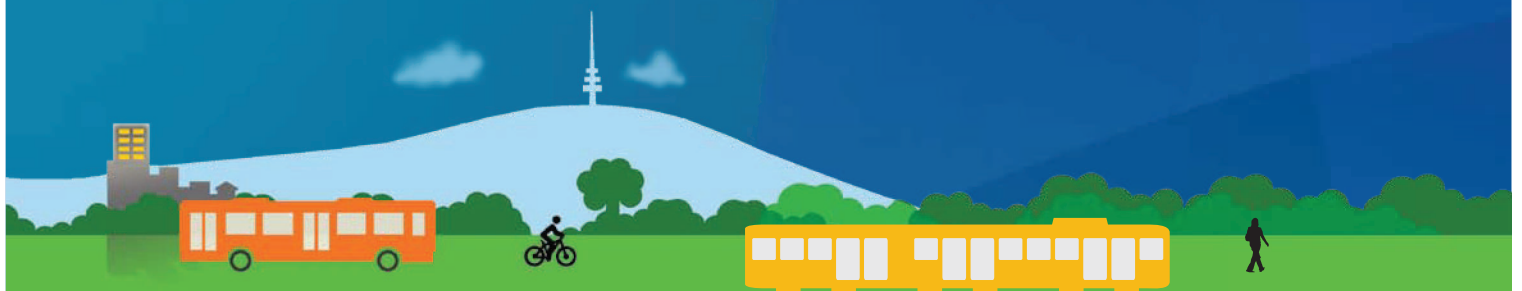


# 4.

## ROADS, PARKING, VEHICLES AND FREIGHT



## 4. ROADS, PARKING, VEHICLES AND FREIGHT

### Road transport objectives

- Create efficient ring road options for car and freight traffic that integrate with central road corridors designed for public transport.
- Create a safer transport system that minimises the risk of crashes through smart traffic management systems, traveller information and safer transport infrastructure, with a focus on people.
- Strategically manage parking demand to encourage sustainable transport choices while ensuring equity and efficiency in supply.
- Reduce emissions from road transport through more efficient vehicles and infrastructure.

A transport system can only function effectively and efficiently if it is supported by a strategically designed road network designed for all modes of public and private transport. Our road network needs to continue to connect people, goods and services efficiently.

The Territory's excellent road network comprises efficient ring road and arterial options for motorcycle, car and freight traffic, with corridors like Northbourne Avenue allowing for direct and rapid bus travel along central spines.

Transport for Canberra will involve ongoing investments in genuinely sustainable transport infrastructure projects, delivering improvements right across the system—for pedestrians, bike riders, bus users, motorcyclists and drivers. Improved data collection and modelling and analysis capability will ensure future transport planning is based on robust and accurate information and sound analysis.

### 4.1 Congestion and the ACT's road network

Traffic congestion occurs when travel demand is greater than the capacity, or supply, of available road space. In other words, too many people try to drive on a specific section of road at the same time. Congestion results in slow driving speeds, longer trip times, reduced travel time reliability and increased queueing and delays.

