

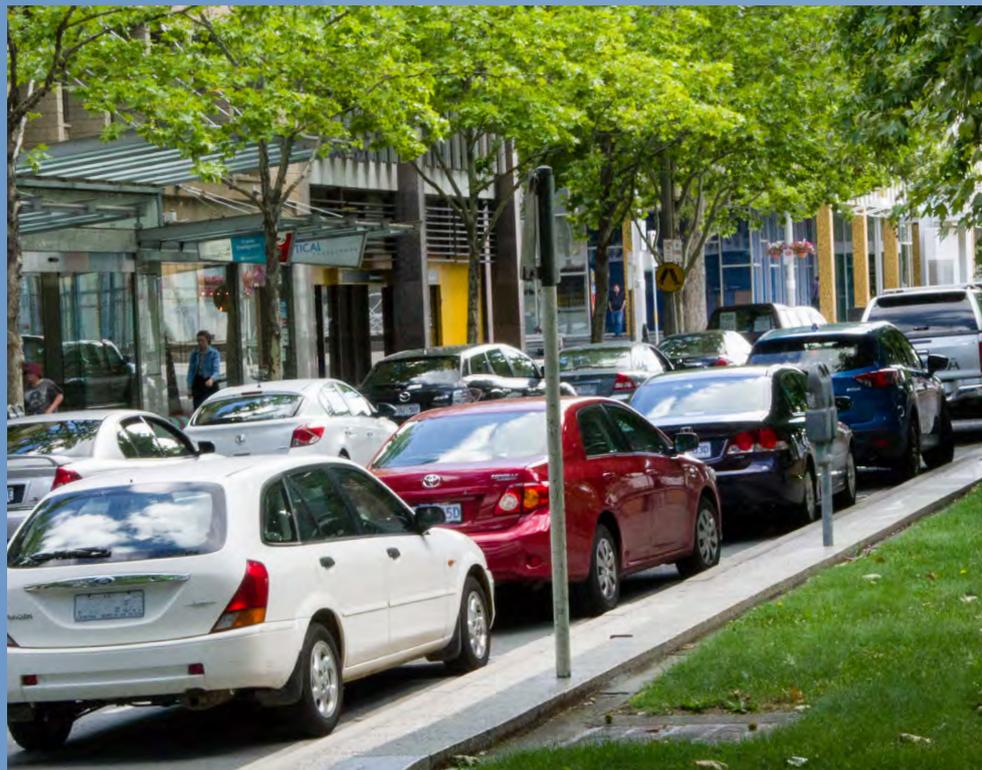


ACT
Government

BUILDING AN INTEGRATED TRANSPORT NETWORK

PARKING

The ACT Government's parking action plan, Building an Integrated Transport Network – Parking, is designed to make parking more accessible by improving the availability of different types of parking to support different needs, aligning short-term parking to better support access to businesses and services, and making parking easier to locate.



WHY IS PARKING IMPORTANT?

Canberrans have the highest car dependency and travel further in their cars than residents in any other Australia capital cities. With a high degree of certainty about finding a park at or close to any destination, and low city parking prices we have historically enjoyed a parking environment that is the envy of people in the larger capital cities. While the government recognises the need to encourage people to use a range of transport modes to get to work and move around the city, it acknowledges that the car will continue to meet the travel needs of a large number of Canberrans and that parking supply and demand needs to be better managed if we are to maintain the viability of our employment, education, entertainment, sporting, leisure and other activity centres.



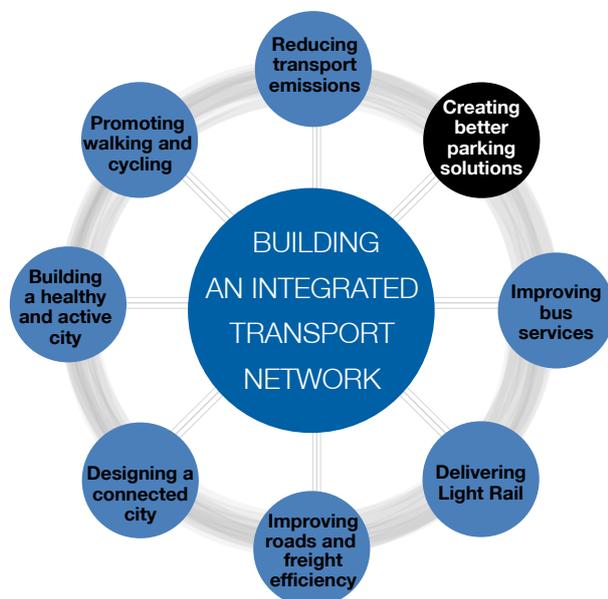
The ACT Government sees parking as an important element in the growth and vitality of Canberra. As with public transport and active travel, parking facilitates the movement of people to workplaces, commercial activities, education, hospital and medical precincts and sporting, recreation and entertainment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



