

**Miletic, Daniel (REPS)**

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**From:** Kelli Turner [kturner@nla.gov.au]  
**Sent:** Thursday, 21 August 2003 10:08 AM  
**To:** Committee, NCET (REPS)  
**Subject:** NCA paid parking

I would like to take this opportunity to object to the unfair 'parking fee' proposal by the NCA, being imposed on workers in the area. I agree that having no access to retail or banks in the vicinity is an issue and also, like many other parents working in the area, having to take a child to childcare on my way to work renders catching the bus unviable.

Regards

Kelli Turner  
National Library of Australia



**Miletic, Daniel (REPS)**

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**From:** Peng.Crawford@affa.gov.au  
**Sent:** Wednesday, 20 August 2003 10:57 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay Parking in Barton

Dear Sir/Madam

I would catch the bus if I could but I do have to drop children off at child care and schools. We operate on one car and my husband does catches the bus to work everyday. So well the CEO of Action buses testified that there was an effective bus service in operation and that employees in the area just needed to be educated about how to use the buses, he has forgotten about the parents who needs to take children to childcare and schools.

Bear in mind too that Barton, unlike Woden, Civic, Belconnen and Tuggeranong, is not close to any shops or doctors or dentists so we do occassionally need to use our car.

Could you please bear this in mind when considering pay parking in Barton. Thank you.

Regards  
Peng



**Miletic, Daniel (REPS)**

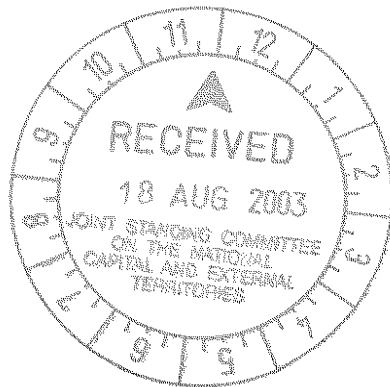
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**From:** Ron.Cullen@affa.gov.au  
**Sent:** Monday, 18 August 2003 1:47 PM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay parking

SUBMISSION .....123.....

I wish to register my concern about proposals to introduce pay parking in the Barton area. There are a significant number of people who work in Canberra who do not live close to public transport. We have no alternative but to use private transport to commute to and from work. The introduction of pay parking will disadvantage us unless alternate arrangements are made such as frequent "park and ride" facilities or significantly improved public transport facilities (I do not work to set hours and hence require flexibility in transport options). I ask the committee to reject the proposal to introduce pay parking.

Ron Cullen



**Miletic, Daniel (REPS)**

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**From:** Leanne Wilks [Leanne.Wilks@ea.gov.au]  
**Sent:** Monday, 18 August 2003 1:23 PM  
**To:** Committee, NCET (REPS)  
**Subject:** [payparking]

I object to the introduction of pay parking in the parliamentary triangle without provision of commercial services in the area especially child care services and after school care services and adequate public transport. This is revenue raising at it's most blatant - well you've lost my vote and any discretionary dollars I may have had left in my wallet to spend in this town.

Leanne Page  
64 Jaeger Cct  
Bruce ACT 2617



**Miletic, Daniel (REPS)**

**From:** Asquith, Bronwyn [Bronwyn.Asquith@dcita.gov.au]  
**Sent:** Monday, 18 August 2003 1:10 PM  
**To:** Committee, NCET (REPS)  
**Subject:** paid parking

Dear Committee Member

I object to the introduction of paid parking for the parliamentary precinct for a range of reasons:

- \* traffic congestion problems around shopping centres and the public benefit from reducing that need does not apply to this area,
- \* workers in the area can not easily access other areas or Canberra during business hours without the use of private vehicle,
- \* access to the area via public transport is difficult - a connection at a town centre is required to reach this area as not all buses travel through to this area and a connection is required - eg. if you come from a area even as close to civic as Lyneham you need to change buses extending travel time from 15 minute trip in private vehicle up to 50 minutes travel time by public transport), and
- \* the area is not well lit, unlike a town centres, individuals using the buses late at night or during winter would be required not only to walk to bus stop unattended but stand at the bus stop on their own for an extended period without the possibility of getting any assistance, should it be required, from store owners or someone passing by.