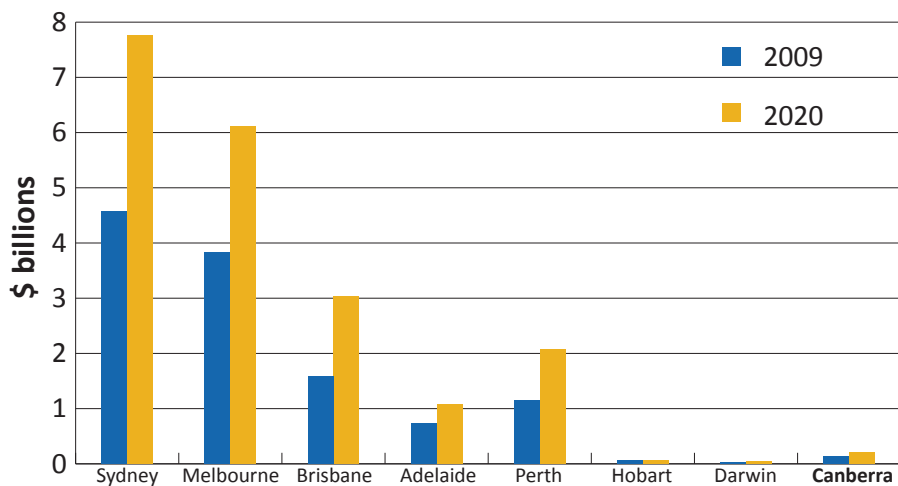
Canberra is still one of the most highly car accessible cities in Australia, with the highest average travel speeds and lowest level of congestion of major Australian cities. Population growth and traffic congestion are closely correlated, with congestion growing at a faster rate. Each household owns a car, or two, even though household size is declining. By 2030 it is estimated that nearly 200km of our roads will have a volume versus capacity ratio of more than 0.9, meaning greater traffic congestion, longer travel times, less productive work hours and health risks associated with less physical activity and the stress of commuting.

The Bureau of Infrastructure, Transport and Regional Economics estimated the social costs of congestion in Canberra in 2007 to be about \$0.11 billion, potentially rising to \$0.2 billion by 2020 (see Figure 10). These social costs comprised private time costs, business time costs, extra vehicle operating costs and extra air pollution costs.<sup>33</sup> Reducing traffic on congested roads by as little as 5% frees up capacity enough to enable more car movements along the road.<sup>34</sup>

To meet our mode shift targets and manage congestion, we need to manage our roads in the context of the whole transport system—by maintaining a safe, accessible and efficient road network while also managing parking and reducing emissions from private and public vehicles.

The ACT has road assets of more than 6300 lane kilometres. The average age of our road pavements is 28 years. Many roads are now reaching an age where increased frequency of maintenance is required. As vehicle volumes increase in the future (particularly the projected increases in heavy vehicles), the pressure on our road pavements will also increase.

**FIGURE 10: ESTIMATED GROWTH IN AVOIDABLE COSTS OF CONGESTION <sup>35</sup>**



Over the next 20 years there are several developments planned, or under discussion, that will increase the demand on Canberra’s road network. A significant proportion of these developments are located close to the metropolitan area. They will impact on the major transport corridors between the proposed district of Molonglo Valley and the Canberra airport/New South Wales border. Traffic modelling has identified consistent growth in traffic on Parkes Way, Morshead Drive, Pialligo Avenue, Monaro–Majura Road corridor and Cotter Road west of Tuggeranong Parkway. The construction of the Majura Parkway and new developments in Gungahlin, the Majura Valley and Queanbeyan will generate additional traffic on Monaro Highway, Morshead Drive and Pialligo Avenue. The travel demand management approach of Transport for Canberra means we will consider all transport modes as we respond to and manage this congestion.

Priorities for managing the road network include:

- completing key road infrastructure, improving capacity and maintaining our road assets
- incident management through upgrading our technology platforms including monitoring cameras and an ACT traffic control centre

- further development of traffic signals coordination, including exploring pedestrian and cyclist wait times
- providing better information to the travelling public including measurement of travel times and an integrated journey planner
- road safety programs including developing safe roads and roadsides
- ongoing road maintenance funding.

## 4.2 Parking

Managing parking is part of planning for and delivering a sustainable and integrated transport system for Canberra. Parking demand in Canberra can be managed to achieve a better balance between the various modes of transport.

