of Reference and Membership of the PCG and determine a Parking Policy work plan and priorities for the remainder of 2021.

TCCS has identified several matters in which should be considered when determining the Parking Policy work plan for the remainder of 2021. The following will be discussed at the July PCG.

#### *Parking Action Plan refresh*

The Building an Integrated Transport Network – Parking (Parking Action Plan) document was completed in 2015 and sets strategic level policies for parking in the ACT and provides an implementation table which outlines tasks or projects to be completed up to 2025.

The Parking Action Plan supports other government policies, including Transport for Canberra and the ACT Planning Strategy. The ACT Planning Strategy and the ACT Transport Strategy were updated in 2018 and 2020 respectively. Other policies, such as the ACT Climate Change Strategy have also been updated since the Parking Action Plan was released.

Many of the actions from the Parking Action Plan are either completed or are no longer relevant. The Parking Action Plan also does not contain guidance on many emerging issues related to parking, including charging of electric vehicles, provision for car subscriptions/sharing services and private use of public land for contactless pickup services.

A refresh of the Parking Action Plan will allow all future Parking Policy matters to be made on a robust, consistent, and contemporary foundation.

### *Parking and Vehicle Access General Code Review*

The Parking and Vehicle Access Code (PaVAGC) is a code of the Territory Plan which contains vehicular parking requirements for new developments administered by EPSDD as part of the assessment of development applications.

While minor changes have been made over time, from a policy perspective the PaVAGC has remained largely untouched since the adoption of the new Territory Plan in March 2008. While the nature of development has changed, including changes to the public transport network, population and community expectations, the policy and provision rates of the PaVAGC has not. The PaVAGC also has a different structure to most other codes of the Territory Plan which creates some ambiguities and anomalies.

Various efforts by EPSDD to review the PaVAGC in part or completely have not yet eventuated due to the complexity of the code and various strategic policy having to take precedence. Therefore, the changes which have been made to the PaVAGC have generally occurred on a precinct or development basis. For instance, EPSDD are undertaking work to implement the City Plan which may include a review of parking provisions for the City.

While a review of the PaVAGC will need to be undertaken at some point, now may not be the ideal time. To amend the PaVAGC a draft variation is required which take 12-18 months to complete, which does not include any work that is needed to support it. By this time a draft variation is prepared the Planning System Review and Reform Project (PSRRP) which will look at the Territory Plan and the legislation which governs it will be well underway. That means any review of the PaVAGC will not know the intended format of the new planning system which it is intended to be integrated with.

EPSDD may support a review of the PaVAGC to inform other changes and policy to be included in the PSRRP.

A full review of the PaVAGC will require a significant time investment for whichever area chooses to lead the project.

A review which is policy neutral could be undertaken as part of a Technical Amendment if obvious issues were to arise with the wording of the PaVAGC.

*ACT ZEV Public Charging Master Plan, Electric Vehicle Operational Policy and the Evie Proposal (Dickson)*

The ACT Government, through various government commitments and policies, including the Transition to Zero Emissions Vehicles Action Plan 2018-2021 foreshadows the increasing role electric vehicles will play in the ACT.

A Zero Emission Vehicle Masterplan (the Masterplan) is currently being prepared by EPSDD to detail where and how many; publicly accessible charging stations should be rolled out to meet public EV charging demand to 2030. From this, the location of 50 chargers will be prioritised, and installation of these 50 will be subsidised and finalised in 2022. The Electric Vehicle Operational Policy will be consistent with the Masterplan in terms of approvals processes for installation on public land, noting that the locations of the chargers must be publicly accessible (not necessarily on public land). The Electric Vehicle Operational Policy will be consistent with the Masterplan

In 2019 Transport Minister's across Australia have agreed to change the Australian Road Rules to include new provisions for electric vehicles and associated charging points to allow more governance around electric vehicle parking. The ACT intend to update the Road Rules later this year to reflect this agreement.

ACT currently have electric vehicle charging points within the ACT including at the Magistrates Court and on London Circuit. Another proposal, lodged by Evie, is currently being considered for Dickson

No operational policy exists within the ACT for the provision for electric vehicles, charging infrastructure, enforcement and pay rates and any proposals would be assessed on an ad hoc basis. Currently legislation also does not allow effective enforcement of EV parking either.

Development of a policy by TCCS will allow the ACT to assess electric vehicle charging station proposals effectively and consistently where they occur in public car parks. Schedule 1, 1.6

# Schedule 1, 1.6

TCCS have received a proposal from Evie for two 50kw EV charging stations on the Antill Street Access road in Dickson (opposite the petrol station). This proposal has been circulated within the ACT Government and initial comments have been received. These comments are as follows:

- Licensing & Compliance (L&C)
  - the application proposes a \$1 rental value for this license, but L&C had not previously agreed to this
  - L&C could agree to not charge for the bays but charge for the area utilised for the charging infrastructure, however there is no current policy to guide this decision
- Parking Operations
  - the application proposes 'No Parking, Electric Vehicles Accepted while charging' signs. This is difficult to enforce. Bays will be turned into all day parking space for electric vehicles (or non-EVs)



- Traffic Management & Safety
  - the application proposes treatments which are non-standard. If this proposal is to go ahead an Engineering Advisory Note will need to be developed to ensure consistency across the network
- EPSDD
  - greater clarity is required from the proposal around their intention to pay for parking as well as fees for charging
- Treasury
  - proposal is not supported while strategic policy such as the ACT ZEV Public Charging Masterplan is currently being developed
- Urban Treescapes
  - no issues with the proposal
- Development Coordination
  - at this stage only an initial draft of the operational policy has been prepared. This contains policy which has not been tested more broadly and many concepts that may not be deemed suitable for a future operational policy. However, the following matters that the proposal did not comply with are as follows:
    - evidence of DA or being exempt
    - minimisation of charging infrastructure – preference for 1 charging station per 2 bays
    - EV connections – I recommend the provider, rather than the user, brings them
    - demonstration that the charging infrastructure is non-proprietary
    - that the proposal can capture and share data (smart charging)
    - prohibition on advertising on the car space. ACT branding included on the charging station

# Schedule 1, 1.6

## *Parking Surveys*

Parking surveys have been previously undertaken by the ACT Government at a variety of different scales and for different reasons. Parking surveys form the basis for ACT Government assumptions and decision making about parking efficiency and capacity in the ACT. Parking surveys can be undertaken in a variety of different ways dependant on the desired data, including by consultants, in-house and desktop assessments from aerial images.

It is proposed that the undertaking of parking surveys should continue to fill knowledge gaps where necessary. Parking Surveys will be primarily undertaken by TCCS.



Out of scope



### **Consultation**

No consultation was undertaken in the preparation of this paper. This paper is provided for to enable participants to discuss the issues the July PCG.

### **Financial impact**

The issues presented in this meeting paper have not been fully scoped and therefore costed. However, it is expected that most of this work could be done inhouse within assistance from relevant areas across the ACT Government or small consultancies.

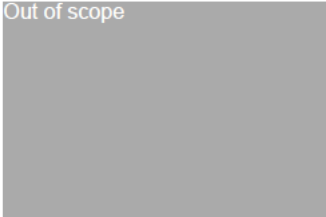
### **Recommendation**

This meeting paper sets out the broad work plan and priorities for Parking Policy for the remainder of 2021 for the consideration of PCG participants.

It is therefore recommended that the participants of PCG note the content of this paper, request additional briefings from their area/directorate as required and consider resourcing when determining work priorities.

**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



3.



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

5.

6.

7.



Out of scope



**From:** [Radice, David](#)  
**To:** [Pincombe, Neil](#); [Ortiz, Gilbert](#); [Burton, Anthony](#)  
**Subject:** October Parking Working Group - Agenda Items  
**Date:** Wednesday, 6 October 2021 11:15:12 AM  
**Attachments:** [3. Agenda - Parking Working Group - October 2021.docx](#)

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Hi Neil, Gilbert and Anthony,

Just giving you the heads up that I have put you all down on the draft agenda to talk at the October Parking Working Group. While I thought most of the things were worth an update, some things might not have progressed far enough to be discussed this month (thinking more of the EV Ready Developments stuff).

Let me know if you have any other agenda items or issues presenting on the listed items.

As mentioned in the PWG invite, dependant on agenda items, Tim will make the call next week as to whether PWG will go ahead or be cancelled for October.

Regards,

**David Radice** | a/g Assistant Director | Parking Coordination

Phone: 02 6205 4070 | Email: [david.radice@act.gov.au](mailto:david.radice@act.gov.au)

**Development Coordination** | **Transport Canberra & City Services** | **ACT Government**

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# PARKING WORKING GROUP (PWG) AGENDA

Wednesday 13 October 2021 – 2:30pm to 4:00pm

MS Teams

Chair: Tim Wyatt

Item	Topic	Time
1	Out of scope	
X		
X	<b>EV Ready Developments - Update</b> <i>(Anthony Burton – 10 mins)</i>	Y:YYpm to Z:ZZpm
X	Out of scope	
X		
X		
X		
X		
X		
X		
X		
X		
X		

**From:** [Radice, David](#)  
**To:** [Burton, Anthony](#)  
**Subject:** Parking Working Group (November) - Agenda  
**Date:** Wednesday, 3 November 2021 3:08:34 PM  
**Attachments:** [3. Agenda - Parking Working Group - November 2021.docx](#)

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Hi Anthony,

As a follow over from the rescheduled October PWG I have you down to speak on the EV Ready Developments for 10 minutes.

Tim brought me up to speed on the cross-directorate impasse related to the Parking Code Review. Would there be anything to discuss on the Parking Code next week or best to save it for a future PWG (probably early next year)?

Let m know if you want any changes to the agenda.