Bronwyn Asquith



**Miletic, Daniel (REPS)**

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**From:** Greg.Oliver@affa.gov.au  
**Sent:** Monday, 18 August 2003 12:37 PM  
**To:** Committee, NCET (REPS)  
**Subject:** pay parking - Parliamentary Triangle

As a public servant who has no alternative to drive to work I wish to object to the proposed introduction of pay parking in the Parliamentary Triangle and surrounding area. I live near Bungendore, and the public transport to this area is simply not suitable. I also need to use a car most days to transport my 4 children.

This area is not Civic, nor a town centre. It is supposed to be an area planned and laid out to allow government departments to do their job with minimal disturbance & cost. It is regrettable that people in governments do not seem to be able to act responsibly enough to plan offices (that have no need to be located in a congested location) be in fact sited in one? And plan and control development in such a way as to keep these areas uncongested?

As someone who will have no choice but to pay for parking if introduced, I feel like a sitting duck - a victim of blatant and unnecessary revenue raising. And let down by people who should have been able to prevent this silly and unfortunate situation from occurring.

Greg Oliver  
Biosecurity Australia  
Edmund Barton Building



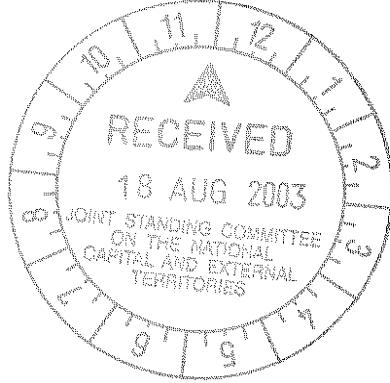
**Miletic, Daniel (REPS)**

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**From:** Jane.Bennett@affa.gov.au  
**Sent:** Monday, 18 August 2003 12:15 PM  
**To:** Committee, NCET (REPS)  
**Subject:** pay parking

I object to this proposal for pay parking for government employees. Having just moved to Canberra, it is essential that both partners work to pay for the mortgage on a basic house, given Canberra's recent property price rises. That means our kids have to be in after school care (another cost). Buses service schools till the end of the school day, not end of after school care. We have to come to work by car to pick up the kids. Spare us a further cost, please!

Jane Bennett  
Veterinary Officer  
Animal Biosecurity  
Biosecurity Australia  
Dept of Agriculture, Fisheries & Forestry - Australia  
GPO Box 858 CANBERRA ACT 2601  
ph: 02 6272 3067 fax: 02 6272 3399  
<http://www.affa.gov.au/>



**Miletic, Daniel (REPS)**

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**From:** Drue.Edwards@aqis.gov.au  
**Sent:** Monday, 18 August 2003 11:59 AM  
**To:** Committee, NCET (REPS)

Regardless of level of bus service provided the imposition of paid parking and /or reduction parking availability is a direct attack on the supposedly family friendly public service as no consideration is being given to the getting children to and from childcare, let alone picking up a sick child during the day.

You only need count the number of child care facilities in or near the triangle to know that a significant proportion of workers families will be effected.





**Miletic, Daniel (REPS)**

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**From:** Naomi.Ashurst@affa.gov.au  
**Sent:** Monday, 18 August 2003 11:42 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay parking in Parliamentary Precinct

I wish to express my strong disagreement to the proposed pay-parking in both Barton and Parkes. It is ludicrous to charge for parking when there is so little in the way of amenities accessible within the area, the restricted availability of public transport (after 5.48 pm, I have to catch 3 buses in sequence to get home to Weetangera; before 5.48pm there are only buses to Weetangera at 4.56, 5.18 and 5.48) and the shortage of available parking. A more equitable solution would be to first put in the pay-parking tower (under-cover, secure and available any time would be selling points) and see what demand is like.

Dr Naomi Ashurst  
Manager



**Miletic, Daniel (REPS)**

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**From:** Hammond, Roger [Roger.Hammond@dcita.gov.au]  
**Sent:** Monday, 18 August 2003 11:43 AM  
**To:** Committee, NCET (REPS)  
**Subject:** car parking - barton

the following is submitted for your consideration.