The ACT Government’s new parking policy approach will include:

- regular release and implementation of parking plans for the city and each town centre to manage parking demand in relation to the land release program and changing developments in the major centres
- implementation of a parking pricing and management regime to encourage greater use of sustainable modes of transport



**TABLE 7: STRATEGIC PARKING FRAMEWORK FOR CANBERRA**

	<b>Strategic approach</b>	<b>In practice</b>
<b>Supply</b>	<ul style="list-style-type: none"> <li>• A conscious shift from predicting growth and providing for it to managing demand and improving the efficiency of the existing transport system.</li> <li>• Reduce provision rates for some motor vehicle parking uses in line with land use and transport planning.</li> <li>• Improve level of motor vehicle parking for people with disabilities.</li> <li>• Improve parking supply for two wheeled vehicles – bicycles, motorcycles and scooters.</li> </ul>	<p>Motor vehicle parking provision rates will be reduced in areas of higher density where other transport options (public transport, walking and cycling) are available.</p> <p>The Parking and Vehicular Access General Code will be amended to allow developers of residential development in the City and town centres the discretion to provide parking in accordance with market demand including the option to reduce parking or provide no parking.</p> <p>Parking for people with disabilities will be improved to ensure people with mobility restrictions are able to park easily and ensure priority parking and drop off points are safe, sufficient and conveniently located.</p>
<b>Parliamentary Zone</b>	<ul style="list-style-type: none"> <li>• Work with the NCA and Commonwealth departments to progress pay parking in the Parliamentary Zone.</li> </ul>	<p>The ACT will continue to participate on the intergovernmental working group on parking in the Parliamentary Triangle zone.</p> <p>Promotion of alternative transport options in the zone will also help manage motor vehicle parking demand.</p>
<b>Pricing</b>	<ul style="list-style-type: none"> <li>• Manage and monitor motor vehicle parking pricing to encourage greater private sector involvement in parking provision, and to influence transport mode choice in line with the City Area Plan and Transport for Canberra.</li> </ul>	<p>Install new parking meters that accept credit cards and other payment methods in ACT Government carparks and on-street parking areas.</p> <p>Pricing of government provided motor vehicle parking will, over time, increase to a level that encourages private sector investment in parking facilities.</p>
<b>Management</b>	<ul style="list-style-type: none"> <li>• Provide more flexible motor vehicle parking options for parents and carers.</li> <li>• Investigate and introduce parking information and guidance systems.</li> <li>• Prioritise short stay over long stay motor vehicle parking to encourage high parking turnover to support businesses.</li> </ul>	<p>Approximately 9% of drivers drive children to school.<sup>36</sup> Parking spaces will be reserved in the city and town centres after 9.30am to provide more flexible options for working parents and carers.</p> <p>Smart parking guidance systems will be introduced progressively to improve access to motor vehicle parking.</p> <p>Open up opportunities for multi use of car parks.</p>
<b>Offset fund</b>	<ul style="list-style-type: none"> <li>• Introduce a parking offset fund for the city area into which developers can contribute when parking cannot be provided at the required rate.</li> </ul>	<p>The offset fund may be used to construct new motor vehicle car parks, improve access and amenity of car parks (e.g. lighting and paths) or provide alternative transport options (e.g. public transport). The offset fund will be introduced by 2013 following industry and community consultation.</p>
<b>Locational planning</b>	<ul style="list-style-type: none"> <li>• Manage motor vehicle parking demand in line with land supply, planning and policy objectives.</li> </ul>	<p>Parking plans for the City and each town centre will identify government owned car parks and set out policies for the replacement of parking when they are sold for development. This may involve full, partial or increased provision of publicly available parking depending on the circumstance.</p>

- a parking offset fund that will allow developers who are unable to provide parking at the required rate due to geotechnical or other site constraints, to pay into a fund instead; the fund may be used to construct alternative parking near the development or, if this is not viable, to otherwise address the transport demand arising from the development. Details of the parking offset fund will be released for industry and community comment before its finalisation in 2013
- continuing to maintain at least a 30% level of Territory ownership or management of public parking
- review parking requirements for people with disabilities to ensure people with mobility restrictions are able to park easily
- increasing the provision of parking for motorcycles in appropriate locations.

As government policies and actions in Transport for Canberra provide viable alternatives for an increasing proportion of travellers, the government will slow the rate at which it provides parking in major work destinations like Canberra City. Table 7 sets out the Strategic Parking Framework for Canberra.

