

Background

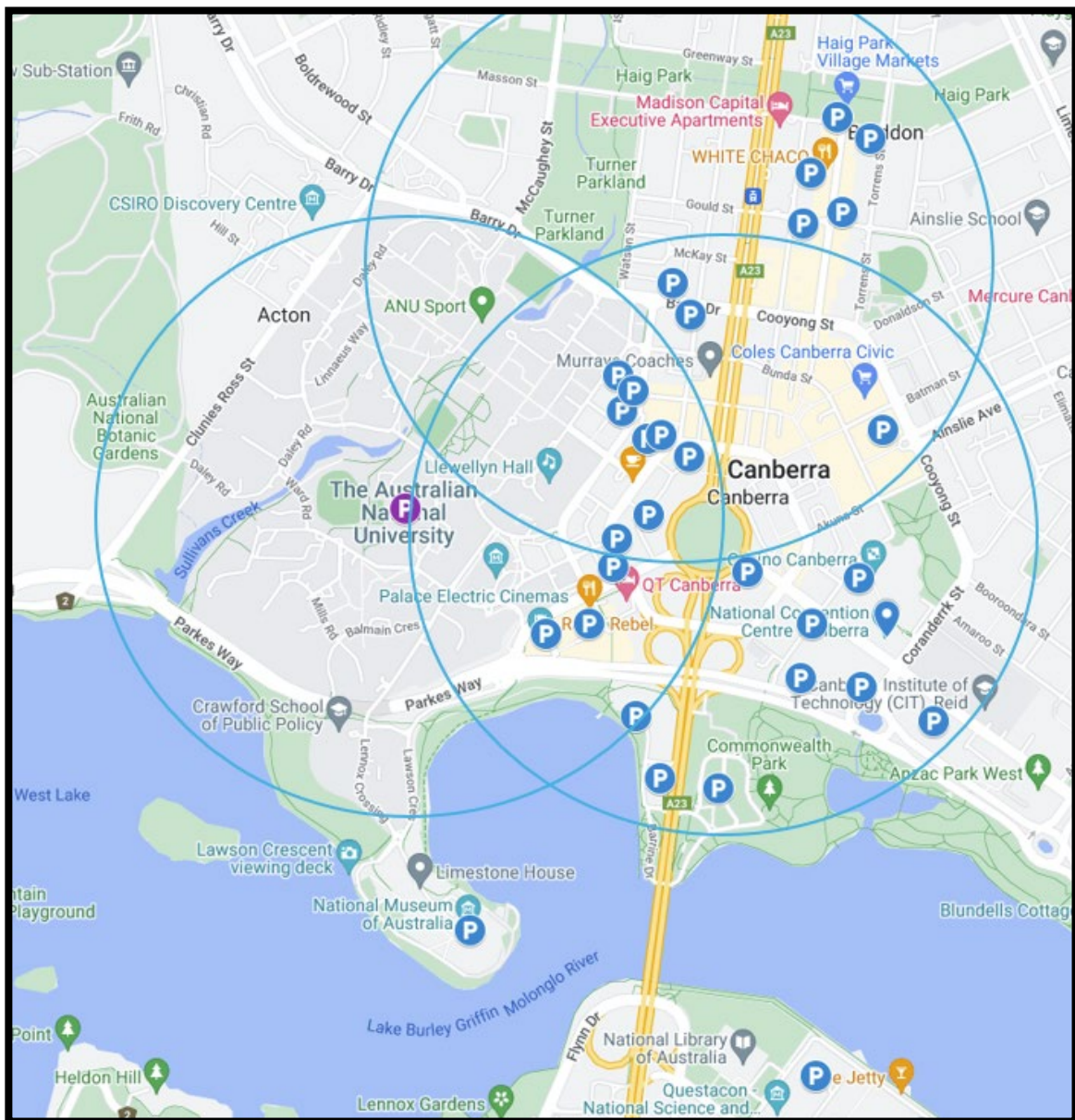
For many years, the parking situation at the ANU Acton Campus has been discussed at length. Demand for parking outweighs supply, which causes considerable frustration for users at the University, including staff, students, residents and visitors. There are 5467 total parking spaces on campus; 3046 spaces are dedicated to permits, PAYG, pay-and-display and motorcycles; 619 spaces in parking stations across campus, and the remaining 1802 are dedicated as authorised, residential, time-limited, disability, car share and loading zone spaces. The current parking delivery model at the ANU Acton Campus is made up of a combination of various parking space types and permit types, with staff and student permits and infringements managed through the ANU Parking Office.

Source: PAPER 4. ANU Parking Rate Options - For Decision

Market Rate Comparison June 2024

ANU is located with the CBD fringe of Canberra. There are 30 commercial parking options available within walking distance of ANU.

The below illustration identifies the locations, with the *blue rings* showing a 2 km radius. Generally, transport engineers accept that motivated parkers would walk up to 800m in the right (weather) conditions to their destination, making parking locations above Masson St to the north and across Northbourne Ave to the east, unlikely to be utilised by parkers visiting ANU Acton.



The 30 market locations surveys consisted of commercial operations managed by Secure, Point and Wilson Parking, controlled locations where payment was made by Phone and Card. These locations generally are controlled by boom gated systems, and undercover, similar to ANU Stations. The ACT Government operates 50% of the available parking spaces in the broader catchment, offering all day parking at most locations.

The market average for an ANU Surface or Street Parking equivalent product is \$345.00 per month with the lowest rate of \$263 per month. A parker maintaining a monthly parking contract for 10 months of the year is therefore paying up to \$2,630.00 per year, compared to the **ANU Staff Surface rate of \$1,025.39 (60% less.)**

The market average for an ANU Station Parking equivalent product is \$259.00 per month and the top price being \$320.00. A parker maintaining a monthly parking contract for 10 months of the year is therefore paying \$2590.00 per year, compared to the **ANU Staff Station rate of \$3,048.88**. Due to the proximity, the average non-contract price should be compared also at, \$21 per day across 16 days (\$3,360 for a 10 month total.)