Regards,

**David Radice | a/g Assistant Director | Parking Coordination**

Phone: 02 6205 4070 | Email: [david.radice@act.gov.au](mailto:david.radice@act.gov.au)

**Development Coordination | Transport Canberra & City Services | ACT Government**

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# PARKING WORKING GROUP (PWG) AGENDA

Wednesday 10 November 2021 – 2:30pm to 4:00pm

MS Teams

Chair: Tim Wyatt

Item	Topic	Time
1	Out of scope	
2		
3		
4	<b>EV Ready Developments - Update</b> <i>(Anthony Burton – 10 mins)</i>	3:00pm to 3:10pm
5	Out of scope	
6		
7		
8		
9		
10		
11		
12		

**From:** [Radice, David](#)  
**To:** [Wyatt, Tim](#); [Hendriks, Lauren](#); [Hobbs, Benjamin](#); [Ortiz, Gilbert](#); [Pincombe, Neil](#); [Maher, Colin](#); [Gerrard, Darren](#); [Pillig, Carl](#); [Balberona, Justinieta](#); [Gordon, TomWJ](#); [Pooley, John](#); [Liu, Angela](#); [Cootes, Nicky](#); [Evans, JacintaN](#); [Uddin, Kamal](#); [Perera, Chandra](#); [Eri, Jeanne](#); [Elliott, Todd](#); [Beswick, Kevin](#); [Hosking, Kim](#); [Chowdhury, Abu Sayem](#); [Moniruzzaman, Asm](#)  
**Cc:** [Meek, Bronwyn](#); [Nicolls, Georgia](#); [Finlay, Jennifer](#); [Neilsen, Andrew](#); [Knight, Cameron](#); [Lawrence, Ian](#); [Warylo, Michael \(Health\)](#); [Jordan, Ally \(Health\)](#); [Alcon, Earl](#); [Marsden, Tim](#); [Heffernan, Timothy](#); [Perich, Anthony](#); [Hughes, DavidH](#); [Wong, Nicole](#); [Ingham, Alexander](#); [Kemp, Alison](#); [Burton, Anthony](#); [Montes, Sergio](#); [Li, Xunyong](#); [Henriquez, Jose](#); [Mahadeva, Naveen](#); [Paluri, Rama](#); [Senarath, Nethmei](#); [Yu, Frank](#); [Elsargany, Ahmed](#); [Davidson, Geoffrey](#); [Finnigan, Rebecca](#); [Jatheendran, Lingam](#); [Crichton, Andrew](#); [Catbagan, Jerome](#); [Chandramohan, Chandra](#); [Bell, Jeff](#); [Taylor, Rachael](#)  
**Subject:** Parking Working Group - Minutes - November 2021  
**Date:** Tuesday, 30 November 2021 4:28:31 PM  
**Attachments:** [4. Minutes - Parking Working Group - November 2021.docx](#)

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Hi PWG members,

Please see attached minutes and relevant actions for your information.

There are no further PWG's in 2021. It is anticipated PWG will return in early 2022.

If there is anything you need, contact Tim or me directly.

If I do not talk to you beforehand, have a nice and safe holiday break.

Regards,

**David Radice** | a/g Assistant Director | Parking Coordination

Phone: 02 6205 4070 | Email: [david.radice@act.gov.au](mailto:david.radice@act.gov.au)

**Development Coordination** | **Transport Canberra & City Services** | **ACT Government**

480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

**From:** [Burton, Anthony](#)  
**To:** [Kamarul, Matthew](#); [Doherty, Cara](#); [Mangeruca, Maria](#); [Hendriks, Lauren](#)  
**Cc:** [Gianakis, Steven](#)  
**Subject:** PSRRP: Parking Code Review Consultancy  
**Attachments:** [20211019 Statement of Requirements - Review of Parking and Vehicle Access General Code - 2021.obr](#)

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Following on from the Parking Policy Coordination Group Carolyn has provided the following advice/direction:

- \* PUP will lead the review of the Parking Code and TCCS will support through the allocation of a resource but not at a FTE capacity.
- \* Strategic Planning is the best placed technical expert to lead this work. With connection back to the Territory Plan team and the PSRRP. Carolyn has identified that Lauren is the key EPSDD technical expert
- \* Matthew and Steven are to ensure coordination of work and management of timelines.

Budget Allocation: PSRRP – Climate Change/EV ready money. The justification for this is, in part to use parking policy/code as a tool to assist in the reduction of GHG emissions from transport

Attached is the draft SoR Anthony has prepared with TCCS for the project

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Microsoft Teams meeting

Join on your computer or mobile app

Click here to join the meeting <[https://teams.microsoft.com/l/meetup-join/19%3ameeting\\_YTc0OTdiNzAtMjc2MS00MGRmLThmMmYtZGExZjZkNWQwYmVm%40thread.v2/0?context=%7b%22Tid%22%3a%22b46c1908-0334-4236-b978-585ee88e4199%22%2c%22Oid%22%3a%220532a846-0292-47a8-8a12-09401a86b1b3%22%7d](https://teams.microsoft.com/l/meetup-join/19%3ameeting_YTc0OTdiNzAtMjc2MS00MGRmLThmMmYtZGExZjZkNWQwYmVm%40thread.v2/0?context=%7b%22Tid%22%3a%22b46c1908-0334-4236-b978-585ee88e4199%22%2c%22Oid%22%3a%220532a846-0292-47a8-8a12-09401a86b1b3%22%7d)>

<[https://www.act.gov.au/\\_data/assets/image/0004/492997/actgovlogoprint.png](https://www.act.gov.au/_data/assets/image/0004/492997/actgovlogoprint.png)>

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**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Cc:** [Bennett, JamesP](#)  
**Subject:** RE: ACT Planning Review and Reform Project: ACT Parking and Vehicular Access General Code  
**Date:** Thursday, 22 July 2021 9:12:06 AM

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OFFICIAL

I think that is the most helpful idea, and lets reaffirm the validity of all the previous work together in a workshop.

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**From:** Burton, Anthony <Anthony.Burton@act.gov.au>  
**Sent:** Thursday, 22 July 2021 8:32 AM  
**To:** Wyatt, Tim <Tim.Wyatt@act.gov.au>  
**Cc:** Bennett, JamesP <JamesP.Bennett@act.gov.au>  
**Subject:** RE: ACT Planning Review and Reform Project: ACT Parking and Vehicular Access General Code

OFFICIAL

Thanks Tim

I might need to re-think and add a clause to the SoR. That clause would specifically ask them to review the 2017 document and make updated recommendations in light of the 2018 Planning Strategy, 2020 Transport Strategy and the outcomes focused directions of the PSRRP. I think that I would also ask them to develop guidance material (a guideline and or practice note).

Anthony

---

**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Sent:** Wednesday, 21 July 2021 7:16 PM  
**To:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Cc:** Bennett, JamesP <[JamesP.Bennett@act.gov.au](mailto:JamesP.Bennett@act.gov.au)>  
**Subject:** RE: ACT Planning Review and Reform Project: ACT Parking and Vehicular Access General Code

OFFICIAL

Hi Anthony, in principle I agree with the approach, but I can't confirm any specifics on the 2017 review or whether we may not support until next week. I have back to back diary appointments the next two days. The review was certainly endorsed by the cross Directorate Parking Coordination Group at the time (which included TCCS).

Perhaps the proposed methodology enables further engagement with TCCS where a consultant could walk us through currency or identify out dated or unnecessary recommendations ?

Thanks  
Tim

---

**From:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Sent:** Wednesday, 21 July 2021 4:14 PM  
**To:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Cc:** Bennett, JamesP <[JamesP.Bennett@act.gov.au](mailto:JamesP.Bennett@act.gov.au)>  
**Subject:** ACT Planning Review and Reform Project: ACT Parking and Vehicular Access General Code  
**Importance:** High

OFFICIAL

Hi Tim

As per my Teams message I just wanted to be clear and follow up on our conversation from last evening.

With regard to the review of the ACT Parking and Vehicular Access General Code (PaVAGC):

- A review and rewriting of the PaVAGC will need to be undertaken as part of the ACT Planning Review and Reform Project.
- With regard to the review component of the PaVAGC
  - I wanted to make sure that TCCS are happy with the recommendations from the ACT Parking and Vehicular Access General Code Review (2017) that was commissioned by EPSDD and that this review could be used as information as the basis for the rewritten PaVAGC (noting that their may not be a stand alone parking code)?
  - Apart from planning being complex are there any issues/flags that we need to be aware of with regards to the recommendations? Are there any specific recommendations that are not supported?
- With regard to the drafting of the new PaVAGC
  - We would be anticipating that, subject to available information and a agreed policy position, that this work would begin later this year and/or early next year
  - That the redrafting of the code (and/or provisions in appropriate codes) will likely be done by the Territory Planning Team in EPSDD
  - The work on this would be complete and included in the new Territory Plan prior to its implementation

For the EV consultancy I am proposing that the following wording be included in the SoR (attached):

Part 1: Inform how the Territory Plan (including the Parking and Vehicular Access General Code) could be amended to embed requirements for the delivery of EV ready infrastructure in multi-unit and commercial developments (large customer developments).

5. Consult with the Transport Canberra and City Services Parking Policy
  - i. Consider appropriate recommendations to facilitate the move from parking demand satisfaction to demand management, and how parking provision rates could be applied or adjusted within this context.
  - ii. Consider recommendations and implications of the ACT Parking and Vehicular Access General Code Review (2017) (we would provide them with a copy of this information )

- Given the 2017 review do you believe that it would be worthwhile them undertaking any additional work regarding the existing PaVAGC?
- Can you see the need for them (the successful consultants) to discuss further information with you?

Any advice you can provide would be very much appreciated

Cheers

Anthony

**Anthony Burton PhD, MPIA | Senior Planning Policy Officer | ACT Planning Review and Reform Project**

**Phone: 02 6205 4699** | Email: [anthony.burton@act.gov.au](mailto:anthony.burton@act.gov.au)

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**From:** [Radice, David](#)  
**To:** [Burton, Anthony](#)  
**Cc:** [Hendriks, Lauren](#); [Wyatt, Tim](#)  
**Subject:** RE: AECOM PaVAGC review  
**Date:** Tuesday, 20 July 2021 2:28:19 PM  
**Attachments:** [Upcoming Parking Coordination Group - Meeting Papers .msg](#)  
[3. Agenda - Parking Coordination Group - July 2021.docx](#)  
[3a. Meeting Paper - Parking Coordination Group July 2021.doc](#)

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Thanks Anthony,

PCG is 1pm to 2:30pm tomorrow. I have not been advised of the EPSDD rep but presume for this meeting it should be Lauren(?)

The meeting papers were circulated to interested parties (see attached email). Minimal comments were received and the current agenda and meeting papers are attached.

These papers have been written to allow Parking Working Group delegates to brief their PCG representative on the matters contained within and to give room for discussion.

Tim will correct me if I am wrong, but my understanding is that broadly speaking since parking policy has moved to TCCS no attempt has been made to completely review the PaVAGC. However TCCS acknowledges that it forms a key part of parking policy for ACT Government and should be reviewed, the key questions are how and when. The importance of this work is shown by its inclusion in the discussion on 2021 work plan priorities set to be discussed at tomorrow's PCG.

In addition to the PaVAGC, TCCS also regard other projects as high priority including strategic policy such as the refresh of the Parking Action Plan and ZEV Charging Master plan and operational policies relating to EV charging in public and car share operators in public car parks.