INTEGRATED TRANSPORT NETWORK

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

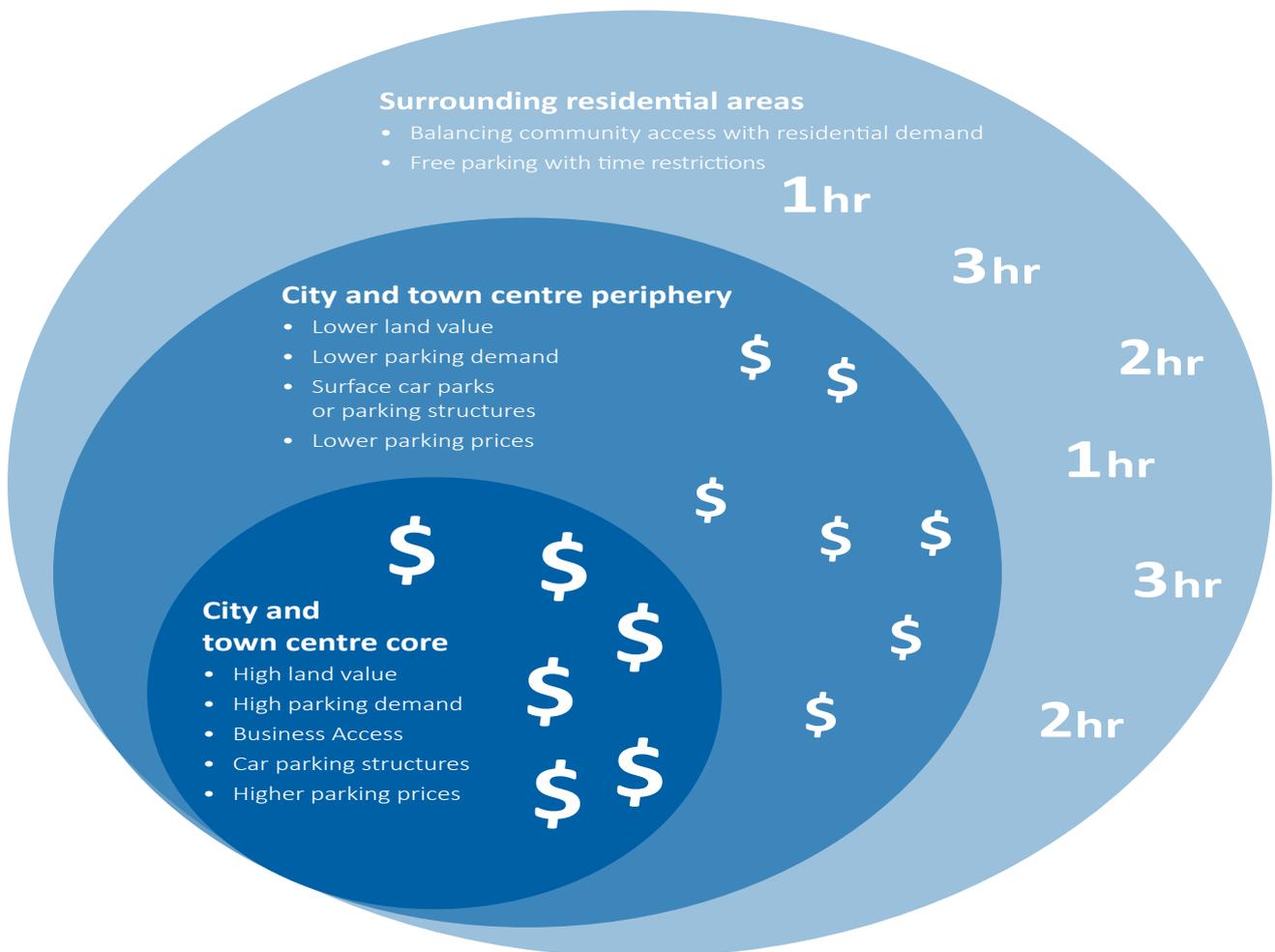
Parking is critical in building an integrated transport network for Canberra. This network includes all transport modes and is part of delivering key government policies including Transport for Canberra, the ACT Planning Strategy and Action Plan 2 (ACT Climate Change Strategy), the City Plan and other master plans, ACT Climate Change Strategy and Action Plan, and Healthy Weight Action Plan.