It is useful to note that the type of parking (Station or Surface) does not seem to have a large bearing on the market price, proximity and availability being the key.

As a separate data point ANU Surface Parking equivalent product at Canberra University is \$990.00 compared to the ANU Staff Surface rate of \$1,025.39.

Many of the commercial operators do not offer a monthly rate but offer an equivalent of the PAYG per day model.

The market average rate for a (non-early bird) Pay As You Go is \$19.00, up to a top fee of \$24.00 (excluding prices deliberately penalising all day parking). This compares to the ANU all day visitor rates of \$27.63 (ANU is at a premium of +46%) on this product. Commercial providers offer online market rates at an average of approximately \$16 (about 20% off) which compares to the current ANU all day rates of \$16.92 Daily Staff rate.

Scenario 1: If a **Staff member** parks 16 days per month (20 working days less 4 days for leave across 10 months) the total they pay as a “drive up” PAYG is currently \$2,707.20, assuming they can find a space to park in a non-permit parking area. If they park 11 days per month (approximately 3 days a week attending campus) this total is \$1,861.20.

Scenario 2: For the **Visitor** to ANU, a 2-hour stay is reasonably priced at \$6.14 versus the market average of \$6.91 and a 4-hour stay of \$12.28 versus the market average of \$13.63. A six hour stay (across two parking sessions is cheaper (at \$18.42) than the all-day rate of \$27.62, whereas the market generally prices a 6-hour stay at a higher price than an all-day rate (\$20.55 vs all day at \$19.02). While there may not be evidence that Visitors are parking this way, it is an opportunity to re-align the pricing model, if the objective is to dissuade long stay parking using combinations of short-stay rates.

Scenario 3: For a non-Permit Staff and Student parking to create a 6 hour (\$2.36 + \$4.72 = \$7.08) or 8-hour stay (\$4.72 x 2 = \$9.44), would create a discount versus the published all day ANU rate of \$16.92. Annualised per scenario 1 the parker would pay \$1,440.00 per year for 16 days or for 11 days per month \$1,038.40, the approximate equivalent to a current surface permit.

Key Points

1. ANU Surface Parking is at a discount of 60% to the market average
2. ANU PAYG *All Day* Staff/Student rate is priced reasonably, but it is not advantageous for a user to convert from a Surface Permit currently and for the University to offer it alone.

Location Name (BLUE LOCATION ARE SURFACE LOTS)	2 Hours	4 Hours	All Day	Annual
The Australian National University (Staff/Students PAYG)	\$2.36	\$4.72	\$16.92	
Staff				\$1,025.00
On Campus Students				\$512.00
Staff Stations				\$3,048.00
The Australian National University (Visitors)	\$6.14	\$12.28	\$27.62	

Station Parking

Location Name	Operator	Fringe	Centre	Spots	2 Hours	4 Hours	All Day	Early Bird (EB)	EB Month	EB Annual	Non-EB	Open	Dynamic
The Australian National University (Visitors)					\$6.14	\$12.28	\$27.62						
City West Car Park	Secure Parking	100m	800m	2000	\$8.00	\$14.00	\$14.00	\$ 14.00	\$224.00	\$2,688.00	\$2,688.00	BH	*
Canberra Centre Car Park/Cooyong Street	Point Parking	1.2km	1.5km	1000+	\$4.00	\$13.00	\$35.00	-				24/07	
7/11 Barry Drive Car Park	Secure Parking	200m	1km	-	\$6.00	\$18.00	\$20.00	\$ 7.00				BH	*
121 Marcus Clarke Car Park	Secure Parking	200m	1km	121	\$8.00	\$16.00	\$20.00	\$ 13.00	\$208.00	\$2,496.00	\$3,840.00	BH	*
33/64 Allara Street	Wilson Parking	1.1km	1.4km	131	\$6.00	\$15.00	\$20.00	\$ 19.00	\$304.00	\$3,648.00	\$3,840.00	BH	*
17 Moore Street	Secure Parking	400m	1.2km	65	-	-	-	-				24/07	*
NISHI Parking	Wilson Parking	300m	600m	-	\$7.00	\$12.00	\$35.00	\$ 20.00	\$320.00	\$3,840.00		24/07	
Constitution Place	Capital Property	600m	800m	230	\$8.80	\$14.50	\$26.00	-	-			24/07	
Girrahween Street	Wilson Parking	800m	1.6km	-	\$6.50	\$11.50	\$15.50	\$ 12.50	\$200.00	\$2,400.00	\$2,976.00	24/07	*
National Convention Centre	ACT	1.2km	1.4km	480	\$8.00	\$13.50	\$22.00	-	\$300.00	\$3,600.00	\$4,224.00	24/07	
12 Hobart Place	ACT	500m	800m	15	\$5.00	\$17.00	\$17.00	MAX 4 HOUR STAY				BH	
Mode3 Elouera St Car Park	ACT	800m	1.6k	15	\$8.00	\$16.00	-	MAX 4 HOUR STAY				BH	

	DAY	16 DAY MTH	FULL YEAR
EARLY BIRD AVERAGE	\$16	\$259.00	\$3,112.00
NON-EARLY BIRD	\$18	\$293.00	\$3,514.00
ANU Staff Permit Rate (Station)			\$3,048.88

NOTES:

- Blue text are projected numbers (16 days * 12)
- Excludes rates too low (7/11 Barry) and too high (Canberra Centre) – average daily rate of \$21 dollars without an Early Bird Discount.
- Early Bird is generally entry before 9 and exit before 7pm
- Dynamic means the commercial operator can/does change at will