Regards,

**David Radice** | a/g Assistant Director | Parking Coordination  
Phone: 02 6205 4070 | Email: [david.radice@act.gov.au](mailto:david.radice@act.gov.au)  
**Development Coordination** | **Transport Canberra & City Services** | **ACT Government**  
480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

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**From:** Burton, Anthony <Anthony.Burton@act.gov.au>  
**Sent:** Tuesday, 20 July 2021 1:29 PM  
**To:** Wyatt, Tim <Tim.Wyatt@act.gov.au>; Radice, David <David.Radice@act.gov.au>  
**Cc:** Hendriks, Lauren <Lauren.Hendriks@act.gov.au>  
**Subject:** RE: AECOM PaVAGC review

OFFICIAL

Thanks Both

Unfortunately I can't get access to that objective link and the associated AECOM report (Lauren do we have a copy saved within the EPSDD Objective files?). Re the Parking PCG – what time is that? If I remember correctly it's in the morning and I have a stakeholder engagement so I won't

be able to make it. I would be interested in the associated papers re the review of the parking code – is there a brief and or statement of requirement re the review into the code? Is the work being done internally or externally? Has the work that I am thinking of (below) already been done – or in the process of being done?

Essentially what I think I will be after from this consultancy is:

- recommended parking numbers for developments now and into the future (i.e. based on changes to vehicle ownership, government policy etc) – this is really what I want to know
- Mechanisms to help to achieve government policy – this would be a nice to have and would inform the review
- Recommended regulatory change that may be required (i.e. decoupling of unit and parking space for example) – this would potentially inform other legislative change (e.g. around the unit titles act)
- Provide other advice that the consultant believes is necessary for the successful implementation of the project

Now is definitely the time to be pushing forward with changes to this code. As we move towards an outcomes focused system that looks at using the planning system as a tool to implement agreed strategic policy the need for this code to be rewritten will only become greater.

Any advice you can provide would be much appreciated

AB

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**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>

**Sent:** Tuesday, 20 July 2021 12:44 PM

**To:** Radice, David <[David.Radice@act.gov.au](mailto:David.Radice@act.gov.au)>; Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>

**Subject:** RE: AECOM PaVAGC review

OFFICIAL

Thanks David, agree it's worth revisiting with Lauren too.

Anthony, it's welcome to include this in your work, but do take it on with caution..

"The review found that ACT has the most complicated parking code of any jurisdiction examined".

I think the real issue is not identifying what is wrong with the parking code, but how you properly engage industry on the changes.

Tim

---

**From:** Radice, David <[David.Radice@act.gov.au](mailto:David.Radice@act.gov.au)>

**Sent:** Tuesday, 20 July 2021 12:37 PM

**To:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>

**Cc:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>

**Subject:** AECOM PaVAGC review

Hi Anthony,

As discussed, I believe this is the review of the code.

Unfortunately the file is too big to send a copy but Lauren Hendriks may have some more background on what were the outcomes of this consultancy.

Happy to discuss.

**David Radice | a/g Assistant Director | Parking Coordination**

Phone: 02 6205 4070 | Email: [david.radice@act.gov.au](mailto:david.radice@act.gov.au)

**Development Coordination | Transport Canberra & City Services | ACT Government**

480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

**PARKING COORDINATION GROUP (PCG)  
AGENDA**

**Wednesday 21 July 1:00pm to 2:30pm  
480 Northbourne Avenue – 00.024**

**Chair: Jim Corrigan**

<b>Item</b>	<b>Topic</b>	<b>Time</b>
1	Out of scope	
2		
3	<b>Determination of Parking Policy work plan and priorities for 2021</b> <i>a) Parking Action Plan refresh</i> <i>b) Parking and Vehicle Access General Code Review</i> <i>c) ACT ZEV Public Charging Master Plan, Electric Vehicle Operational Policy &amp; the Evie proposal (Dickson)</i> <i>d) Parking Surveys</i> <i>e) update to Parking Maps</i> <i>(Jim Corrigan/All – 50 mins)</i>	<b>1:25pm to 2:15pm</b>
4	Out of scope	
5		

## Parking Coordination Group (July) meeting paper

Meeting agenda item #	3 Determination of Parking Policy work plan and priorities for 2021
For meeting number and date	Wednesday 21 July 2021
Date submitted	15/07/2021
From	Tim Wyatt, Senior Director, Development Coordination, TCCS
Subject	<b>Meeting paper for July Parking Coordination Group</b>
Related papers	N/A

### Purpose of this paper

This paper is to provide participants of the July Parking Coordination Group (PCG) with background information on matters to be discussed in the meeting agenda (provided separately), particularly the Parking Policy work plan and priorities for the remainder of 2021.

### Background

The PCG is a cross-directorate group who collaboratively make decisions, sets work priorities and resolves inter-directorate conflicts relating to parking matters.

The PCG has operated under the Environment, Planning and Sustainable Development Directorate (EPSDD) since 2018. After the 2020 ACT general election, responsibility for parking policy has transferred to Transport Canberra and City Services (TCCS) with the understanding it is still a cross-directorate issue. The last PCG was in August 2020 and this meeting will be first PCG under TCCS administration.

### Issues

TCCS intend to use the July meeting to reaffirm the Terms of Reference and Membership of the PCG and determine a Parking Policy work plan and priorities for the remainder of 2021.

TCCS has identified several matters in which should be considered when determining the Parking Policy work plan for the remainder of 2021. The following will be discussed at the July PCG.

#### *Parking Action Plan refresh*

The Building an Integrated Transport Network – Parking (Parking Action Plan) document was completed in 2015 and sets strategic level policies for parking in the ACT and provides an implementation table which outlines tasks or projects to be completed up to 2025.

The Parking Action Plan supports other government policies, including Transport for Canberra and the ACT Planning Strategy. The ACT Planning Strategy and the ACT Transport Strategy were updated in 2018 and 2020 respectively. Other policies, such as the ACT Climate Change Strategy have also been updated since the Parking Action Plan was released.

Many of the actions from the Parking Action Plan are either completed or are no longer relevant. The Parking Action Plan also does not contain guidance on many emerging issues related to parking, including charging of electric vehicles, provision for car subscriptions/sharing services and private use of public land for contactless pickup services.

A refresh of the Parking Action Plan will allow all future Parking Policy matters to be made on a robust, consistent, and contemporary foundation.

### *Parking and Vehicle Access General Code Review*

The Parking and Vehicle Access Code (PaVAGC) is a code of the Territory Plan which contains vehicular parking requirements for new developments administered by EPSDD as part of the assessment of development applications.

While minor changes have been made over time, from a policy perspective the PaVAGC has remained largely untouched since the adoption of the new Territory Plan in March 2008. While the nature of development has changed, including changes to the public transport network, population and community expectations, the policy and provision rates of the PaVAGC has not. The PaVAGC also has a different structure to most other codes of the Territory Plan which creates some ambiguities and anomalies.

Various efforts by EPSDD to review the PaVAGC in part or completely have not yet eventuated due to the complexity of the code and various strategic policy having to take precedence. Therefore, the changes which have been made to the PaVAGC have generally occurred on a precinct or development basis. For instance, EPSDD are undertaking work to implement the City Plan which may include a review of parking provisions for the City.

While a review of the PaVAGC will need to be undertaken at some point, now may not be the ideal time. To amend the PaVAGC a draft variation is required which take 12-18 months to complete, which does not include any work that is needed to support it. By this time a draft variation is prepared the Planning System Review and Reform Project (PSRRP) which will look at the Territory Plan and the legislation which governs it will be well underway. That means any review of the PaVAGC will not know the intended format of the new planning system which it is intended to be integrated with.

EPSDD may support a review of the PaVAGC to inform other changes and policy to be included in the PSRRP.

A full review of the PaVAGC will require a significant time investment for whichever area chooses to lead the project.

A review which is policy neutral could be undertaken as part of a Technical Amendment if obvious issues were to arise with the wording of the PaVAGC.

*ACT ZEV Public Charging Master Plan, Electric Vehicle Operational Policy and the Evie Proposal (Dickson)*

The ACT Government, through various government commitments and policies, including the Transition to Zero Emissions Vehicles Action Plan 2018-2021 foreshadows the increasing role electric vehicles will play in the ACT.

A Zero Emission Vehicle Masterplan (the Masterplan) is currently being prepared by EPSDD to detail where and how many; publicly accessible charging stations should be rolled out to meet public EV charging demand to 2030. From this, the location of 50 chargers will be prioritised, and installation of these 50 will be subsidised and finalised in 2022. The Electric Vehicle Operational Policy will be consistent with the Masterplan in terms of approvals processes for installation on public land, noting that the locations of the chargers must be publicly accessible (not necessarily on public land). The Electric Vehicle Operational Policy will be consistent with the Masterplan

In 2019 Transport Minister's across Australia have agreed to change the Australian Road Rules to include new provisions for electric vehicles and associated charging points to allow more governance around electric vehicle parking. The ACT intend to update the Road Rules later this year to reflect this agreement.

ACT currently have electric vehicle charging points within the ACT including at the Magistrates Court and on London Circuit. Another proposal, lodged by Evie, is currently being considered for Dickson

No operational policy exists within the ACT for the provision for electric vehicles, charging infrastructure, enforcement and pay rates and any proposals would be assessed on an ad hoc basis. Currently legislation also does not allow effective enforcement of EV parking either.

Development of a policy by TCCS will allow the ACT to assess electric vehicle charging station proposals effectively and consistently where they occur in public car parks. As part of this project, changes to legislation will need to be undertaken to allow effective enforcement vehicles parking within EV charging spaces. No national standards currently exist for electric vehicle signage or line marking either. These matters will need to be addressed as part of this work or by a separate Municipal Infrastructure Standard or Engineering Advisory note until national standards are introduced.

TCCS have received a proposal from Evie for two 50kw EV charging stations on the Antill Street Access road in Dickson (opposite the petrol station). This proposal has been circulated within the ACT Government and initial comments have been received. These comments are as follows:

- Licensing & Compliance (L&C)
  - the application proposes a \$1 rental value for this license, but L&C had not previously agreed to this
  - L&C could agree to not charge for the bays but charge for the area utilised for the charging infrastructure, however there is no current policy to guide this decision
- Parking Operations
  - the application proposes 'No Parking, Electric Vehicles Accepted while charging' signs. This is difficult to enforce. Bays will be turned into all day parking space for electric vehicles (or non-EVs)



- Traffic Management & Safety
  - the application proposes treatments which are non-standard. If this proposal is to go ahead an Engineering Advisory Note will need to be developed to ensure consistency across the network
- EPSDD
  - greater clarity is required from the proposal around their intention to pay for parking as well as fees for charging
- Treasury
  - proposal is not supported while strategic policy such as the ACT ZEV Public Charging Masterplan is currently being developed
- Urban Treescapes
  - no issues with the proposal
- Development Coordination
  - at this stage only an initial draft of the operational policy has been prepared. This contains policy which has not been tested more broadly and many concepts that may not be deemed suitable for a future operational policy. However, the following matters that the proposal did not comply with are as follows:
    - evidence of DA or being exempt
    - minimisation of charging infrastructure – preference for 1 charging station per 2 bays
    - EV connections – I recommend the provider, rather than the user, brings them
    - demonstration that the charging infrastructure is non-proprietary
    - that the proposal can capture and share data (smart charging)
    - prohibition on advertising on the car space. ACT branding included on the charging station
  - many other important policy matters are not yet determined, such as:
    - should EV's pay for parking as well as charging. If so, what are suitable fees
    - should EV providers pay license fees for public land? If so, should this policy change over time once EV's are more widely adopted and how much should they be charged?
    - setting out a formalised development assessment and decision-making processes with ACT Government, particularly where a development application is not required
    - setting out required documentation for a submission



### **Consultation**

No consultation was undertaken in the preparation of this paper. This paper is provided for to enable participants to discuss the issues the July PCG.