I am a public servant whose job requires a starting time of 5am. I cannot do my job by starting later.

This time start rules out travelling in by ACTION. If I was not confined by the early start time, I would be only too happy to use the bus services, but, alas this is not an option. So I am required to use my private vehicle to travel to work five days per week and also every second weekend. And in the event of the car breaking down or not starting, it's a \$40 cab fare to work. And I am not reimbursed either.

I should imagine that I am not the only public servant that travels to the Barton/Forrest area with the same time restraints imposed on us by our jobs. Obviously, the early starts are linked to providing departmental /public service to Parliament/Ministers and Ministerial staff during the entire year.

Referred for your consideration to let your committee know that there are some public servants out here who will severely disrupted both financial and in other ways if paid parking is introduced into the parliamentary triangle.

Roger Hammond



**Miletic, Daniel (REPS)**

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**From:** Carole Fullalove [Carole.Fullalove@ea.gov.au]  
**Sent:** Monday, 18 August 2003 11:37 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Buses to Barton / Parkes

Dear Committee

I must reply to comment from the CEO of Action reported in the CPSU Bulletin that "there was an effective bus service in operation and that employees in the area just needed to be educated about how to use the buses". I am afraid that I don't have an option to use buses, I live in Queanbeyan and do not have access to a service that runs to the Barton area. Also, the incredible lack of services in the area, no banks, post offices etc etc. means that I need to go either to Kingston or Civic reasonably regularly.

I am not someone who is reluctant to walk or get out of their comfort zone. I always walk to Kingston if I am going there (it's about 20 minutes each way) and when previously living in Kaleen I rode my bike to work in Civic. Unfortunately it is not realistic to walk to Civic when I need to go there, that would take more than my allowed lunch break.

It is insulting for the CEO of Action to assume that we just need to learn how to use the buses. Does he get a bus to work? More likely he has a taxpayer provided carpark at his disposal. Does he have to grab the shopping or pick up the kids on the way home? I'll bet not!

Regards

Carole  
02 6274 2177 (w)



**Miletic, Daniel (REPS)**

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**From:** Sue.Stefanoski@affa.gov.au  
**Sent:** Monday, 18 August 2003 11:29 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay Parking in Barton

I have worked in the Barton area for nearly 15 years. Initially there was adequate parking for everyone, however due to developments in the area parking is a REAL problem. The issue people are having with the issue of paid parking is that there are no facilities in the area and there is not enough adequate parking due to the recent developments in the area. I have been told that the proposed paid parking is to encourage people to catch public transport and this is fine for those without children and who have access to public transport. I have 3 children (1 at preschool and 2 in childcare) and live in Gundaroo NSW making it impossible for me to catch public transport as there is none available. Parents with children will not be able to use public transport as they need transport to take children to appointments and to and from childcare. This idea of introducing paid parking seems simply like a revenue raising idea by the Government and does nothing to alleviate the parking problem in the area and discriminates against parents and those who do not have access to public transport.

We would not have a problem with paid parking in the area if there was ADEQUATE PARKING!!!!

Sue Stefanoski  
AFFA  
Edmund Barton Building



**Miletic, Daniel (REPS)**

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**From:** Jillian.Gordon@aqis.gov.au  
**Sent:** Monday, 18 August 2003 11:27 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay parking is a penalty for those who need to work

THE NCA should not implement pay parking in Barton however if it does complex consultation with agreement from all Barton employees/bodies should be undertaken in the first instances. I was astonished by the bus CEO's comments below; Does the CEO commute by bus? Does the CEO come from a suburb where to get to his/her place of employment he has to catch 2 buses and take in excess of 1.3hrs to travel to work. Does the CEO have a medical condition that requires personal mobility/flexibility to be at work or leave work.

Bus boss says you just don't understand!  
The CEO of Action buses testified that there was an effective bus service in operation and that employees in the area just needed to be educated about how to use the buses. Really. Can you tell me; Where do they intend having pay parking - only in the streets or in the already in use allocated parking areas? Why a inefficient carpark at the back of the canteen was designed without maximum use of available area? If pay parking is implemented does the NCA guarantee 'a spot for every employee'?

