

SUBMISSION30.....



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11 March 2003

Mr Quinton Clements
The Inquiry Secretary
Joint Standing Committee on the
National Capital and External Territories
Parliament House
CANBERRA ACT 2600



Dear Mr Clements

Inquiry Into Pay Parking In the Parliamentary Zone

We at Canberra International Airport as owners and managers of a major social, tourism and business gateway to the National Capital appreciate the opportunity to comment on your Committee's inquiry into pay parking in the Parliamentary Zone.

The conflicts of providing easy and affordable car parking access for tourists in competition with commuting workers to the Parliamentary Zone and residents can only be resolved in the future by management methods including pay parking.

Workers will compete for available car parking spaces with tourists to a point of disadvantaging the opportunities for Canberra's tourism growth now and in the future during working days. Anecdotal evidence suggests conflicts now exist at tourism peaks in the zone. Experience in other Canberra work places is that the worker has been found to be quite resourceful in overcoming car parking when management is only by hourly (no payment) constraint methods.

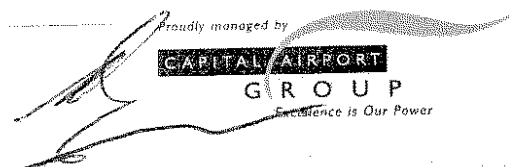
This evidence suggests that when there is no payment for parking, workers do not appear to consider that car spaces are valuable assets, that their own time can have flexibility nor that they have a mode of transport choice. Also, car parking management for short stay appears to work best in one to two hours designated areas in lieu of the maximum time of three hours. The up to three hours location appears to facilitate the resourceful worker to move their car around with limited impact on their convenience.

We support pay parking for all work places in Canberra on work days including the Parliamentary Zone and the adjoining suburbs of Barton and Forrest (as well as Russell and the other Town Centres). All land has value and therefore in the leasehold context of Canberra this value is a community asset. Land developed for car parking use in the Parliamentary Zone, Barton and Forrest, has an additional infrastructure capital and

[http://inquiry.into.pay.parking.in.the.Parliamentary.Zone.1.3.03.doc](#)

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ongoing maintenance cost. In some recent office developments in Barton and Forrest, developers have contributed capital to car parking development off their site in lieu of providing additional basement car parking on their sites e.g. the on grade paved car park that is managed as a pay parking area within Section 22 Barton. The developer contribution has been assessed by Government having regard to land value and the cost of constructing car parking structures. Therefore, it appears reasonable for the community to expect a similar acknowledgement of value and a return on assets in response to its use and development.

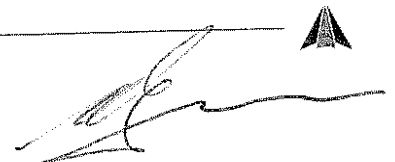
We also support free parking on weekends and public holidays within the Parliamentary Zone as an incentive for tourism growth in Canberra to the major attractions within the zone including the new and old Parliament Houses.

The net income potential from management of pay parking within the Parliamentary Zone will provide an income source to the Commonwealth for ongoing maintenance and replacement of the car parking areas and in time is likely to provide for the opportunity to fund maintenance and embellishment of public places within the precinct. Future commercial development in the precinct will also likely contribute capital to off site car parking similar to the outcomes of Section 22 Barton.

The current situation of sourcing the maintenance, replacement and embellishment costs totally from the Commonwealth budget does not appear to be sustainable. The recent policy decision of the ACT Government to enact pay parking management provisions at Belconnen and Tuggeranong means that pay parking will now apply in Civic, North Canberra, Woden, Tuggeranong and Belconnen work places. Pay parking at these work places will also probably mean in time that the quality of the car parking facilities will be enhanced and thereby provide a better level of service and ease of access to the consumer.

Our comments on the concept of economic feasible development of structured car parks adjoining the Sir John Gorton and Treasury buildings are that we would require more detail including the on cost of urban design solutions due to their significant national location and the budgeted charge for such car parking. In principle, as further tourism facilities, residential and work place buildings are developed within the precinct, it is likely that land available for on grade car parking (the cheapest solution) will be reduced at a time of increasing demand. Therefore, one would expect a growing maturity of economic viability for such structure during the next three to ten years.

We also wish to comment in our submission on the likely impact of additional tourism, office and residential development demand to that currently underway within and nearby the Parliamentary Zone expected over the next ten years. Additional office projects are likely within Forrest between Sydney, National and Canberra Avenues plus York Park Barton on State Circle north of Brisbane Avenue. This is expected all within the next ten years. This development alone could see an increase in the current work force of some 5,000 to 6,000 people. Also, the recent trend of good to high quality residential development in the suburb of Barton e.g. The National (Brisbane Avenue)

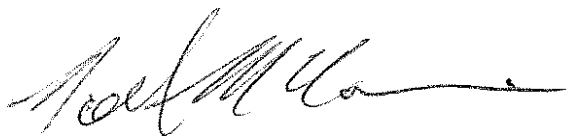


and Landmark (Blackall Street), is also likely to continue as sites become available. The increase in residents within the zone, and the adjoining Kingston Foreshores precinct is likely to create a new vitality to the Parliamentary Zone, seven days a week, as the forecast of some 3,000 to 3,500 additional residents move into the area over the next five to seven years.

A downside of all of this future development will include additional traffic management and car parking demand dynamics within the Parliamentary Zone.

Our conclusion is that strategic and balanced management decisions as referred to in the National Capital Plan are required now on car parking and traffic management policies, including pay parking, to mitigate future congestion and priority conflicts between residents, workers, tourists and the Parliament as demand and vehicle movements grow so that the dignity of the Parliamentary Zone is enhanced.

Yours faithfully



Noel McCann
Capital Airport Group