### **Financial impact**

The issues presented in this meeting paper have not been fully scoped and therefore costed. However, it is expected that most of this work could be done inhouse within assistance from relevant areas across the ACT Government or small consultancies.

### **Recommendation**

This meeting paper sets out the broad work plan and priorities for Parking Policy for the remainder of 2021 for the consideration of PCG participants.

It is therefore recommended that the participants of PCG note the content of this paper, request additional briefings from their area/directorate as required and consider resourcing when determining work priorities.

**From:** [Hendriks, Lauren](#)  
**To:** [Radice, David](#)  
**Cc:** [Wyatt, Tim](#); [Burton, Anthony](#)  
**Subject:** RE: AECOM PaVAGC review  
**Date:** Tuesday, 20 July 2021 3:27:22 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image005.jpg](#)

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OFFICIAL

Hi David,

Yes I'm the EPSDD rep until we get a replacement EGM.

Lauren

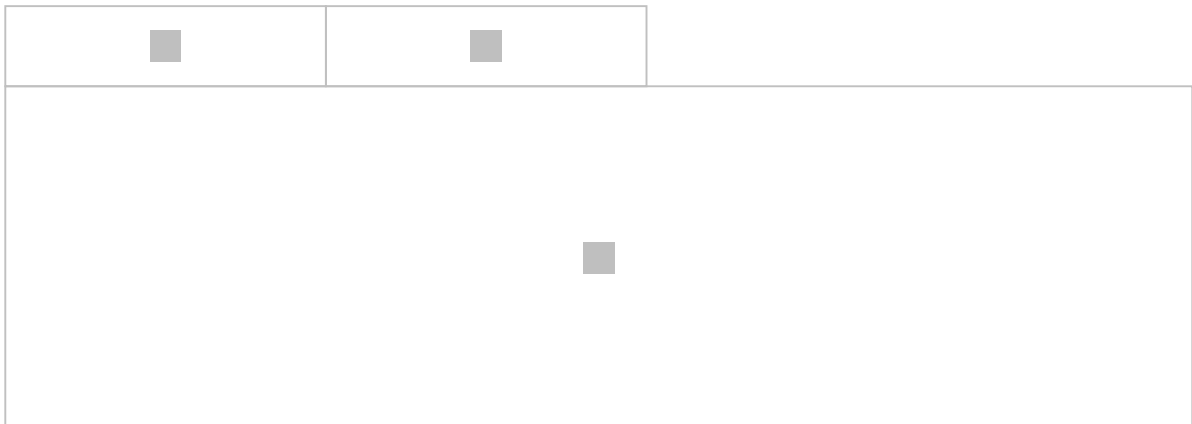
**Lauren Hendriks | Assistant Director | Strategic Planning and Reform**

Email: [lauren.hendriks@act.gov.au](mailto:lauren.hendriks@act.gov.au) | Phone: 0262050637

Planning and Urban Policy | Environment, Planning and Sustainable Development Directorate

Level 2, 480 Northbourne Avenue, Dickson ACT 2602 | *Working Remotely*

GPO Box 158 Canberra ACT 2601 | [www.planning.act.gov.au](http://www.planning.act.gov.au)



---

**From:** Radice, David <David.Radice@act.gov.au>

**Sent:** Tuesday, 20 July 2021 2:28 PM

**To:** Burton, Anthony <Anthony.Burton@act.gov.au>

**Cc:** Hendriks, Lauren <Lauren.Hendriks@act.gov.au>; Wyatt, Tim <Tim.Wyatt@act.gov.au>

**Subject:** RE: AECOM PaVAGC review

Thanks Anthony,

PCG is 1pm to 2:30pm tomorrow. I have not been advised of the EPSDD rep but presume for this meeting it should be Lauren(?)

The meeting papers were circulated to interested parties (see attached email). Minimal comments were received and the current agenda and meeting papers are attached.

These papers have been written to allow Parking Working Group delegates to brief their PCG

representative on the matters contained within and to give room for discussion.

Tim will correct me if I am wrong, but my understanding is that broadly speaking since parking policy has moved to TCCS no attempt has been made to completely review the PaVAGC. However TCCS acknowledges that it forms a key part of parking policy for ACT Government and should be reviewed, the key questions are how and when. The importance of this work is shown by its inclusion in the discussion on 2021 work plan priorities set to be discussed at tomorrow's PCG.

In addition to the PaVAGC, TCCS also regard other projects as high priority including strategic policy such as the refresh of the Parking Action Plan and ZEV Charging Master plan and operational policies relating to EV charging in public and car share operators in public car parks.

Regards,

**David Radice** | a/g Assistant Director | Parking Coordination  
Phone: 02 6205 4070 | Email: [david.radice@act.gov.au](mailto:david.radice@act.gov.au)  
**Development Coordination** | **Transport Canberra & City Services** | **ACT Government**  
480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

---

**From:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Sent:** Tuesday, 20 July 2021 1:29 PM  
**To:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>; Radice, David <[David.Radice@act.gov.au](mailto:David.Radice@act.gov.au)>  
**Cc:** Hendriks, Lauren <[Lauren.Hendriks@act.gov.au](mailto:Lauren.Hendriks@act.gov.au)>  
**Subject:** RE: AECOM PaVAGC review

OFFICIAL

Thanks Both

Unfortunately I can't get access to that objective link and the associated AECOM report (Lauren do we have a copy saved within the EPSDD Objective files?). Re the Parking PCG – what time is that? If I remember correctly it's in the morning and I have a stakeholder engagement so I won't be able to make it. I would be interested in the associated papers re the review of the parking code – is there a brief and or statement of requirement re the review into the code? Is the work being done internally or externally? Has the work that I am thinking of (below) already been done – or in the process of being done?

Essentially what I think I will be after from this consultancy is:

- recommended parking numbers for developments now and into the future (i.e. based on changes to vehicle ownership, government policy etc) – this is really what I want to know
- Mechanisms to help to achieve government policy – this would be a nice to have and would inform the review
- Recommended regulatory change that may be required (i.e. decoupling of unit and parking space for example) – this would potentially inform other legislative change (e.g. around the unit titles act)
- Provide other advice that the consultant believes is necessary for the successful implementation of the project

Now is definitely the time to be pushing forward with changes to this code. As we move towards an outcomes focused system that looks at using the planning system as a tool to implement agreed strategic policy the need for this code to be rewritten will only become greater.

Any advice you can provide would be much appreciated

AB

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**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Sent:** Tuesday, 20 July 2021 12:44 PM  
**To:** Radice, David <[David.Radice@act.gov.au](mailto:David.Radice@act.gov.au)>; Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Subject:** RE: AECOM PaVAGC review

OFFICIAL

Thanks David, agree it's worth revisiting with Lauren too.

Anthony, it's welcome to include this in your work, but do take it on with caution..

"The review found that ACT has the most complicated parking code of any jurisdiction examined".

I think the real issue is not identifying what is wrong with the parking code, but how you properly engage industry on the changes.

Tim

---

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**Sent:** Tuesday, 20 July 2021 12:37 PM  
**To:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Cc:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Subject:** AECOM PaVAGC review

Hi Anthony,

As discussed, I believe this is the review of the code.

Unfortunately the file is too big to send a copy but Lauren Hendriks may have some more background on what were the outcomes of this consultancy.

Happy to discuss.

**David Radice** | a/g Assistant Director | Parking Coordination  
Phone: 02 6205 4070 | Email: [david.radice@act.gov.au](mailto:david.radice@act.gov.au)  
**Development Coordination** | Transport Canberra & City Services | ACT Government  
480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

**From:** [Wyatt, Tim](#)  
**To:** [Bennett, JamesP](#)  
**Cc:** [Burton, Anthony](#)  
**Subject:** RE: Correspondence from DG EPSDD - Parking Code review  
**Date:** Friday, 15 October 2021 3:32:03 PM

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OFFICIAL

Ok no worries

---

**From:** Bennett, JamesP <JamesP.Bennett@act.gov.au>  
**Sent:** Friday, 15 October 2021 3:27 PM  
**To:** Wyatt, Tim <Tim.Wyatt@act.gov.au>  
**Cc:** Burton, Anthony <Anthony.Burton@act.gov.au>  
**Subject:** RE: Correspondence from DG EPSDD - Parking Code review

OFFICIAL

Hi Tim

A coincidence yes. We have written the letter to your DG to get this on Executive radars at both ends (and will be doing this with other Directorates).

In terms of funding, we will review the SOR and see where it fits for us with our project budget. No promises, and may need a shared arrangement, but we can discuss this further next week.

Thanks  
James

---

**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>  
**Sent:** Friday, 15 October 2021 2:28 PM  
**To:** Bennett, JamesP <[JamesP.Bennett@act.gov.au](mailto:JamesP.Bennett@act.gov.au)>  
**Cc:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Subject:** FW: Correspondence from DG EPSDD - Parking Code review

OFFICIAL

Hi James, I assume it was just coincidence that I received the letter today, or was there something else that you were expecting other than in-kind support from my team in project managing the review (noting the draft SOR is now with you for consideration) ?

I took it from our earlier conversation that you have some available funding for consultancies of this nature ?

Tim

---

**From:** Sampson, Lisa <[Lisa.Sampson@act.gov.au](mailto:Lisa.Sampson@act.gov.au)>  
**Sent:** Friday, 15 October 2021 1:20 PM

**To:** Playford, Alison <[Alison.Playford@act.gov.au](mailto:Alison.Playford@act.gov.au)>

**Cc:** Selmes, Jenny <[Jenny.Selmes@act.gov.au](mailto:Jenny.Selmes@act.gov.au)>; Bennett, JamesP <[JamesP.Bennett@act.gov.au](mailto:JamesP.Bennett@act.gov.au)>

**Subject:** Correspondence from DG EPSDD - Parking Code review

OFFICIAL

Good afternoon DG Playford

Please see attached correspondence from DG Ponton regarding Review of ACT Parking Policy and the ACT Parking and Vehicular Access Code.