Surface / Street / Meter Parking

Location Name	Operator	Fringe	Centre	Spots	2 Hours	4 Hours	All Day	Early Bird (EB)	EB Week	Month	Annual	Open	Dynamic
The Australian National University (Visitors)					\$6.14	\$12.28	\$27.62						
One City Hill	Wilson Parking	200m	800m	-	\$7.00	\$14.00	\$14.00	-	-			24/7	*
National Library of Australia	NCA	800m	1.6km	8	\$ 8.00	\$16.00	\$17.00	\$16.50	\$ 82.50	\$357.23	\$4,287.00	24/7	
PCYC Turner Car Park	Wilson Parking	800m	1.6km	20	\$6.00	\$12.50	\$16.50	\$13.00				24/7	*
McKay Gardens	Wilson Parking	800m	1.6km	20	\$5.00							24/7	*
National Museum of Australia	NCA	800m	1.3km	-	\$ 8.00	\$16.00	\$17.00	\$16.50	\$ 82.50	\$357.23	\$4,287.00	24/7	
2 Barrine Dr	ACT	700m	900m	450	\$6.00	\$12.00	\$14.00	\$13.40	\$67.00	\$263.00	\$3,156.00	24/7	
Acton Park	ACT	900m	1.4km	165	\$6.00	\$12.00	\$14.00	\$13.40	\$67.00	\$263.00	\$3,156.00	24/7	
Regatta Place	ACT	1km	1.3km	255	\$10.00	\$18.00	\$21.00	\$20.00	\$100.00	\$395.00	\$4,740.00	24/7	
36 Constitution Ave	ACT	1.2km	1.4km	36	\$10.00	\$18.00	\$21.00	\$20.00	\$100.00	\$395.00	\$4,740.00	24/7	
CIT Dirt Car Park	ACT	1.5km	1.7km	900	\$6.00	\$12.00	\$14.00	\$13.40	\$67.00	\$263.00	\$3,156.00	24/7	
Constitution Ave / 3 Knowles / Theatre Lane	ACT	1.2km	1.4km	690	\$10.00	\$18.00	\$21.00	\$20.00	\$100.00	\$395.00	\$4,740.00	24/7	
Allara St	ACT	1.1km	1.4km	64	\$10.00	\$18.00	\$21.00	\$20.00	\$100.00	\$395.00	\$4,740.00	24/7	
5 London Circuit	Secure Parking	300m	600m	400	\$7.00	\$14.00	\$14.00	-	-			24/7	*
New Acton Precinct	Wilson Parking	300m	600m	131	\$7.50	\$13.50	\$23.50	\$20.00	\$85.00	\$368.05	\$4,417.00	24/7	*
Hobart Place	ACT	500m	800m	55	\$5.00	\$17.00	\$17.00	-	MAX 4 HOUR STAY			BH	
Mort St (Various)	ACT	800m	1.6k	50	\$6.00	-	-	-	MAX 2 HOUR STAY			BH	
36/44 Mort Street	Wilson Parking	800m	1.6km		\$8.50	\$16.50		-	MAX 4 HOUR STAY			BH	
Ainslie Oval (Free)	ACT	2km	3km	100									

COMPARABLE	DAY	MONTH	FULL YEAR
E.B. / PREPAY MARKET AVERAGE	\$17.00	\$345.00	\$4,142.00
ANU Staff Permit Rate (Surface)			\$1,025.39

NOTES:

1. Blue text are projected numbers (16 days * 12)
2. Early Bird is generally entry before 9 and exit before 7pm
3. Dynamic means the commercial operator can/does change at will

Ride Share

If a Staff member or student was to utilise a Ride Share service on a Tuesday at 8:20 to travel to ANU Acton, the following fees were identified, where single is travelling alone with the drive and pool which may pick up others in the same vehicle journey – the following are one-way journeys:

	Single	Pool
Belconnen/Watson/Narrabunhad	\$16	\$12
Deakin	\$12	\$9
Woden and Gungahlin	\$25	\$20
Queanbeyan / Kambah	\$30	\$25 pool

While these on demand services offer the convenience of not needing car ownership or pay for parking, they are not generally economical when compared to public transport for most users attended regularly to the campus.

What can occur and is an emerging technique to be encourages, is students and staff already planning to park at ANU picking up “riders” on their journey into ANU and supplementing their income as a result, allowing the offsetting their parking fee and vehicle costs for example.

Public Transport

Previous reports have explored referencing the bus fare to set parking pricing. This paper reports that return fare for travelling in July 2024 is \$6.44 full-fare and \$3.22 concession. These rates are much lower relative to Ride Share, recognising that for that discount there is the inconvenience of waiting at a stop, slower travel due to multiple stops and being generally subsidised to allow access for the broadest set of community participants.

Further Study

Options to further explore the price of the Surface Permit may be explored to refine a product equivalent to a 3-day-a-week PAYG parker.

There are acknowledged limitations, that the proposed Smart Parking Projects (see next section) will assist in improving, these should be enabled first prior to deeper consideration of PAYG.

The Smart Parking upgrades will provide the ability to:

- Monitor and control parking compliance with remote systems and more efficient automation (collecting higher income and/or freeing up capacity).
- Count occupancy in more parking areas and communicate the location of available spaces.
- Easily administer a PAYG account system.
- Book a space for use from a pool or share your unused booked space.
- Provide the ability to guarantee spaces in surface parks, booked on a flexible basis.

The key issue remains that with the current level of price contributing to limited availability of spaces, requiring a new product pricing and allocation strategy, which can be better informed and deployed with new smart parking systems.

SMART PARKING PROJECTS

Procurement evaluation report context

“In response to longstanding challenges with the existing parking management systems, F&S has embarked on a procurement process to identify a vendor capable of providing a holistic solution. Orikan emerged as the Preferred Tenderer due to its innovative approach and commitment to delivering one integrated system for both ePermit and infringement, alongside potential value-added features with solutions for addressing administrative burdens, improving user experience, and optimising space utilisation on the Acton Campus.”