PARKING IN AND AROUND CENTRES

Many of the community's parking concerns relate to parking in and around commercial centres, particularly town and group centres where parking demand is highest. In allocating parking for commercial centres, priority is normally given to the provision of short-stay and customer parking, close to the commercial activities. This is complemented by parking for traders, suppliers and deliveries. Employee parking is a lower priority, and is generally available in any surplus on-site parking or in nearby public car parks.

Parking fees and demand management differ between the core and periphery of centres and the surrounding residential areas. This reflects different levels of demand, land value and types of users. Parking fees are generally higher within a 10 minute walk of the core of a centre. Lower parking fees in the periphery create opportunities for people to build a healthy walk into their daily commute. As we move further out from centres into surrounding residential areas, parking demand for on-street spaces is often managed through free time limited parking.

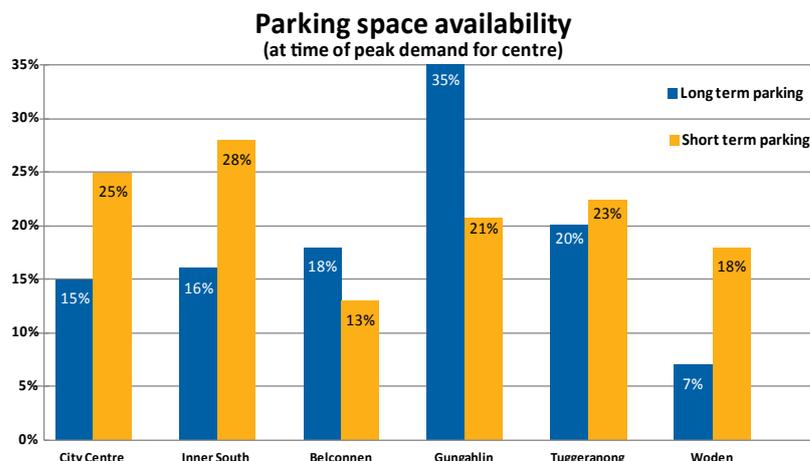


Parking fees and demand management differ between the core, periphery and in residential areas around centres



PARKING SURVEY RESULTS

Parking surveys conducted in the major centres during 2014 measured the supply and demand for publicly accessible government and private parking. This graph shows the demand for parking is high across these centres and that the trend of rising levels of parking utilisation is continuing and the use of carparks is continuing to increase. Occupancy levels above 85% require management of parking supply and demand to encourage turnover and deter overstaying.



PARKING POLICY AND ACTIONS

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

The Parking Action Plan includes a detailed implementation plan which 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.

Policies	Actions
Understand parking demand	<ul style="list-style-type: none"> As well as regularly monitoring parking demand new ticket machines with credit card and other smarter payment systems will continue to replace older technology.
Improve parking efficiency	<ul style="list-style-type: none"> Free surface parking in the city and town centres will continue to diminish and be replaced with pay parking. In allocating parking, priority will be given to short-stay parking, particularly close to commercial activities or destinations that attract significant customers or casual users. This parking will include provision of mobility, taxi, loading and other priority parking requirements. Long-stay/commuter parking will increasingly be moved to the periphery of the city centre and town centres to free capacity for short-stay parking and obtain better value for the land. Surface carparks will increasingly be replaced by carpark structures, with the government identifying sites for future facilities through the preparation of master plans.
Manage parking demand	<ul style="list-style-type: none"> Parking capacity, pricing and time limits will ration demand in high demand areas such that some users will opt for alternative modes such as public transport and active travel (for example, walking or riding a bike). Better communication about parking fees and harmonisation across centres will also be progressed. Residents who choose the flexibility and lifestyle of high-density residential developments will not be provided with access to scarce on-street public parking beyond posted time limits/restrictions.
Manage parking supply	<ul style="list-style-type: none"> Technology will be used to better manage the supply of parking and to better inform and guide motorists to fit-for-purpose parking. Opportunities for additional Park and Ride facilities will be considered in the context of existing transport and land uses at centres and targeted at people who are not able to access the frequent network by walking, cycling or feeder bus service. Parking options at ACT schools will support safe school environments and increased active travel to school.