Thank you

**Lisa Sampson | Senior Director, Office of the Director-General and ACT Chief Planner**

Environment, Planning and Sustainable Development Directorate | ACT Government

Contact: [lisa.sampson@act.gov.au](mailto:lisa.sampson@act.gov.au) | MS Teams | 02 6207 1667 | Schedule 2, 2.2(a)(ii)

Level 4 (Snow Gum) 480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601

[www.environment.act.gov.au](http://www.environment.act.gov.au) | [www.planning.act.gov.au](http://www.planning.act.gov.au)

**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Cc:** [Radice, David](#)  
**Subject:** RE: Draft EV Ready Developments Report for Comment  
**Date:** Friday, 15 October 2021 4:45:56 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image004.png](#)  
[image006.png](#)  
[image008.png](#)  
[image010.png](#)

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OFFICIAL: Sensitive

Thanks Anthony I think the report presents a quite a thorough assessment of the key considerations in progressing EV Ready Developments.

The report has actually educated me significantly about Load Management issues into the future

I don't have any real concerns with the recommendations or approach from our perspective.

Tim

---

**From:** Burton, Anthony <Anthony.Burton@act.gov.au>  
**Sent:** Monday, 11 October 2021 5:21 PM  
**To:** Evans, JacintaN <JacintaN.Evans@act.gov.au>; Wilson, Stephanie <Stephanie.Wilson@act.gov.au>; Richardson, Emma <Emma.Richardson@act.gov.au>; Forest, Jason <Jason.Forest@act.gov.au>; Collins, Cath <Cath.Collins@act.gov.au>; Gell, Chris <Chris.Gell@act.gov.au>; Cogger, Caroline <Caroline.Cogger@act.gov.au>; Kingham, Amy <Amy.Kingham@act.gov.au>; Noack, Bronwyn <Bronwyn.Noack@act.gov.au>; Paynter, Patrick <Patrick.Paynter@act.gov.au>; Wyatt, Tim <Tim.Wyatt@act.gov.au>; Radice, David <David.Radice@act.gov.au>; Hendriks, Lauren <Lauren.Hendriks@act.gov.au>; Bennett, JamesP <JamesP.Bennett@act.gov.au>  
**Cc:** O'Neill, Carolyn <Carolyn.O'Neill@act.gov.au>  
**Subject:** Draft EV Ready Developments Report for Comment

OFFICIAL: Sensitive

Dear All

Please find attached the Draft Stage 1, 2 and 4 Report from Urbis re EV Ready Development.

This consultancy project is being undertaken as part of the ACT Planning System Review and Reform Project. The findings will inform changes to the planning system.

The full Statement of Requirements is attached for your reference.

In summary, the draft report covers:

- Part 1: Inform how the Territory Plan (including the Parking and Vehicular Access General Code) could be amended to embed requirements for the delivery of EV ready infrastructure in multi-unit and commercial developments (large customer

developments).

- Part 2 – Guidance material on the technical requirements for EV charging infrastructure:
- Part 4 - Identify and analyse options available to the Territory to encourage the retrofitting of EV chargers (including for hybrid vehicles) in existing buildings

I would be really grateful if you could review this report and provide any comments to me by **12pm Monday 18 October**.

Happy to discuss if anyone needs additional information.

Cheers

Anthony

**Anthony Burton PhD, MPIA | Senior Planning Policy Officer | ACT Planning Review and Reform Project**

**Phone: 02 6205 4699** | Email: [anthony.burton@act.gov.au](mailto:anthony.burton@act.gov.au)

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[www.act.gov.au](http://www.act.gov.au)

(pronouns: he/him)

---

**From:** Schedule 2, 2.2(a)(ii)  
**Sent:** Monday, 11 October 2021 4:24 PM  
**To:** Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>  
**Cc:** Schedule 2, 2.2(a)(ii)  
**Subject:** Draft EV Ready Developments Report

**CAUTION:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Anthony,  
As previously discussed, please find attached the EV Ready Development for distribution amongst your internal stakeholders.  
I've also attached a comments sheet.

Cheers, Schedule 2, 2.2

Schedule 2, 2.2(a)(ii)

Schedule 2, 2.2(a)(ii)

**From:** [Wyatt, Tim](#)  
**To:** [Burton, Anthony](#)  
**Cc:** [Radice, David](#); [Bennett, JamesP](#); [Hendriks, Lauren](#)  
**Subject:** RE: MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)  
**Date:** Monday, 9 August 2021 8:13:02 PM

---

OFFICIAL

Thanks Anthony, glad that I checked in.

---

**From:** Burton, Anthony <Anthony.Burton@act.gov.au>  
**Sent:** Monday, 9 August 2021 6:43 PM  
**To:** Wyatt, Tim <Tim.Wyatt@act.gov.au>  
**Cc:** Radice, David <David.Radice@act.gov.au>; Bennett, JamesP <JamesP.Bennett@act.gov.au>; Hendriks, Lauren <Lauren.Hendriks@act.gov.au>  
**Subject:** RE: MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)  
**Importance:** High

OFFICIAL

Hi Tim

I've read through the brief and, from a PSRRP perspective it not quite accurate. My comments in [red in this email](#) :

### 3.2 Policy position

Rather than conduct another standalone review of the PaVAGC:

- EPSDD are reviewing the ACT Planning System and Territory Plan through the currently ongoing ACT Planning System Review and Reform Project (the Review (PSRRP)).
- EPSDD are currently implementing the City Plan and developing a City Centre Urban Design Framework which may include changes to parking requirements in the city. (Any policy changes that come about from that project will need to be given effect by the Territory Plan. Given the timing there is unlikely to be a standalone variation and this work will be picked up in the PSRRP)
- TCCS does not want to pre-empt the outcomes of the Review but has encouraged the review to generate appropriate recommendations to facilitate the move from parking demand satisfaction to demand management, and how parking provision rates could be applied or adjusted within this context.
  - To achieve the aims of the PSRRP the policy positions that underpin the planning system need to be reviewed and confirmed. TCCS have administrative responsibility for the Territory's parking policy. We are conscious that work to review the underpinning policy may not have been identified as part of this year's workplan, however it is the expectation of the Government and the community that the new Territory Plan reflects up-to-date and effective planning policy positions. We would

not recommend waiting for the review, rather we would recommend that TCCS use the outcomes of the ACT Parking and Vehicular Access General Code Review (2017) and the ACT City Centre Parking Code Review (2021) to identify the desired policy and that EPSDD will take that policy and draft the provisions for the Territory Plan.

- EPSDD will support TCCS to review and rewrite planning aspects of the parking policy informed by the recommendations from those 2017 and 2021 parking reports. EPSDD would be happy to work with TCCS together identify the desired policy outcomes arising from the review. EPSDD will develop an agreed policy approach for drafting a new “Movement Code” to replace the PAVAGC. The drafting of the new code and Territory Plan will be completed by EPSDD staff but with input from TCCS.

In the meantime, the current requirements of the PaVAGC and the Territory Plan are sufficient to assess new development. There is no current date for the finalisation of the Review. (mid to late 2022)

Happy to discuss further

AB

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**From:** Wyatt, Tim <[Tim.Wyatt@act.gov.au](mailto:Tim.Wyatt@act.gov.au)>

**Sent:** Monday, 9 August 2021 5:06 PM

**To:** Hendriks, Lauren <[Lauren.Hendriks@act.gov.au](mailto:Lauren.Hendriks@act.gov.au)>; Burton, Anthony <[Anthony.Burton@act.gov.au](mailto:Anthony.Burton@act.gov.au)>

**Cc:** Radice, David <[David.Radice@act.gov.au](mailto:David.Radice@act.gov.au)>

**Subject:** FW: MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)

**Importance:** High

OFFICIAL

Hi Anthony/ Lauren,

We have been asked to provide input into a meeting brief for a meeting between Minister Steel and the CRA (Malcom Snow) on Mon 16 August at 2pm

I have attached a copy of the proposed input for **Parking review – discussion of options for parking provision in and around city centre – DC.**

Can you please both do a quick review / fact check and see if you have any concerns. Not enough time to feed back through formal channels.

thanks

Tim

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**From:** Urban, Samantha <[Samantha.Urban@act.gov.au](mailto:Samantha.Urban@act.gov.au)>

**Sent:** Tuesday, 3 August 2021 3:08 PM

**To:** Neal, Colleen <[Colleen.Neal@act.gov.au](mailto:Colleen.Neal@act.gov.au)>; Althorp, Vanessa <[Vanessa.Althorp@act.gov.au](mailto:Vanessa.Althorp@act.gov.au)>

**Cc:** Anderson-Clift, Chloe <[Chloe.Anderson-Clift@act.gov.au](mailto:Chloe.Anderson-Clift@act.gov.au)>

**Subject:** MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)

OFFICIAL

Hi Coll / Vanessa,

TCCS has been asked for a meeting brief for a meeting between Minister Steel and the CRA (Malcom Snow) on Mon 16 August at 2pm.

TCCS has been asked to provide an update on the following:

- Out of scope [REDACTED]
- [REDACTED]
- Parking review – discussion of options for parking provision in and around city centre - DC

The MO has requested the meeting brief by COB Thursday 12 August, so can MSU please have this back, **cleared by Jim by 12:00pm Wednesday 11 August.**

I've not put this one through a proper workflow as I thought it might need to go across a few different branches – but noting Development Coordination will be the lead.

Thanks

Sam

**Samantha Urban | Assembly Liaison Officer | Monday – Thursday**

**Phone 02 6207 1938 | Email: [samantha.urban@act.gov.au](mailto:samantha.urban@act.gov.au)**

**Governance and Ministerial Services | Transport Canberra and City Services Directorate | ACT Government**

480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

**From:** [Bamford, Rebecca](#)  
**To:** [Smith, MichaelH](#); [Hendriks, Lauren](#)  
**Cc:** [Livanarachchi, Emma](#)  
**Subject:** RE: Quick update to provide context & respond to the docs you kindly sent through  
**Date:** Wednesday, 18 December 2019 12:58:00 PM  
**Attachments:** [image001.gif](#)  
[image002.gif](#)

UNCLASSIFIED

Hi Mike,

As discussed, as the EV requirements are intended to apply to multi unit developments (whether or not they are part of a mixed use development, which would also include commercial uses) it would be easier to incorporate these requirements into the Multi Unit Housing Development Code (MUHDC) rather than the Parking & Vehicular Access General Code (PVAGC) in the Territory Plan. In addition, the format of MUHDC is easier to work with to amend.