The resulting two **Projects** that are the outcome of the procurement and discussed here, target the enhancement of existing technology through higher automation, new processes and new integrated solutions/workflows, which benefit the user, the management of parking assets and parking operations.

PROJECT 1. UPGRADE EXISTING APPLICATIONS AND PROCESSES

Project 1 is composed of the following upgrades which are scheduled to start delivery in 2024:

1. Upgrade the enforcement team’s ability to monitor locations through vehicle-based camera detection.
2. Replace and obsolete the existing University application “ESPIMS” which is no longer supportable (ESPIMS processes parking related infringements for ANU.)
3. Replace and enhance the existing Parking *Pay by Phone* solution
4. Replace and enhance the existing *ePermit* system with direct integration into ANUs enterprise systems.
5. An additional outcome is the aggregation of the three existing solution providers into a single service provider.

The key outcomes of upgrade include:

- Improved permit and Pay As You Go (PAYG) experience by providing a digital permit parking portal that users can independently manage their products and profiles within, linked to ANU enterprise systems.
- Improved efficiency and consistency of enforcement delivery, with associated control benefits.
- Improved asset optimisation by providing methods to ensure parking is consistently available for priority groups, allowing flexible products and pricing.
- Improved user experience by providing frictionless digital access to access parking Stations and other areas, and providing the ability to reallocate parkers with ease.
- Improved contract management through the reduction of system providers under improved terms.

For the commercial benefits, refer to the Appendix 2 IMPACT ASSESSMENT.

For the Parking user, the following benefits are targeted over the term of the contract:

- | | |
|--|---|
| A. Manage parking accounts in one place | ✓ |
| B. Book a space and add other services | ✓ |
| C. Be reminded when to leave home to be on time | ✓ |
| D. Connect from your phone or vehicle to access | ✓ |
| E. Link to dynamic guidance and alerts | ✓ |
| F. Observe dynamic occupancy signage | ✓ |
| G. Access guidance when you arrive | ✓ |
| H. Link to pathfinding guidance easily | ✓ |
| I. Receive personalised greetings | ✓ |
| J. Access promotions and offer feedback | ✓ |
| K. Ability to receive validated parking (events) | ✓ |
| L. Be reminded of when to leave to not overstay | ✓ |
| M. Navigate back to your parking spot | ✓ |
| N. Pay by your preferred phone payment | ✓ |
| O. Provided a digital receipt, access all receipts | ✓ |



PROJECT 2. ADD FIXED CAMERA MONITORING AND NEW DYNAMIC SIGNAGE (PROPOSED 2025-26)

Project 2 is composed of the following upgrades which are scheduled for delivery in 2025/2026:

1. Deploy fixed cameras at certain campus entry and exit locations to count vehicles and monitoring license plate permit and payment status.
2. Provide dynamic parking availability signage across the campus to direct all parkers to available spaces.

Importantly, the two above components of *Project 2* can be delivered progressively to suit a budget (e.g. some signs at some locations and not others) and can be delivered separately from each other.

In a scenario where cameras are delivered, the cameras provide higher accuracy counts and monitoring. In a scenario where signs are provided without counts coming from cameras, counts can be informed by historically profiled data collected by the enforcement system.

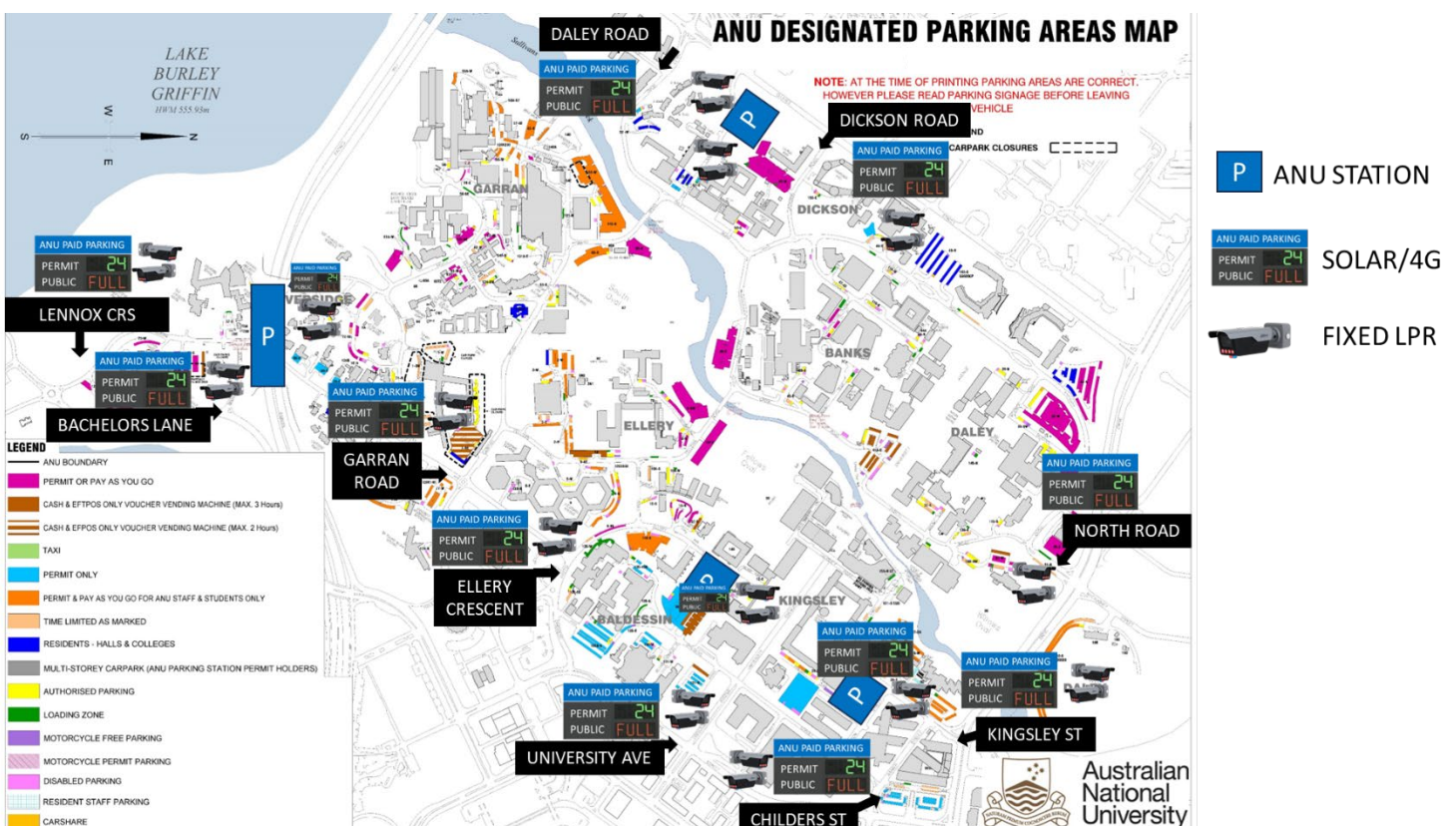
It may be determined that during detailed design, certain areas are prioritised for delivery.