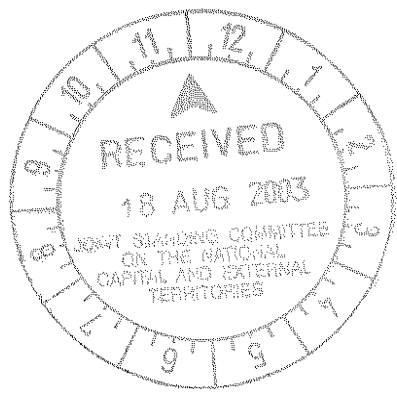


**Miletic, Daniel (REPS)**

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**From:** Gail Spindler [Gail.Spindler@ea.gov.au]  
**Sent:** Monday, 18 August 2003 11:29 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay Parking in Barton

I feel I must make comment about the statements made by the CEO of Action to the Parliamentary Joint Committee inquiring into the issue of pay parking around the parliamentary precinct. For him to say that there is an 'effective' bus service in operation and that people just need to be 'educated' about it is utter rubbish. For example for someone who lives in Belconnen just to get to the Mall from near the John Gorton Building (route 34) takes over one hour!! Then there is the trip to your home. This bus takes in the ANU and Canberra University just to mention a couple of stops. People who are working at Parkes are not going to stop using their cars and use public transport unless there is a good incentive. Making our trip to work at least twice as long is not an incentive! Maybe the CEO of Action has a wife who does the shopping and he doesn't have to do errands either at lunch time or after work. Also we don't have to stand in the freezing cold waiting for our cars to turn up in winter and we don't have to walk home in the blistering heat. Give us incentives like cheap travel and quick and efficient service and better public relations than he is obviously able to.



**Miletic, Daniel (REPS)**

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**From:** Bob.Blazey@affa.gov.au  
**Sent:** Monday, 18 August 2003 10:57 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Paid Parking - Parliamentary Triangle

It is clear that development in the Parliamentary Triangle has been occurring without adequate service planning and that sweetheart deals of the DFAT parking arrangement kind have taken place behind closed doors.

Look forward to your report on who is responsible and an equitable approach for all those who commute to this area. Any payment to be directly related to services provided.

Bob Blazey  
Plant Breeder's Rights Office  
Ph: 02 6272 4173 Fax: 02 6272 3650  
Email bob.blazey@affa.gov.au

Explore the PBR webpage at [www.affa.gov.au/pbr](http://www.affa.gov.au/pbr)



**Miletic, Daniel (REPS)**

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**From:** Matt.Gleeson@affa.gov.au  
**Sent:** Monday, 18 August 2003 10:55 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Parliamentary Precinct Parking

To joint parliamentary committee

There was once adequate parking but now the office space has increased and the car parks have been built upon. The planners have created this problem for which parking meters and more inspectors is a misdirected mindless use of resources.

Workers with family responsibilities are already handicapped in the early morning race to the rare and endangered car parks which exist. Childcare and after school sporting engagements mean that buses aren't a realistic option. Introducing pay parking is unlikely to assist this disadvantaged group. Unless we can change the culture and work from home, the planners need to be compelled to show where the building car parks are to be constructed.

Thank you,

Edmund Barton Building worker.





**Miletic, Daniel (REPS)**

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**From:** Margaret Considine [Margaret.Considine@ea.gov.au]  
**Sent:** Monday, 18 August 2003 10:54 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Possibility of paid parking in Barton.



TEXT.htm (1 KB)

I wish to endorse the CPSU concerns regarding the potential introduced parking in Barton. I have a family and my return to the workforce is related to my ability to juggle work/family. To do this successfully I need daily access to transport by car. Introduced paid parking would represent a large change in my working conditions.