I had a quick chat with Alix, and this inclusion would require a Territory Plan Variation (rather than an amendment as I had thought). This process is outlined here: <https://www.planning.act.gov.au/planning-our-city/territory-plan/varying-the-territory-plan>. Due to the steps involved (consultation, tabling in the assembly), it is highly unlikely for it to be presented in 2020 as there are no sitting dates scheduled once caretaker takes effect in September. Therefore, it is better to have this included as part of the renewed Territory Plan, likely to progress in 2021 as the variation would also likely only be implemented in the same timeframe.

The MUHDC expresses planning outcomes to be achieved through a 'rules and criteria' framework. The rule is the prescriptive or quantitative option, whereas the criterion is a performance-based or qualitative option. You could have a mandatory rule (no criterion), only a criterion (when it is harder to quantify an outcome through a rule) or provide both options, either of which could be met.

Here is some guidance on setting up something for EVs, based on our discussion on requiring a minimum of one type of EV provision, with the option to achieve another quantitative outcome. I have included entity endorsement requirements, copying R101 of the MUHDC. It is worth noting that the notes state that if there is conflict between planning and utility requirements, the utility requirements take precedence.

Rule	Criteria
<p>This rule applies to all developments with XX or more dwellings:</p> <p>The development achieves one of the following:</p> <p>1)</p> <p>a) one electric vehicle chargepoint is provided per XX dwellings or part thereof. This charger must be in an area accessible to all residents' vehicles, and is considered in addition to visitor parking provision; and</p> <p>b) a further one parking space per XX dwellings or part thereof must be able to accommodate the installation of an electric vehicle charger. This parking space must be in an area accessible to all residents' vehicles, and is considered in addition to visitor parking provision; and</p> <p>c) one parking space per dwelling with allocated carparking is to be capable of being upgraded to accommodate an electric vehicle chargepoint.</p> <p>OR</p> <p>2) a minimum of one electric vehicle charger is installed per dwelling with allocated carparking space(s)</p> <p>A statement of compliance from the electricity network provider is required to support the proposed on-site electric vehicle charging.</p> <p>Note 1: Where there is conflict between planning and utility requirements, the utility requirements take precedence over other codified or merit provisions</p> <p>Note 2: If a statement of compliance is not provided the application will be referred to the relevant agency in accordance with the requirements of the Planning and Development Act 2007</p>	<p>This is a mandatory rule. There is no applicable criterion.</p>

To recap our suggested approach:

- Confirm approach with Territory Plan team
- Confirm provision rates etc
- Confirm other regulatory requirements e.g. NCC, Australian Standards which may have implications for planning
- Seek entity support, consult with building/planning/developer/property stakeholders to test feasibility and viability
- Provide a briefing paper for PWG consideration for their feedback, endorsement and escalation to PCG
- Incorporate PWG feedback into a paper for PCG for their feedback and endorsement
- Note PCG endorsement in package for Territory Plan variation

Hope this helps,

Kind regards,

**Rebecca Bamford**

Phone: 02 6207 8749 | Email: [rebecca.bamford@act.gov.au](mailto:rebecca.bamford@act.gov.au)

**Strategic Planning & Policy | Planning, Land & Building Policy | Environment, Planning and Sustainable Development Directorate | ACT Government**

Dame Pattie Menzies House, 16 Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 | [www.planning.act.gov.au](http://www.planning.act.gov.au)

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**From:** Smith, MichaelH <[MichaelH.Smith@act.gov.au](mailto:MichaelH.Smith@act.gov.au)>  
**Sent:** Wednesday, 18 December 2019 8:39 AM  
**To:** Hendriks, Lauren <[Lauren.Hendriks@act.gov.au](mailto:Lauren.Hendriks@act.gov.au)>  
**Cc:** Liyanarachchi, Emma <[Emma.Liyanarachchi@act.gov.au](mailto:Emma.Liyanarachchi@act.gov.au)>; Bamford, Rebecca <[Rebecca.Bamford@act.gov.au](mailto:Rebecca.Bamford@act.gov.au)>  
**Subject:** Quick update to provide context & respond to the docs you kindly sent through

Greetings Lauren, Rebecca and Emma,

Thanks for making time to meet today.

Thanks for sending the documents through below late yesterday.

The feedback and advice we had received to date was not to go down the UK model, that you referenced below, which requires installing of EV charging stations for most new building car parks in a variety of settings due to impacts on costs of new buildings and the fact that our EV market has not evolved as rapidly as the UK market (ie so there is not yet the same level of demand for EV Charging stations). Also there is an ABCB process to review this issue at a national level which Vanessa Morris advises us will not require mandatory installation of EV chargers but rather likely require for apartments that car parks have charging sockets that are EV ready. So there is pressure on us to harmonise with likely national regs coming in from anytime from 2022 onwards.

That said, the ZEV Action #3 is to require new apartments and mixed use developments to have EV charging infrastructure.

So, I have updated the attached to have 3 options

- Option #1 – that we ensure new apartment/mixed development buildings have charging sockets next to each car park that are EV ready.
- Option #2 – that a % of Mode 3 EV charging stations are installed in common parking areas (ie so all EV drivers can access them) whilst the rest of the car parks have charging sockets that are made EV ready.
- Option #3 – That all car parks have charging stations installed. (the most expensive option, a la the UK model)

And I will update the documents I am working on to outline risks/risk treatments and cost benefit analysis accordingly too.

This approach will provide our Minister and yours with 3 options, with relative cost impacts of each from which they can make a decision,

I trust that provides some context and helps provides a logical way forward here,

At the meeting today, grateful for your advice on what parts of this could be appropriate to add into the parking code in the future?

Kind regards,  
Mike Smith

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**From:** Hendriks, Lauren  
**Sent:** Tuesday, 17 December 2019 5:14 PM  
**To:** Smith, MichaelH <[MichaelH.Smith@act.gov.au](mailto:MichaelH.Smith@act.gov.au)>  
**Cc:** Liyanarachchi, Emma <[Emma.Liyanarachchi@act.gov.au](mailto:Emma.Liyanarachchi@act.gov.au)>; Bamford, Rebecca <[Rebecca.Bamford@act.gov.au](mailto:Rebecca.Bamford@act.gov.au)>  
**Subject:** EV charging policies/papers

UNCLASSIFIED

Hi Michael,

Thought I'd do a little research ahead of our meeting tomorrow – came across a couple of papers which may be helpful. Not sure if you've seen them before.

[file:///C:/Users/Lauren%20Hendriks/Downloads/Electric\\_Avenue\\_Final\\_March\\_2019.pdf](file:///C:/Users/Lauren%20Hendriks/Downloads/Electric_Avenue_Final_March_2019.pdf)

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/818810/electric-vehicle-charging-in-residential-and-non-residential-buildings.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/818810/electric-vehicle-charging-in-residential-and-non-residential-buildings.pdf)

[https://www.climateworksaustralia.org/sites/default/files/documents/publications/climateworks\\_australia\\_state\\_of\\_electric\\_vehicles2\\_june\\_2018.pdf](https://www.climateworksaustralia.org/sites/default/files/documents/publications/climateworks_australia_state_of_electric_vehicles2_june_2018.pdf)

<https://www.dsdmip.qld.gov.au/resources/guideline/pda/practice-note-electric-vehicle-charging.pdf>

Lauren

**Lauren Hendriks | Assistant Director | Strategic Planning and Policy**

Phone: 02 6205 0637 | Email: [lauren.hendriks@act.gov.au](mailto:lauren.hendriks@act.gov.au)

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# Out of Scope

[30/06/2021 2:21 pm] Burton, Anthony

Hi Tim , should I be chatting with you or with David about parking and reviewing the parking code?

[12/07/2021 5:03 pm] Wyatt, Tim

Hi Anthony, apologies I am only just catching up on messages, assume that you have now got in touch with David ?

like 1

[20/07/2021 11:56 am] Burton, Anthony

Hi Tim, are you available for a quick chat?

[20/07/2021 12:09 pm] Burton, Anthony

Still working on this brief EV brief and looking to expand it to include a review of existing parking requirements and to make recommendations for new requirements (EV or not). Do you have information/advice re inclusions for the Statement of Requirements? Can send a copy of the existing proposal to you

[20/07/2021 2:43 pm] Wyatt, Tim

Saw your message. I will give you a call this afternoon, I agree it should be progressed but its quite a mountain to climb and won't succeed if not done in conjunction with industry support

# Out of Scope

[20/07/2021 2:52 pm] Burton, Anthony

JUst read the meeting paper re the PaVAGC the ACT Planning Review and reform project. I think that while I agree that a DV is not recommended but that other aspects of the paper are incorrect and that now is the time to be reviewing the code (along with all the other codes which we are doing now):.

- "That means any review of the PaVAGC will not know the intended format of the new planning system which it is intended to be integrated with" - this is wrong. We have the legislation being drafted now and I can tell you (or almost can) the format the the new TP.

Give me a call when you are able but I would suggest that we need the information now (or in the next 3-4 months) to update the PaVAGC and that I may have the money to do that. Re industry, I'd suggest that incorporating this review of the code into the planning review would save a good many headaches - but maybe I am just optimistic

[20/07/2021 2:56 pm] Wyatt, Tim

ok maybe we have wires crossed, we completely agree with feeding the review into the new TP, the real reason that the 2017 review never got implemented upon because there was no one with the skill to redraft the Code and all its other tentacles in the TP. I welcome what you are trying to do but you need to properly read the Aecom report first as it identifies all the problems.  
like 1

[20/07/2021 3:01 pm] Burton, Anthony

Just so you know the TP is being completely re-written in a new format. Every code, including the PaVAGC will be redrafted, all will be performance based and all of them will reflect endorsed government policy. If the AECOM report identifies problems with the existing system then I need to see it. Was there an official government/TCCS response to it? I will chase Lauren and see if there is a copy I can review

[20/07/2021 5:08 pm] Burton, Anthony

Hey Tim Re the Parking code: Bottom line is we will be reviewing the parking code this year/early next, and the revised code will reflect and seek to achieve the desired outcomes from endorsed policy (Planning Strategy, Transport Plan etc) . As the owners of the policy, we'll be working with you guys to identify the intended policy outcomes and then we'll write the code that will achieve that. If we need additional information to inform that - now is the time to be going out to market to find out what we need to know. Happy to chat AB

[20/07/2021 5:08 pm] Wyatt, Tim  
sorry I know I said I would call, can you do now

[21/07/2021 11:44 am] Burton, Anthony  
Hi Tim, it would be good to have a quick chat in the next week or so. Just some feedback that will help David do his job better

[21/07/2021 11:44 am] Burton, Anthony  
Hi Tim, it would be good to have a quick chat in the next week or so. Just some feedback that will help David do his job better

[21/07/2021 11:45 am] Wyatt, Tim  
lets do that  
like 1

[21/07/2021 11:50 am] Wyatt, Tim  
Best put something in the diary

[21/07/2021 11:52 am] Burton, Anthony  
I'm more flexible than you - my work is focused around the screen rather than talking with people - so if you want to pick a time. We'll only need 15 minutes

[21/07/2021 3:39 pm] Burton, Anthony  
Hi Tim I'll copy this into an email as well but just to be clear you (TCCS) are happy with the recommendations from the ACT Parking and Vehicular Access General Code Review (2017) that was commissioned by EPSDD ? Apart from planning being complex are there any issues/flags? I will be suggesting that, along with the other information in the SoR that our EV consultants

1. Consult with the Transport Canberra and City Services Parking Policy

- i. Consider appropriate recommendations to facilitate the move from parking demand satisfaction to demand management, and how parking provision rates could be applied or adjusted within this context.
- ii. Consider recommendations and implications of the ACT Parking and Vehicular Access General Code Review (2017) (we would provide them with a copy of this information )

[21/07/2021 5:16 pm] Wyatt, Tim  
makes sense  
like 1

[27/07/2021 5:15 pm] Burton, Anthony  
Hi Tim, sorry just noted I missed your call. What's up?