Project 2 is reliant on the delivery of Project 1, and result in the delivery of these capabilities:

- Further improve the efficiency and consistency of enforcement and associated control benefits, by not requiring the enforcement team drive through the parking location to identify if an infringement has occurred, but have the system notify the enforcement team to attend.
- Improve the parker experience by providing accurate trip advice and navigation guidance before arriving through publishing of current occupancy levels at destination parking locations, on digital media, including phone app and future in car navigation systems and on arrival for those not accessing those systems, by publishing counts and alternative parking communications on dynamic signage displays. This enhances the accessibility of all potential parking areas and guides users to free spaces across the campus, it will also allow the delivery of new parking products.
- Fixed cameras provide the appearance of and do deliver improved personal and facility safety by maintaining secure vehicle control and monitoring parking zone activity.

For the commercial benefits, refer to the Appendix 1 IMPACT ASSESSMENT.

The concept below illustrates the complete physical implementation of Project 2, with Appendix 2 in the following section providing an overview of the smart parking technologies in both Projects.



Refer to separate file for the related Impact Access Report.

APPLICABLE TECHNOLOGY SOLUTIONS

In summary the following technology sets indicated during the RFT would be applied at ANU.

PAYMENT ADMINISTRATION

1. PAY BY PHONE AND GUIDE BY PHONE APP

Provides the ability to Pay for Parking via an App.

The new benefit here is the ability to confidently be provided information on the available occupancy based on the type of parker using the App, guiding them where to go, alternatives if full as well as guidance to their ultimate campus destination.

2. EPERMIT PLATFORM INCLUDING OCR AND SYSTEM CROSS REFERENCES

Provides the ability to register via an App and administer or change their license plate details and payment type.

The new benefit here is the requirement to check the application against the Staff and Student system to ensure the double registration or miss registration is minimized, in addition to the features also provided by the 1. Phone App. Provides the ability for Mobility Permit Scheme holders and others to voluntarily register. Promotes the ability for nearby office workers to be provided an online account amenity (as a means to encourage registration for greater control and re-allocation.)

These systems may have the ability to message Parkers of a particular type to promote alternative parking locations (dynamic allocation.)

COMPLIANCE ADMINISTRATION

3. INFRINGEMENT PLATFORM AND LPR VEHICLE

Provides the ability to enforce regulations.

The new benefits here is the ability to solely check the license plate to determine whether payment has been made. To enforce using a mobile vehicle (enhancing efficiency by more than double) and the ability if chosen to enforce by the post. The proposal is for the increased application of this transferrable technology to existing campus safety branded vehicles.



4. ENFORCEMENT PROCESSING AND PAYMENT

Provides the optional ability to delegate the administration and/or collection.

The new benefit is to ensure that service quality is maintained by contracting an external party and to reduce the political risk of maintaining security and collection effectiveness by using a third party. Issuance of reminders and further action at the direction of ANU and consistent with the prevailing Statute.

OCCUPANCY COUNTING

5. FIXED BATTERY POWERED CAMERA SENSORS – ONSTREET

This new option enables the deployment and easy redeployment to target areas - battery powered sensors at specific locations to monitor occupancy – as a support for and supplement to zone-based counting cameras. This provides enhanced counting and notification to enforcement for directed attention. Best used for short stay locations and loading areas. Camera wakes every 30 seconds and reports. This is another example of conspicuous enforcement aiding the self-monitoring of behaviour.



6. FIXED CAMERAS SENSORS – MAIN ENTRIES AND/OR STATION ZONES

This new option enables the counting and identification of vehicles as they arrive on campus – immediately able to classify the occupancy of Permit and Visitor parkers and their payment status, similar to a tolling service.

This provides live counting information and enforcement direction as the systems are networked together to report as a unified system. This is another example of conspicuous enforcement aiding the self-monitoring of behaviour.



7. DIGITAL SIGNAGE PANELS

Supplementing and enhancing the existing digital signage and proposed new App based guidance is the optional addition of new location promoting the availability of parking within the entry zone or station.

These signs can be driven by actual counts or algorithms principally to advertise the likelihood of a parking space being available. This responds to the need to advise parkers effectively on approach to reduce searching congestion and to encourage alternative, compliant behaviour.