Regards,

Margaret Considine

Margaret Considine  
Wildlife Officer  
Wildlife Conservation Status, Environment Australia

Ph: 02 6274 2284  
Fax: 02 6274 2455  
email: margaret.considine@ea.gov.au



**Miletic, Daniel (REPS)**

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**From:** Aaron.Tyndall@aqis.gov.au  
**Sent:** Monday, 18 August 2003 10:45 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay parking proposal

To whom it may concern

I would like to voice my disapproval at the suggested pay parking for the Barton area. With all the developments at the landmark and St Mark's centre, car spaces are very limited at best.

I believe once the Landmark is finished being built 30 to 40 car spaces will be freed up from workers there. Please do not introduce pay parking, it would be a disgrace.

Regards

Aaron Tyndall



**Miletic, Daniel (REPS)**

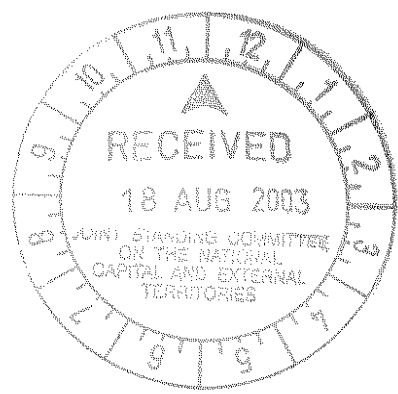
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**From:** Mary.Bomford@brs.gov.au  
**Sent:** Monday, 18 August 2003 10:40 AM  
**To:** Committee, NCET (REPS)  
**Subject:** pay parking Barton

Please add my name to your list of those objecting to the introduction of pay parking in Barton. This area is not a commercial retail centre and I do not consider the introduction of pay parking to be reasonable.

I live in Fraser and work in Barton. Catching Action buses is not an option for me because buses don't run when I need them, and even if they did, travel time would be far too long. If pay parking is introduced, I will put my bicycle in my car, drive to the nearest free parking area (probably residential streets) and ride from there to work - causing more road congestion, adding nothing to ACT revenue, and wasting my time (ie, time when I would otherwise be doing unpaid overtime).

Mary Bomford

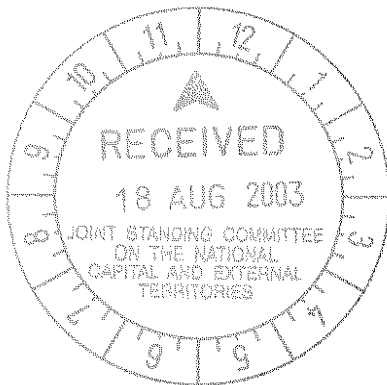


**Miletic, Daniel (REPS)**

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**From:** Timothy.Brinkley@brs.gov.au  
**Sent:** Monday, 18 August 2003 10:37 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay parking in Barton

I too am against the notion of having pay parking in the Barton area. The primary reason for not supporting this idea is that the Parliamentary triangle is severely under serviced (things such as: a post office, banks, shopping, child care, etc). For people such as myself, with a young family, I cannot imagine how difficult it would be to organise child care and a lengthy commute to work via the 'inadequate' public transport system. I would therefore be forced to pay parking costs on top of the other costs associated with child care and accessing essential services. Regards,  
T. Brinkley



**Miletic, Daniel (REPS)**

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**From:** Graeme Marshall [Graeme.Marshall@ea.gov.au]  
**Sent:** Monday, 1 September 2003 8:50 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Parking in the parliamentary Triangle

Dear Chair

Thank you for the opportunity to comment on this matter. Perhaps in conflict with the majority of submissions you may have received from Commonwealth employees within the Triangle, I am strongly in favour of paid parking.

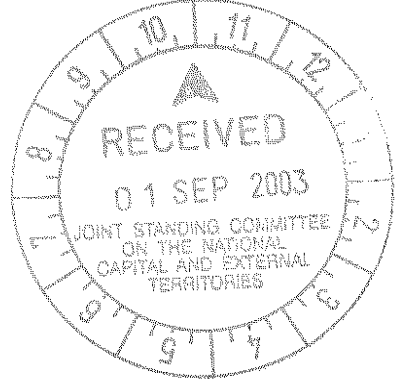
The present situation is quite unsatisfactory because it seems that parking regulations of any type are not being enforced. The areas around the John Gorton Building look like Delhi bazaars, with cars parked on footpaths, compacting soil around heritage treescapes and blocking access ways, making both foot and vehicle traffic hazardous.