# Out of Scope

[09/08/2021 6:27 pm] Burton, Anthony  
Hi Tim, sorry I missed your call. Just read the brief and as a heads up, wanted to let you know that my DG will be writing to you DG shortly Meat of the letter will read something like this:

The PSRRP has identified that outcomes-focused planning provisions are desirable to facilitate development outcomes consistent with ACT Government policy. To achieve this all aspects of the Territory Plan and its development controls will be reviewed and rewritten to include:

- Desired outcomes;
- Performance Outcomes; and
- Performance Measures.

The Territory Plan will be supported by non-statutory guidance materials including practice notes, to aid in the consistent interpretation of policy, and guidelines, to aid a proponent's understanding of a development control and support the achievement of design quality.

To achieve the aims of the PSRRP the policy positions that underpin the planning system are being reviewed. I recognise that other Directorates have an interest in, or administrative responsibility for, some of these broader policy items. For example, Transport Canberra and City Services (TCCS) have administrative responsibility for the Territory's parking policy, much of which is given effect through the planning system by the PAVAGC.

I am conscious that work to review the underpinning policy may not have been identified as part of this year's workplan, however it is the expectation of the Government and the community that the new Territory Plan reflects up-to-date and effective planning policy positions. I am aware of two recent studies that looked specifically at the PAVAGC (the ACT Parking and Vehicular Access General Code Review (2017) and the ACT City Centre Parking Code Review (2021)), both of which made recommendations to Government. I am advised that these studies could form the basis for the policy update.

I am therefore offering some support from EPSDD to your directorate in facilitating a policy review that will aid the rewriting of this code. EPSDD will support TCCS to review and rewrite planning aspects of the parking policy informed by the recommendations from those 2017 and 2021 parking reports. EPSDD and TCCS will together identify the desired policy outcomes arising from the review and EPSDD will develop an agreed policy approach for drafting a new "Movement Code" to replace the PAVAGC. The drafting of the new code and Territory Plan will be completed by EPSDD staff but with input from TCCS.

I therefore ask for your agreement to EPSDD leading the review of the PAVAGC, and your commitment to making the relevant officers and resources available to review the policy positions within the code, so that the new Territory Plan reflects up-to-date and effective planning policy positions and delivers good planning outcomes for the Territory.

Which is a little different to what is described in the brief.

Happy to chat when you have time

AB

[09/08/2021 7:34 pm]

glad i checked in. outcomes planning sounds easy until someone actually has to do it

[09/08/2021 7:39 pm] Burton, Anthony

Yes... I've been living it for a while now

[09/08/2021 7:39 pm] Wyatt, Tim

much to discuss on thursday catch up

[09/08/2021 7:40 pm] Burton, Anthony

Yes indeed! But happy to talk it through before if you want



Out of Scope

[11/08/2021 11:57 am] Burton, Anthony

I'll call you shortly

[02/09/2021 12:05 pm] Burton, Anthony

Hi Tim, wondering if you want/need to sit in on the inception meeting re EV Developments - assuming no but wanted to ask. Will be happening sometime within the next 3 working days assuming I can herd the cats

[02/09/2021 12:39 pm] Wyatt, Tim

Thanks I guess that would be helpful. BTW..I haven't yet progressed a brief on the Parking Code as we have been dealing with reactive sites ever since we discussed.

Out of Scope

[03/09/2021 10:53 am] Burton, Anthony

Morning Tim - Just wanted to flag that I'd like to provide a (in confidence) copy of the two parking reports to the successful EV Ready Developments tenderer (Urbis). Those two reports being

- ACT Parking and Vehicular Access General Code Review (2017)
- ACT City Centre Parking Code Review

Please let me know if this is going to be an issue Cheers AB

[03/09/2021 10:59 am] Wyatt, Tim

yes, thanks for letting me know, I can't see any problem with that at all, provided they are only used for the purposes of the EV Ready tender like 1

[03/09/2021 11:00 am] Burton, Anthony

Yep that was clear in the documentation that information that was provided was only to be used for this project

[22/10/2021 11:36 am] Burton, Anthony

Hi Tim, if you picked up on Carolyn's comment - we may need a quick conversation

[22/10/2021 11:37 am] Wyatt, Tim

Yes I understand the comment, but I think a view should be sought from Emma Richardson.. it is not that definitive

like 1

[22/10/2021 11:38 am] Burton, Anthony

I'll set up a 30 minute meeting between the three of us ASAP

[22/10/2021 11:38 am] Wyatt, Tim

I'd prefer not today please

[22/10/2021 11:38 am] Wyatt, Tim

but happy for you to

[22/10/2021 11:39 am] Burton, Anthony

I'll aim for mid next week

[22/10/2021 11:39 am] Wyatt, Tim

I think this work is really helpful by they are trying to control too many factors that they can't

[22/10/2021 11:40 am] Burton, Anthony

They just need to identify the limitations and that there are assumptions

[22/10/2021 11:40 am] Wyatt, Tim

agree

[22/10/2021 11:41 am] Wyatt, Tim

lets face it this work will need to be continually reviewed including the costs over 3-5 year periods

like 1

[22/10/2021 11:42 am] Wyatt, Tim

subsidies may have to change over time

like 1

[10/11/2021 2:32 pm] Burton, Anthony

Hi Tim, can you forward an invite to the parking PCG?

[16/12/2021 10:10 am] Burton, Anthony

Hi Tim - are you around?

[21/12/2021 2:19 pm] Burton, Anthony

Hi Tim, quick question. What percentage of dwellings in Canberra have access to off street parking? I'd suggest it would be at or very close to 100%. Would that be a correct assumption?

[21/12/2021 3:54 pm] Wyatt, Tim

depends what you mean, just because the parking exists doesn't mean it is available ?

[21/12/2021 3:55 pm] Burton, Anthony

does every house or unit have a parking space?

[21/12/2021 3:57 pm] Burton, Anthony

just a rough estimate

[21/12/2021 3:58 pm] Wyatt, Tim

so you mean on site. Tricky to say because the current Code says no minimum for city and town centres. But yes other than that there is still probably only one public housing location with no on site parking at all.

[21/12/2021 3:58 pm] Wyatt, Tim

is this advice to a Minister

[21/12/2021 4:00 pm] Wyatt, Tim

probably yes access to 1 space but it does work when an apartment owner has 3 cars

like 1

[22/12/2021 2:10 pm] Burton, Anthony

No, nothing official, it's just initial research to inform thinking re EVs and the EV outlook produced by Climate Change.

[08/02/2022 3:42 pm] Burton, Anthony

I'll call in 5

[08/02/2022 3:43 pm] Wyatt, Tim

thanks quick chat about discussion friday

[08/03/2022 2:40 pm] Burton, Anthony

Hi Tim, did planning for Active Travel (2019) ever get adopted?

[09/03/2022 7:33 am] Wyatt, Tim

I don't think so, it got advertised again in late 2021. Wouldn't TPV team be the best placed to answerer ?

[09/03/2022 7:56 am] Burton, Anthony

Ah, no the Active Travel Guidelines 2019 for TCCS? They good (noting I worked with Kip and Geoff in their development - on the periphery) and I'd like to include them in the policy review if we can

[09/03/2022 8:00 am] Wyatt, Tim

Anne Napier was lead

[09/03/2022 8:00 am] Wyatt, Tim

I'd say no because no team has never been asked to apply

like 1

[28/03/2022 12:20 pm] Wyatt, Tim

Has Poorna been in touch on the TCCS policies assessment, as I might need to chase

[28/03/2022 12:59 pm] Burton, Anthony

Spoke to him on the 18th. Haven't heard back since then

[28/03/2022 3:51 pm] Burton, Anthony

Pretty keen to have policies to us ASAP. We'll need to be briefing Strat Board early may

[28/03/2022 5:59 pm] Wyatt, Tim

I have requested advice this week from Poorna

**From:** [Radice, David](#)  
**To:** [Evans, Jacinta](#); [Burton, Anthony](#); [Hendriks, Lauren](#)  
**Cc:** [Kim, Lydia](#); [Wyatt, Tim](#); [Taylor, Rachael](#)  
**Subject:** Towards net zero - practical policies to reduce transport emissions - Grattan Institute  
**Date:** Friday, 23 July 2021 5:05:50 PM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)

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Hi All,

TCCS executives have met with Minister Steel recently who mentioned a report by the Grattan Institute 'Towards net zero – practical policies to reduce transport emissions'

While I have not looked through the policy in detail it may be useful for your work (or that of your colleagues), particularly in relation to provision for EV charging infrastructure within residential/commercial buildings. In saying that, from a brief skim I cannot see any much that could be directly implementable, but seems to offer some guidance, considerations and supporting data in which to base policy.

The link is provided below.