ACCESS CONTROL

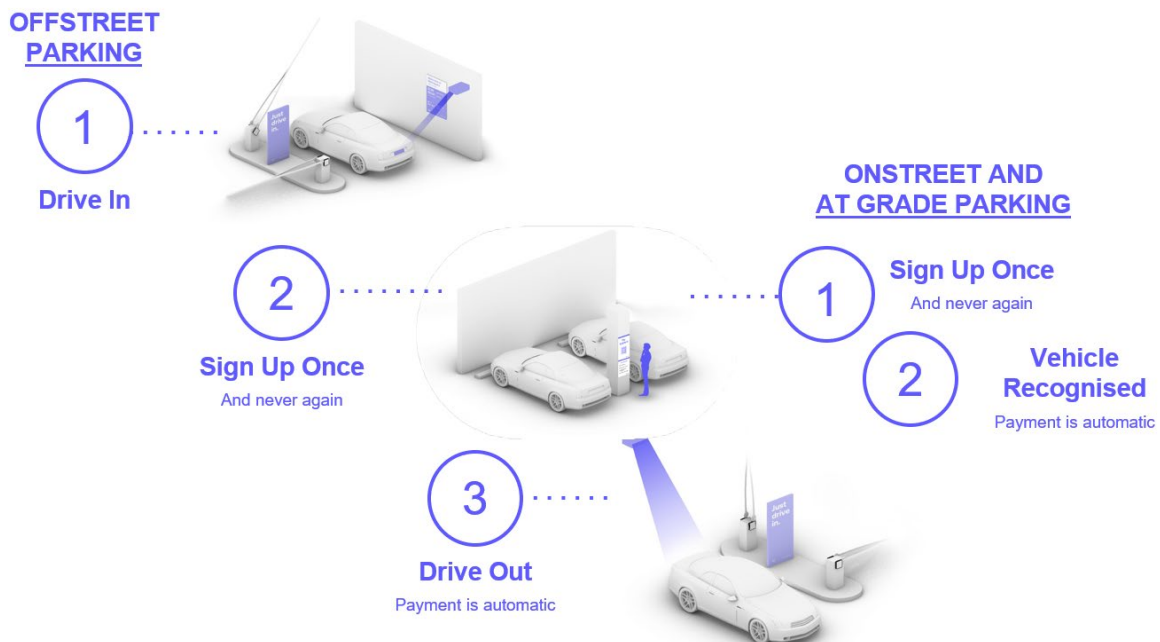
8. BOOM GATES WITH LICENSE PLATE OR APP ENTRY AND EXIT

The administration of parking passes is expensive, converting this to licensed plate-based access (supported by intercom for exceptions) is a method to reduce administration and deliver flexibility to reallocate available parking locations for better use easily.

In this scenario, at a Parking Station or Surface area, the location can be supplemented with Fixed License Plate Cameras which will mean that enforcement no longer needs to monitor the location.

Parkers will register via App or ePermit and be challenged at entry or exit should they not have rights to enter (at particular times, without payment details.)

This consistent experience and can equally be applied to other locations, integrating the card into the App or introducing license plate-based identification.