As it seems no one is willing to tackle what is little more than vandalism of the Triangle's values, where cars are seemingly more important than the concepts of good planning, I see little alternative to paid parking to regulate an unedifying mess.

The additional bonus would be extra patronage on Action services (quite excellent really, considering the Triangle is a bit of a black hole for it at present).

For your consideration

Graeme Marshall  
Director Clean Fuels  
Environment Standards Branch  
Department of the Environment and Heritage  
+61 (0)2 6274 1581 (ph)  
+61 (0)2 6274 1172 (fax)



**Miletic, Daniel (REPS)**

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**From:** Carolyn Gresele [Carolyn.Gresele@ea.gov.au]  
**Sent:** Monday, 1 September 2003 9:31 AM  
**To:** Committee, NCET (REPS)  
**Subject:** re pay parking in the Parliamentary Triangle

To whom it may concern

I have been working in the Parliamentary Triangle (John Gorton Building) for 3 years and fully support the introduction of pay parking. For the record, I currently drive to work, but car-pool with another person. The number of cars and the manner in which people park on any available space, be it public 'green space', car parks or roadside, is an absolute eyesore. around our building.

I would, however, encourage the funds raised from the pay parking to be used to improve the bus services in the triangle and/or to provide regular shuttle bus services to the major bus routes (such as the city-link on Adelaide avenue). I was a regular bus user when I worked in the city but took to driving again when I moved into the Parliamentary Triangle, as the services are infrequent and are very indirect hence increase commuting time significantly.

Carolyn Gresele  
6274 2026



**Miletic, Daniel (REPS)**

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**From:** Libby Amiel [Libby.Amiel@ea.gov.au]  
**Sent:** Monday, 1 September 2003 10:53 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay parking in the Parliamentary triangle.



Doc2.doc (30 KB)

Libby Amiel  
Government Partnerships  
  
Phone 02 6274 1096  
Fax 02 6274 1858  
Email libby.amiel@ea.gov.au



Until recently I worked for 4 1/2 years in Civic. I parked my car 2.5 kms from my office! I attended all work related meetings by taxi. My then employer had to provide me and at least half my colleagues across the Department with a credit card to pay taxi fares and process the bills and the card membership fees.

In return I was compensated for the parking inconvenience with ready access to a full range of facilities and services.

In Barton, I park my car 750 meters away from the office, but if I want so little as a postage stamp, I have to leave Barton and go to Kingston, Manuka or Civic at lunchtime to acquire it. I cannot use banking facilities, buy a newspaper, buy petrol or post a letter. More importantly I cannot catch a direct bus here in the morning nor can I easily access public transport to take me to places where I can conduct business at lunchtime. And returning home after 6 pm by bus is really a joke and requires me to undertake behaviour that is regarded as showing insufficient care for my personal safety.

Meanwhile the department expects me to be highly flexible about start and finish times each day and relies on that flexibility to get its work done.

If parking charges are introduced, three things will happen.

1. The NCA will have to provide more parking. If tourists are going to be charged to park they will have to have somewhere to park and will expect it to be close to the national institution they want to visit. The current level of parking in the area will go down so marginally. But the complaints from tourists will go up. The result will be more parking will have to be provided. Interestingly enough, when I have been taking guests on the tourist tour of the national capital I have not found parking a particular problem in the Parliamentary Triangle.
2. The Revenue from parking will presumably go to the NCA. But what will it be applied to? As a payment from the NCA to ACTION for better service? I doubt it, because that would blow the gaff on the argument being presented to the Committee. As a payment to departments to compensate increased taxi usage? Again I doubt that, because it would also blow the gaff on the ease of transport connection argument. For more inexplicable digging up and relaying of footpaths and the hideous women's suffrage memorial? Very probable.
3. Departments will face higher wage demands to take account of the cost of parking. Some of them will seek compensation from the NCA, and presumably not get it. Others will play accounting games that further reduce financial transparency in order to make some acknowledgement of the new costs to staff. But the cost is an extraordinarily dubious accounting exercise.

