

Australian Capital Territory

Road Transport (General) (Pay Parking Area Fees) Determination 2019

Disallowable instrument DI2019–182

made under the

Road Transport (General) Act 1999, s 96 (Determination of fees, charges and other amounts)

EXPLANATORY STATEMENT

Section 96 of the *Road Transport (General) Act 1999* allows the Minister to determine fees, charges and other amounts payable under the ACT road transport legislation.

This determination sets the relevant parking fees for Territory-operated pay parking areas. Under the *Road Transport (Safety and Traffic Management) Regulation 2017* (the Regulation), pay parking areas are implemented through ticket parking schemes, which are established by the Road Transport Authority under section 35(1) of the Regulation.

Government's previous decision about annual increases to paid parking ends on 30 June 2019 and a new decision was made on 9 May 2019 for the 2019-20 year.

Overview

The disallowable instrument includes variable price increases rounded to the nearest whole dollar amount, where possible with default indexation of wage price index (WPI). WPI is 3% for the 2019-20 year. This annual fee increase framework was announced in the 2019-20 ACT Government Budget, to apply for four years 2019-20 to 2022-23. This decision balances the management of parking demand and pricing increases higher than WPI with cost of living pressures and impacts on lower income households.

In rounding the fees to whole dollar amounts, some pay parking areas will have lower maximum fees than in 2018-19, some will stay the same as in 2018-19, and most will have modest increases.

A review of pay parking to make the fee structure more straightforward and user friendly was supported as part of the fee increase decision. In previous years, rates varied per hour within each fee item, with increases for each hour until the maximum fee is reached. This disallowable instrument introduces flat hourly rates under each

item until the maximum fee for each item is reached. This will allow users to quickly estimate parking fees before payment.

The number of fee categories has been reduced from 15 to 10, by combining previous categories with similar fees and time restrictions. Four (4) multi-stay (or all-day) categories have been retained, short-stay parking has been reduced to five (5) categories, and additional after-hours rates have been included in one (1) category. The four multi-stay (unrestricted time) categories are as follows:

- Item 1: Multi-Stay Parking - Premium City Centre (MS01), with a maximum rate of \$18.00 and an hourly rate of \$3.00 per hour pro rata until the maximum amount is reached.
- Item 2: Multi-Stay Parking – Yarralumla (MS02), with a maximum rate of \$14.00 and an hourly rate of \$2.00 per hour pro rata until the maximum amount is reached.
- Item 3: Multi-Stay Parking - Other City Centre, Town Centre Premium (MS03), with a maximum rate of \$12.00 and an hourly rate of \$2.00 per hour pro rata until the maximum amount is reached.
- Item 4: Multi-Stay Parking - Other Town Centre, Group Centre (MS04), with a maximum rate of \$10.00 and an hourly rate of \$2.00 per hour pro rata until the maximum amount is reached.

The five short-stay categories are as follows:

- Item 5: Short-Stay Parking - Premium City Centre - 4 hours (SS01), with a maximum rate of \$16.00 and an hourly rate of \$4.00 per hour pro rata until the maximum amount is reached.
- Item 6: Short-Stay Parking - Other Centres - 4 hours (SS02), with a maximum rate of \$12.00 and an hourly rate of \$3.00 per hour pro rata until the maximum amount is reached.
- Item 7: Short-Stay Parking - City, Town and Group Centres - 3 hours (SS03), with a maximum rate of \$10.00 and an hourly rate of \$3.00 per hour pro rata until the maximum amount is reached.
- Item 8: Short-Stay Parking - City, Town and Group Centres - 2 hours or less (SS04), with a maximum rate of \$6.00 and an hourly rate of \$3.00 per hour pro rata until the maximum amount is reached.
- Item 9: Short-Stay Parking - City, Town and Group Centre Parking - 30 minutes (SS05), with a maximum rate of \$1.00 per half hour pro rata until the maximum amount is reached.

The additional rates after-hours category is:

- Item 10: locations with additional rates after standard hours (AH01), with a maximum rate of \$6.00 and an hourly rate of \$2.00 per hour pro rata until the maximum amount is achieved.

Some pay parking areas have been moved to items with the same time restriction rather than being within an item of longer time restrictions. Descriptions of pay parking areas have been clarified and made consistent throughout the disallowable instrument. Due to the significant changes to categories and pay parking areas, this instrument does not include the previous fees. These fees can be found on the revoked *Road Transport (General) (Pay Parking Area Fees) Determination 2018 (No 2)* (DI2018-183) on the legislation register.

Pre-paid multi-day parking tickets

The fees for pre-paid multi-day parking tickets that are usable in multi-stay ticket parking areas are set out in Schedule 2. Following a more than a 50% decline in use of pre-paid parking tickets over four years, only the two most popular options for prepaid tickets, weekly and monthly, will be retained. These tickets will continue to represent savings of 5% and 6% respectively on the daily purchase price of tickets within their fee category, rounded to the nearest whole dollar after annual WPI indexation. Fortnightly, three-monthly, six-monthly and yearly pre-paid tickets have been discontinued.

CIT student pre-paid all-day parking tickets

The fee for CIT student pre-paid all-day parking tickets is in Schedule 3. CIT student pre-paid tickets are available to eligible CIT students. The ticket is usable in specific multi-stay ticket parking areas only as identified in Schedule 3. The fee for this permit has also increased by WPI and rounded to the nearest whole dollar amount.

Regulatory Impact Statement (RIS)

A RIS is not required for this fee determination due to section 36(1)(k) of the Legislation Act, which states that a RIS need not be prepared for an amendment of a fee consistent with announced government policy. Parking fees made by this instrument are consistent with the Government's policies to reduce the provision of free parking and encourage greater use of sustainable transport options.

Human Rights

The Standing Committee on Justice and Community Safety (Legislative Scrutiny Role) terms of reference require consideration of human rights impacts, among other matters. In this case, no human rights are impacted.