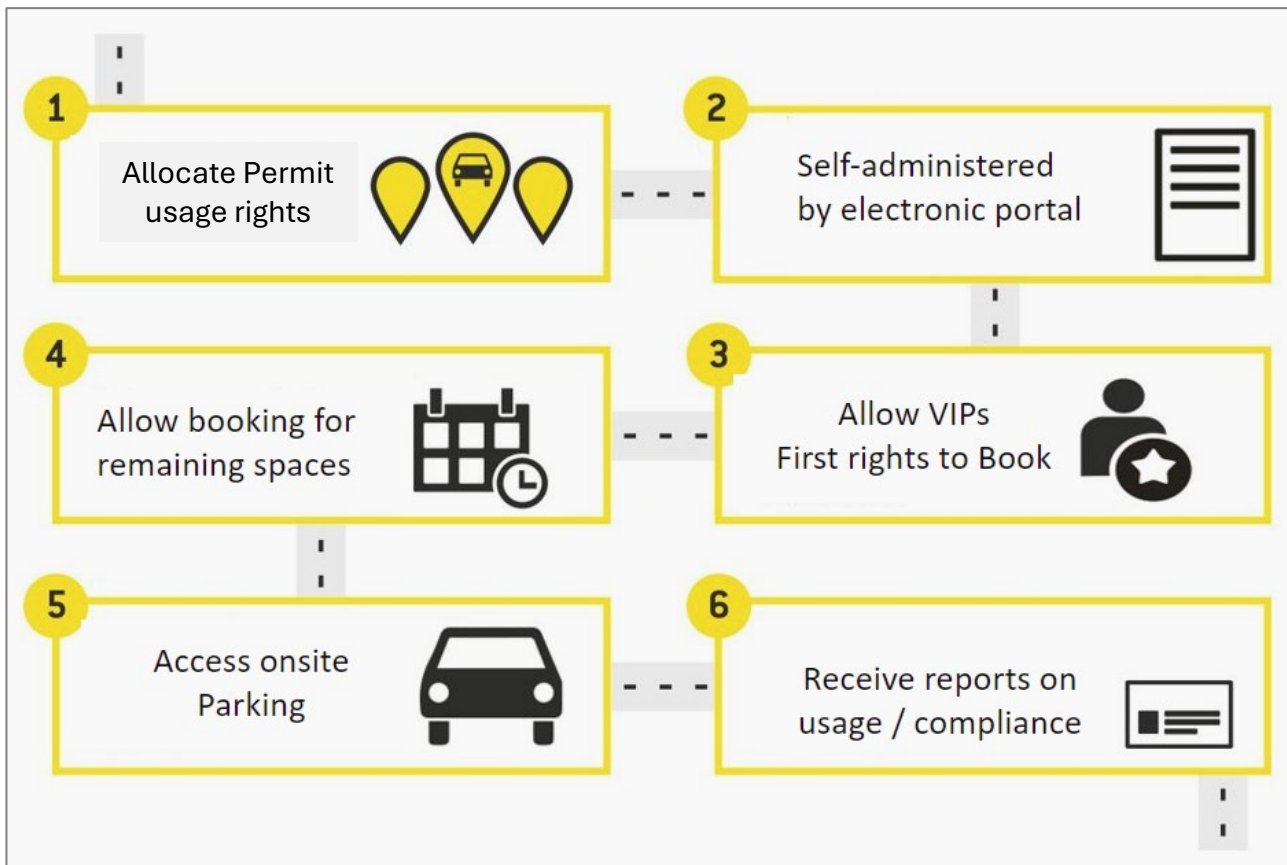
9. CONTROLLED AREA FLEX PARK IMPLEMENTATION OPTION

Certain parking locations can be oversubscribed at some points of the day or at some times of the year. The ability to provision additional capacity to interested parkers – can be administered through a flex park capability. This works best for gated areas accessing but may work well for underutilised permit only zones.

The workflow is effectively to introduce a workflow where Permits are oversubscribed and users program in advance their usage or can apply on a daily basis (for example) to access additional parking locations and have these added to their pay as you go or account payment.

Certain Permit users may be requested to prebook prior to the days at which they intend to park and if not pre-booked then either pay a higher rate or be enforced (after suitable warnings.) This prebooking functionality is described below is infinitely flexible, allowing the easy reallocation of other parkers to pooled or shared Permit locations, improving overall parking availability on a daily basis.

The additional benefit of prebooking is the ability to understand overcapacity demand and to reallocate parkers who wish to prebook but booking an oversubscribed location to book alternative available locations.



Another application may be during a Holiday time, Parkers can be notified of additional underutilised parking availability and use these locations, even though it is a Permit location. This temporary short-term permitting can then be withdrawn at the end of that period without changing the enforcement process or signage.

Note that not all concepts in this section will be delivered by the project initially and some may not be deployed.

***2.7 ACTON CAMPUS PARKING**

PURPOSE	To propose the updated parking rate increases to Finance Committee and Campus Planning Committee for endorsement
PREPARED	Director, Facilities and Services Division
REVIEWED	Chief Operating Officer
APPROVED	Chief Operating Officer
SPONSOR	Chief Operating Officer

RECOMMENDATION That the Committee:

1. **endorse** the proposed benchmarked rates (Appendix B) to be implemented for the various permits across the Acton and Stromlo campuses;
2. **endorse** release of the proposed parking rates to the ANU community by 30 September 2024; and
3. **note** the various parking improvements and proposed public transport dialogue with transport Canberra.

ACTION REQUIRED

For discussion For decision For information

CONSULTATION

Staff Students Alumni Government Other

COUNCIL COMMITTEE / ACADEMIC BOARD CONSIDERATION

Finance Audit & Risk Management Campus Planning Remuneration
 Student Safety & Wellbeing Honorary Degrees Nominations Academic Board

This item will be presented for discussion to the Campus Planning Committee at its meeting on 17 Sep 2024, for noting. FC will be the endorsing body given the financial overlay in this decision and CPC will note the Recommendation.

BACKGROUND

On 2 February 2024, an asset commercialisation paper was presented to Finance Committee (FC) outlining current parking rates, along with options for future parking rate changes to the campus community. The first option proposed the parking rates for 2025 and 2026 be incrementally increased to align surface parking rates for staff and students with public transport rates, with CPI increases for 2027 and beyond. The second option proposed parking rates for 2025 and 2026 increased incrementally to align surface parking rates for staff and students with public transport rates with further increases to 15% and 30% above Public Transport rates for 2027 and 2028 respectively. The Committee confirmed comfort with Option 2, with implementation of the increased rates to be ready by 1 January 2025. (See attached **Appendix D**).

As part of the overall systems review the Facilities and Services division (F&S) conducted a benchmarking exercise to understand parking rates across the broader community, this was originally completed to ensure the rates endorsed by FC were consistent with the rest of the community. Following that benchmarking exercise it was decided that the rates previously proposed were not aligned and F&S is now proposing the rate structure be changed to align with the parking rates for surface and parking stations imposed by ACT Government across the community.

This paper now proposes the following for consideration/endorsement:

- That parking rates are incrementally increased to align ANU parking rates for staff and students to current market rates. Parking Station permit rates for 2025 and 2026 incrementally increased to align with market rate, with CPI increases for 2027 and beyond. Parking rates also adjusted to account for inequitable parking rates.
- Parking rates to be applied to the Mount Stromlo Site (MSO) for the first time.

MARKET RATE COMPARISON

ANU is located with the CBD fringe of Canberra. There are 30 commercial parking options available within walking distance of ANU. The attachments below propose that parking rates are incrementally increased to align surface parking rates for staff and students with current market rates discovered during the benchmarking exercise. Parking Station permit rates for 2025 and 2026 incrementally increased to align with market rate, with CPI increases for 2027 and beyond (See **Appendix A**).

In **Appendix B** we used the monthly rate (\$263.00/ month) offered by ACT government (amortised rate: \$8.65/day) as our benchmarking rate (the lowest rate found during the exercise). Whilst looking at benchmarking rates consideration was given to the maximum reasonable walking distance of between 800m – 1KM from parking your vehicle to walking to your destination. Also in **Appendix B** are parking zones near to the parliamentary triangle (highlighted in blue) owned by NCA. The daily rate for these zones is \$17.00/day. For short stay, it is \$4.00/hour. Those highlighted in orange, are owned by ACT government and their daily rate is \$16.00/day. These zones do offer an option of five-day pre-paid tickets. These tickets (working days only) are available for purchase at credit card parking ticket machines usable for five consecutive days (not including weekends or public holidays) for a discounted rate (\$82.50 per ticket, equivalent to \$16.50 per day).