### 4.3 Safe, fuel efficient and low carbon vehicles

Private vehicles (including motorcycles, freight transport and public and private fleets) need to be safe, fuel efficient and low carbon to meet our social, economic and environmental needs as we respond to our emissions reduction targets and plan for future pressure on fossil fuel supplies. The Commonwealth Government has committed to mandatory greenhouse gas emissions standards for the light vehicle fleet by 2014, which will lower the overall emissions impact of the fleet.



### Low emission vehicles

Emissions from passenger vehicles make up a significant proportion of the ACT's transport sector greenhouse gas emissions. Modelling to support the ACT's new climate change action plan suggests that reducing the emissions from our private and public vehicles fleets has potential to be a cost effective way to help meet our short term (2020) emissions reductions targets (in addition to meeting our mode share goals).<sup>37</sup>

The ACT remains the only jurisdiction to have a motor vehicle stamp duty based on environmental performance—the Green Vehicles Duty Scheme. The scheme prices stamp duty according to a combination of greenhouse gas and particulate emissions, recorded objectively on the Commonwealth Green Vehicle Guide. The scheme is revenue neutral, with the best environmentally performing vehicles attracting a discount (or paying no duty) and the worst environmentally performing vehicles paying higher duty rates. A review of the duty scheme will be completed in 2013 and will consider amendments to the scheme to increase the incentives towards 'best in class' green vehicle purchasing.

The government will explore ways to encourage a faster transition to a lower emission vehicle fleet and release a low emission vehicle strategy by June 2013. This will include possible incentives such as low emission vehicle priority parking, pricing and promotion.



It will consider the implications of the market growth for electric and other emerging vehicle technologies, national developments in reducing vehicle emissions, vehicle safety, and emissions from ACT public transport vehicles.

Another positive development in coming years is the advent of commercially produced electric vehicles and the ACT Government is considering the adoption of electric vehicles into its own fleet to lead by example.

### **ACT Government fleet**

Greener fleet management policies are already in place in the ACT, supported by electronic log books, the rollout of carpooling software across the ACT public service and the start of a rolling workplace travel plan program in the ACT public service under the Carbon Neutral ACT Government Framework.

The government is also updating its fleet purchasing policy to require the purchase of the lowest emitting, most efficient, safest and most cost effective vehicle that meets organisational needs.

## **4.4 Freight**

A 2007 BITRE report estimates total interstate freight from NSW to the ACT was 720 million tkm in 2007, forecast to rise to 1014 million tkm in 2017.<sup>38</sup>

Most of the ACT heavy vehicle fleet (about 3,000 in total, including 484 ACTION buses) is made up of smaller heavy vehicles performing local tasks on local roads.

National freight is projected to double by 2020. The completion of Majura Parkway will be an important link to the national freight network and will support more efficient freight movement within the Territory and to and from the surrounding region. Majura Parkway is a key link in the national freight network and, importantly, will also divert heavy traffic away from the inner north of Canberra.

The ACT will partner with the Commonwealth to develop freight

infrastructure that ensures productivity in the national freight industry for international competitiveness.

The ACT is a signatory to a number of national transport reforms that will require the adoption of, or adaptation of, infrastructure to new technological requirements such as bridge upgrades, intersection and road design and modification to street lights, traffic lights and signs. The road and bridge network will also need to be able to accommodate higher mass limited vehicles and performance based vehicles (i.e. larger trucks).

The Canberra Airport plays a major role in facilitating interstate and international passenger and freight movement. The Canberra Airport Master Plan indicates there will be a significant investment in aviation infrastructure, including a new integrated domestic and international terminal, runway, apron and taxiway upgrades, and improvements to the airport's aircraft navigation aids over the next ten years.

The Eastern Regional Transport Taskforce, comprising officials from both sides of the ACT/NSW (Queanbeyan) border, is considering the impacts of urban development and cross border transport demand on infrastructure and services with the aim of providing a seamless connection for freight and passenger movement.