As an aside, will parking fees be introduced at Russell? I doubt it as the Armed force personnel would be able to claim compensation and the civilians wouldn't. But there is more justification to introduce them as Defence already runs a shuttle bus system.





**Miletic, Daniel (REPS)**

**From:** JoAnne Beath [JoAnne.Beath@ea.gov.au]  
**Sent:** Monday, 1 September 2003 8:21 AM  
**To:** Committee, NCET (REPS)  
**Subject:** Pay Parking in the Parliamentary Zone



Dear Sir/Madam

I wish to raise the following points in relation to Pay Parking in the Parliamentary Zone.

I work in the John Gorton Building, Parkes. I have 2 small children, I am responsible for collecting the children each day from school at 3.20pm - the use of ACTION buses is definitely not a option for me.

#### Parenting

Workers with children at childcare or school rely on their car to get to and from work via childcare and/or school. Public transport is not a real option for many such people such as people with children at childcare or school rely on their car to get to and from work via childcare and/or school. Public transport is not a real option for many such people - including myself.

#### Paid Parking will increase salary pressures

The increase in cost to employees is likely to be reflected in a higher salary claim the next time wages are negotiated in the Certified Agreement process. Provisions already exist for compensation in the Certified Agreement of some departments.

#### Working hours

Flexible working hours provide significant benefits to both employer and employee. Reliance on public transport reduces employee travel options to narrow 'windows of opportunity' dictated by Action timetables, regardless of the inconvenience to both employer and employee.

#### Executive Level Staff

EL staff currently work "reasonable hours", usually in excess of the contracted time of 7.21 per day. The additional hours are rarely compensated; reliance on using buses will remove the flexibility of EL staff to work the unpaid overtime reducing the "free" labour currently enjoyed by the employer, predominantly the Government.

#### Safety

Use of public transport at night presents a real problem to some employees arriving at darkened bus interchanges and at bus stops in the suburbs.

#### Health

A forced increase use of buses by employees would most likely result in more illness afflicting employees and an increase in the amount of sick leave taken, and disadvantage the employer by reduced productivity particularly in winter.

#### Revenue

NCA will benefit from a large unspecified revenue windfall for which it has no determined purpose.

#### Facilities

There are no facilities located in the Parliamentary Triangle to conduct basic business such as banking or obtaining Medicare claim forms etc unlike offices located at major town centres such as Woden and Belconnen. Shopping facilities are non-existent and food services facilities are minimal. Reasonable access to these facilities requires access to efficient and flexible transport arrangements that cannot readily be met by existing public transport means.

#### Education

CEO of ACTION Buses testified to the committee that there is an effective public transport system in operation and that all that was needed was education in how to use it. The CEO did not mention that he has a government paid car as part of his salary package and that he uses it, not ACTION buses. Says a lot about the education level of some public officials.

NCA Revenue

Uncommitted revenue from the parking should be dedicated to compensating employees forced to pay parking fees, or to the provision of shuttle buses services to local town centres.

Use of own car to attend meetings

Staff often rely on their own car to attend to departmental business away from the Department. This provides benefits in terms of staff time and reduced call on taxi fares.

Please contact me if you wish to discuss any aspect of this email.

With thanks

Jo Beath  
Department of the Environment and Heritage

Ph 62741603

**Miletic, Daniel (REPS)**

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**From:** Ivan Haskovec [Ivan.Haskovec@ea.gov.au]  
**Sent:** Wednesday, 3 September 2003 2:32 PM  
**To:** Committee, NCET (REPS)  
**Subject:** Parking fees in Parkes

Dear Sir

I wish to object to the introduction of parking fees in Parkes. The fees would be nothing but an attempt to derive more money from Public Servants who have to work there. There is no evidence whatsoever that the fees have changed situation anywhere it has been introduced. With the chaotic, substandard and overcrowded parking in Parkes and Barton as it is, an introduction of fees would be rather offensive insult to anyone working there. Ivan Haskovec