Regards,

**David Radice** | a/g Assistant Director | Parking Coordination  
Phone: 02 6205 4070 | Email: [david.radice@act.gov.au](mailto:david.radice@act.gov.au)  
**Development Coordination** | **Transport Canberra & City Services** | **ACT Government**  
480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

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**From:** Rayner, Jennifer <[Jennifer.Rayner@act.gov.au](mailto:Jennifer.Rayner@act.gov.au)>  
**Sent:** Friday, 23 July 2021 10:07 AM  
**To:** Playford, Alison <[Alison.Playford@act.gov.au](mailto:Alison.Playford@act.gov.au)>; Corrigan, Jim <[Jim.Corrigan@act.gov.au](mailto:Jim.Corrigan@act.gov.au)>; Davidson, Geoffrey <[Geoffrey.Davidson@act.gov.au](mailto:Geoffrey.Davidson@act.gov.au)>; Bowdery, John <[John.Bowdery@act.gov.au](mailto:John.Bowdery@act.gov.au)>  
**Subject:** Grattan report referred to in parking meeting

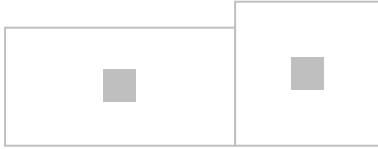
FYI – what the Minister was talking about just now: <https://grattan.edu.au/report/towards-net-zero-practical-policies-to-reduce-transport-emissions/>

Cheers,

Jen

**Jennifer Rayner**  
**Chief of Staff**  
**Office of Chris Steel MLA**  
Minister for Transport and City Services  
Minister for Skills  
Special Minister of State  
ACT Legislative Assembly  
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**From:** [Gianakis, Steven](#)  
**To:** [Burton, Anthony](#); [Wyatt, Tim](#); [Bamford, Rebecca](#); [Hendriks, Lauren](#); [Ali, Syed](#)  
**Subject:** TP parking code review

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to discuss the way forward. also refer to my email with the draft plan of action.

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Microsoft Teams meeting

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**To:** [Hendriks, Lauren](#); [Hobbs, Benjamin](#); [Aziz, Marguerite](#); [Ortiz, Gilbert](#); [Pincombe, Neil](#); [Maher, Colin](#); [Trevithick, Angela](#); [Dyer, Bryony](#); [Gerrard, Darren](#); [Pillig, Carl](#); [Balberona, Justinieta](#); [Gordon, TomWJ](#); [Pooley, John](#); [Liu, Angela](#); [Egan, Sean](#); [Cootes, Nicky](#); [Evans, JacintaN](#); [Meek, Bronwyn](#); [Nicolls, Georgia](#); [Finlay, Jennifer](#); [Neilsen, Andrew](#); [Knight, Cameron](#); [Lawrence, Ian](#); [Warylo, Michael \(Health\)](#); [Jordan, Ally \(Health\)](#); [Alcon, Earl](#); [Marsden, Tim](#); [Heffernan, Timothy](#); [Perich, Anthony](#); [Wong, Nicole](#); [Burton, Anthony Wyatt, Tim](#)  
**Cc:** [Wyatt, Tim](#)  
**Subject:** Upcoming Parking Coordination Group - Meeting Papers  
**Date:** Wednesday, 7 July 2021 3:02:41 PM  
**Attachments:** [3. Agenda - Parking Coordination Group - July 2021.docx](#)  
[3a. Meeting Paper - Parking Coordination Group July 2021.doc](#)  
[Parking Coordination Group Membership - Updated May 2021.docx](#)

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Dear Parking Working Group (PWG) delegates,

The next Parking Coordination Group (PCG) is set to occur on 21 July 2021. The upcoming PCG will be the first under the administration of TCCS and will look to reaffirm the terms of reference, membership and set a work list and priorities for broader parking policy for the remainder of 2021.

Please see attached the meeting papers which contain a brief background on the work list and priorities for parking policy. This document is to allow PWG delegates to brief and inform their relevant PCG delegates of issues which are to be discussed. The meeting paper's primary focus should be providing PCG delegates with background in order for the matter to be discussed and determined at PCG.

The meeting paper will be circulated to PCG delegates before the next meeting.

Therefore could you **please review the meeting paper and let me know if you have any comments by COB Friday 9 July 2021** to enable clearance by executive and circulation to delegates prior to the PCG.

Regards,

**David Radice** | a/g Assistant Director | Parking Coordination

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**Development Coordination** | **Transport Canberra & City Services** | **ACT Government**

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**PARKING COORDINATION GROUP (PCG)  
AGENDA**

**Wednesday 21 July 1:00pm to 2:30pm  
480 Northbourne Avenue – 00.024**

**Chair: Jim Corrigan**

Item	Topic	Time
1	Out of Scope	
2	Out of Scope	
3	<b>Determination of Parking Policy work plan and priorities for 2021</b> <i>a) Parking Action Plan refresh</i> <i>b) Parking and Vehicle Access General Code Review</i> <i>c) Electric Vehicle Operational Policy</i> <i>d) Parking Surveys</i> <i>e) update to Parking Maps</i> <i>(Jim Corrigan/All – 50 mins)</i>	<b>1:25pm to 2:15pm</b>
4	Out of Scope	
5	Out of Scope	

## Parking Coordination Group (July) meeting paper

Meeting agenda item #	[Insert agenda item number]
For meeting number and date	Wednesday 21 July 2021
Date submitted	[insert date submitted to secretariat]
From	Tim Wyatt, Senior Director, Development Coordination, TCCS
Subject	<b>Meeting paper for July Parking Coordination Group</b>
Related papers	[insert titles of related papers listed at same meeting, or previous papers presented at past meetings]

### Purpose of this paper

This paper is to provide participants of the July Parking Coordination Group (PCG) with background information on matters to be discussed in the meeting agenda (provided separately), particularly the Parking Policy work plan and priorities for the remainder of 2021.

### Background

The PCG is a cross-directorate group who collaboratively make decisions, sets work priorities and resolves inter-directorate conflicts relating to parking matters.

The PCG has operated under the Environment, Planning and Sustainable Development Directorate (EPSDD) since 2018. After the 2020 ACT general election, responsibility for parking policy has transferred to Transport Canberra and City Services (TCCS) with the understanding it is still a cross-directorate issue. The last PCG was in August 2020 and this meeting will be first PCG under TCCS administration.

### Issues

TCCS intend to use the July meeting to reaffirm the Terms of Reference and Membership of the PCG and determine a Parking Policy work plan and priorities for the remainder of 2021.

TCCS has identified several matters in which should be considered when determining the Parking Policy work plan for the remainder of 2021. The following will be discussed at the July PCG.

#### *Parking Action Plan refresh*

The Building an Integrated Transport Network – Parking (Parking Action Plan) document was completed in 2015 and sets strategic level policies for parking in the ACT and provides an implementation table which outlines tasks or projects to be completed up to 2025.

The Parking Action Plan supports other government policies, including Transport for Canberra and the ACT Planning Strategy. The ACT Planning Strategy and the ACT Transport Strategy were updated in 2018 and 2020 respectively. Other policies, such as the ACT Climate Change Strategy have also been updated since the Parking Action Plan was released.

Many of the actions from the Parking Action Plan are either completed or are no longer relevant. The Parking Action Plan also does not contain guidance on many emerging issues related to parking, including charging of electric vehicles, provision for car subscriptions/sharing services and private use of public land for contactless pickup services.

A refresh of the Parking Action Plan will allow all future Parking Policy matters to be made on a robust, consistent and contemporary foundation.

### *Parking and Vehicle Access General Code Review*

The Parking and Vehicle Access Code (PaVAGC) is a code of the Territory Plan which contains vehicular parking requirements for new developments administered by EPSDD as part of the assessment of development applications.

While minor changes have been made over time, from a policy perspective the PaVAGC has remained largely untouched since the adoption of the new Territory Plan in March 2008. While the nature of development has changed, including changes to the public transport network, population and community expectations, the policy and provision rates of the PaVAGC has not. The PaVAGC also has a different structure to most other codes of the Territory Plan which creates some ambiguities and anomalies.

Various efforts by EPSDD to review the PaVAGC in part or completely have not yet eventuated due to the complexity of the code and various strategic policy having to take precedence. Therefore, the changes which have been made to the PaVAGC have generally occurred on a precinct or development basis. For instance, EPSDD are undertaking work to implement the City Plan which may include a review of parking provisions for the City.

While a review of the PaVAGC will need to be undertaken at some point, now may not be the ideal time. To amend the PaVAGC a draft variation is required which take 12-18 months to complete, which does not include any work that is needed to support it. By this time a draft variation is prepared the Planning System Review and Reform Project (PSRRP) which will look at the Territory Plan and the legislation which governs it will be well underway. That means any review of the PaVAGC will not know the intended format of the new planning system which it is intended to be integrated with.

EPSDD may support a review of the PaVAGC to inform other changes and policy to be included in the PSRRP.

A full review of the PaVAGC will require a significant time investment for whichever area chooses to lead the project.

A review which is policy neutral could be undertaken as part of a Technical Amendment if obvious issues were to arise with the wording of the PaVAGC.

### *Electric Vehicle Operational Policy*

The ACT Government, through various government commitments and policies, including the Transition to Zero Emissions Vehicles Action Plan 2018-2021 foreshadows the increasing role electric vehicles will play in the ACT.

A Zero Emission Vehicle Masterplan (the Masterplan) is currently being prepared by EPSDD to detail where up to 50 new electric charging stations will be located across the ACT to 2030. The Electric Vehicle Operational Policy will be consistent with the Masterplan

In 2019 Transport Minister's across Australian have agreed to change the Australian Road Rules to include new provisions for electric vehicles and associated charging points to allow more governance around electric vehicle parking. The ACT intend to update the Road Rules later this year to reflect this agreement.

ACT have vehicle charging points within the ACT currently at the Magistrates Court. Another proposal is also being considered for Dickson

No operational policy exists within the ACT for the provision for electric vehicles, charging infrastructure, enforcement and pay rates and any proposals would be assessed on an ad hoc basis.

Development of a policy by TCCS will allow the ACT to assess electric vehicle charging station proposals effectively and consistently where they occur in public car parks. As part of this project, changes to legislation will need to be undertaken to allow effective enforcement vehicles parking within EV charging spaces.

### *Parking Surveys*

Parking surveys have been previously undertaken by the ACT Government at a variety of different scales and for different reasons Parking surveys form the basis for ACT Government assumptions and decision making about parking efficiency and capacity in the ACT Parking surveys can be undertaken in a variety of different ways dependant on the desired data, including by consultants, in-house and desktop assessments from aerial images

It is proposed that the undertaking of parking surveys should continue to fill knowledge gaps where necessary.

Parking Surveys will be primarily undertaken by TCCS.

Out of scope



### **Consultation**

No consultation was undertaken in the preparation of this paper. This paper is provided for to enable participants to discuss the issues the July PCG.



### **Financial impact**

The issues presented in this meeting paper have not been fully scoped and therefore costed. However, it is expected that most of this work could be done inhouse within assistance from relevant areas across the ACT Government or small consultancies.

### **Recommendation**

This meeting paper sets out the broad work plan and priorities for Parking Policy for the remainder of 2021 for the consideration of PCG participants.

It is therefore recommended that the participants of PCG note the content of this paper and request additional briefings from their area/directorate as required.

# Out of Scope