The movement patterns of heavy vehicles within the ACT will be subject to further analysis in 2011–12 as the ACT develops its first freight strategy. The strategy will include infrastructure, modelling of freight patterns and growth, and links to the national freight network.

## **4.5 Road, parking, fleet and freight infrastructure**

Canberra's arterial road network is very well developed, with only a few new connections planned for passenger vehicles. Majura Parkway is a major freight corridor that will help divert

freight traffic directly to the industrial areas of Fyshwick and the airport. It will also provide an important link from Gungahlin to employment destinations to the city's east. Majura Parkway is unlikely to have a role as a public transport corridor (other than High Speed Rail) because the destinations it serves are either heavy-vehicle focussed or have largely peak passenger demand that can be served by peak express (Xpresso) services or the coverage service.

The main strategic areas for development between now and 2016 include the east–west corridor between Molonglo Valley in the west and Queanbeyan in the east, the two north–south peripheral arterials of Gungahlin Drive and Majura Parkway, and the trunk road, public transport and cycle and pedestrian routes through new developments at Gungahlin, Molonglo Valley and East Lake.

The north–east public transport corridor from Northbourne Avenue to Queanbeyan via Canberra Avenue, which was the subject of feasibility studies in 2010–11, will be a core transport partnership opportunity for the Commonwealth and ACT Government in the coming years. As the new development front moves to Molonglo Valley, east–west movement between Molonglo Valley and Queanbeyan via mass public transport and road connections will be strengthened to ensure efficient and effective passenger movement between growth areas, employment locations and other destinations.

The Government will install new parking meters that accept credit cards and other payment methods in ACT government carparks and on-street parking areas, providing more flexible payment options and allowing better management of parking through more accurate data collection.

The map at Appendix B shows the public transport corridors and the main arterial and parkway road network. It highlights the Transport for Canberra

approach to managing travel demand: ring road options for car and freight traffic, and central rapid corridors for public transport priority. The maps at Appendix C show the possible growth of transport infrastructure across the city to 2031, subject to annual budget decision making.

## 4.6 Safety

The ACT has a good road safety record in comparison to other parts of Australia. The ACT has the benefit of an established and well designed road system. While 2011 had the lowest number of road fatalities (six) for 50 years, there is no room for complacency. Each year an average of 14 people are killed and 565 injured on ACT roads.<sup>39</sup>

A new ACT Road Safety Strategy 2011–2020 and ACT Road Safety Action Plan 2011–2013 were released in November 2011. The strategy is influenced by the Swedish Government's 'Vision Zero' policy, which ultimately aims for no deaths or serious injuries within the road transport system. These documents also acknowledge the important linkages between road safety and sustainable and active travel policy and planning.

A greater focus on road safety will be needed with a greater number of vulnerable road users, such as more people riding bicycles or walking. This includes powered two wheel vehicle riders, who face a fatal crash risk about 30 times higher than car occupants.<sup>40</sup>

A range of measures will be progressed under the strategy and action plan to address road safety issues, including those related to vulnerable road users. These will include implementation of best practice road safety engineering programs, development of an ACT Road Safety Education Strategy, targeted awareness campaigns, and best practice traffic enforcement measures.<sup>41</sup>



*...Transport for Canberra will invest in genuinely sustainable transport infrastructure, delivering improvements right across the system—for pedestrians, bike riders, bus users, motorcyclists and drivers.*

## 4.7 Road transport and fleet actions

### **ACTION 24**

Complete Majura Parkway and road connections for new developments, manage capacity on the road network, and maintain and upgrade the Territory's road assets.

### **ACTION 25**

Implement the Strategic Parking Framework in Transport for Canberra.

### **ACTION 26**

Release a low emission vehicle strategy by June 2013, including an evaluation of the Green Vehicles Duty Scheme to identify how it could better encourage the purchase of lower emissions vehicles including electric vehicles.

### **ACTION 27**

Develop and release an ACT freight strategy.

### **ACTION 28**

Complete an ACT Government sustainable fleet strategy by 2013.