However, following the increase ANU rates will still remain below the ACT government rates as ANU offers pre-tax and post-tax salary sacrificing options for the staff. ANU pre-tax salary sacrificing options will generally reduce the cost by 10%, compared to the post-tax salary sacrificing options (varies according to the individual’s salary).

	Pre Tax	Post Tax	Difference
Parking Rate/ day	\$ 7.86	\$ 8.65	10%

The full update rate comparisons including benchmarked areas can be found in **Appendix A-D**.

The proposed parking rate adjustment will impact across all rate types, the most significant being staff and student surface permits which make up the large majority of issued permits. A brief summary of each is also provided below.

- Staff Surface rates – the rates ANU charges staff and students on surface have been historically low compared to what is charged in nearby areas of the CBD, and it is recommended that these rates increase proportionately over the next four years to market rate. Rates will increase from the current \$2.81 per day incrementally to the current ACT government rate of \$8.65/day in 2028. This doesn’t take into account any salary sacrifice reductions.
- The benchmarking exercise demonstrated that staff parking station rates are comparable to surrounding carparks, with ANU only charging approximately 10% less than market. It is proposed to slightly increase to match the market, which is currently at \$8.35 per day and will eventually be increased to \$9.59 per day in 2026, following that CPI increase will be implemented annually.
- Student surface rates are currently 50% of the staff permit rate, it is proposed we use the same % uplift as applied to staff rate. ACT Government does not offer discounted rates for students, while ANU has applied a reduced rate for students in this model. The current student surface rate is \$1.40 per day and will increase to \$4.31 per day by 2028.
- Resident permit rates – Resident permits are allocated on a ratio according to the number of beds within their hall of residence. Inequity currently applies between residents who are successful in applying for a resident permit and those who are not. Those who are successful are provided with a space in the Dickson or Kingsley parking stations at surface student rates, currently \$1.40 per day. However, unsuccessful residents (residents are not permitted to purchase a surface parking permit) have no choice but to apply for another parking station space, currently \$6.26 per day. It is proposed we set all residential permit rates to the same rate.

Currently there are **614** residential students parking in parking stations at the surface rate, with **150** paying the higher rate.

- Residential Hall staff at Toad Hall, Burton & Garran, Ursula Hall, Wamburun and Burgmann College have dedicated staff parking in the immediate vicinity of each residence. These permits (31 distributed across the above residences) are currently sold at the staff surface parking rate. As these spaces are dedicated solely to these staff members it is proposed the rate be increased to the Authorised bladed rate as proposed above.
- Authorised bladed (Deans/Directors) increased by 20% over non-bladed authorised permits. This is to recognise these permit holders having a dedicated parking space at/close to their place of work, are also able to park in non-bladed authorised spaces and surface spaces. The current daily rate for these permit types is \$8.35 per day, this will increase to \$30.83 per day by 2028
- Honorary permits, will remain free on surface to recognise their contribution to ANU, but to align with staff parking station fees.
- Low SES students & disability permit holders will retain free permits.
- Mount Stromlo (MSO) parking, historically, has been free parking on site. It is proposed parking rates at this site is aligned with Acton Campus rates. The University of Canberra has implemented paid parking at Forest Park (a couple of kilometres from MSO) ranging from \$1.80 for up to 3 hours, \$3.90 for more than 6 hours or \$87 for an annual pass.

In order to ensure the backend HR and Finance systems are in place to manage the rate increases, the proposed rates need to be released to the ANU community by 30 September 2024. In preparation for that F&S will work with the ANU Communications & Engagement (ACE) team to develop a communication strategy, as over 5000 permits are sold to the ANU community.

COMMUNICATION STRATEGY

A full suite of communications will be prepared in consultation with ACE and the new Provider Orikan advising of benefits of the new system, relevant system changes, implementation dates and rationale behind the proposed parking rates. We will also briefly advise of the Stage 2 initiatives being considered.

Key elements of the communications plan are:

- Initial announcement to staff and students via On Campus on Tuesday 1 October 2024.
- The On Campus item will link to a campaign microsite containing key information and FAQs similar to that established for the [encampment protest](#).
- Emails from F&S advising of the 2025 increase to be sent to all current permit holders in early October and again in December.
- No proactive media engagement is planned but ANU Media will be prepared with key messages to respond to enquiries. The Chief Operating Officer will be the nominated spokesperson for any media engagement considered necessary.
- Shorter follow up stories will appear regularly in On Campus for the remainder of 2024, becoming more frequent over time and weekly by December.
- The [Parking options on Acton campus](#) page will include a link to the campaign microsite.

FUTURE PARKING AND PUBLIC TRANSPORT IMPROVEMENTS

F&S have progressed a number of improvements to the parking systems, immediate improvements being at no or low cost to the University but having user, administrative and operational benefits. The below items are expected to be concluded and implemented by 1 January 2025.

Upgrades to existing systems to reduce administrative burden, once fully realised, is expected to see an FTE reduction of 2 staff. These system changes include:

- Upgrade to the enforcement team's ability to monitor locations through vehicle-based camera detection.
- Replace the existing University application "ESPIMS" which is no longer supportable (ESPIMS processes parking related infringements for ANU.)
- Replace and enhance the existing Parking *Pay by Phone* solution.

- Replace and enhance the existing *ePermit* system with direct integration into the University's enterprise systems.
- Aggregation of the three existing solution providers into a single service provider.
- Mobile Licence Plate Recognition (LPR) cameras to enhance compliance.
- Access upgrade for the parking stations to enable the ability to control access and collect revenue prior to departure. Improved permit and Pay As You Go (PAYG) experience by providing a digital permit parking portal allowing users to independently manage their products and profiles
- Provides the ability to Pay for Parking via an App.
- Improved efficiency and consistency of enforcement delivery.
- Improved contract management through the reduction of system providers under this contract – only dealing with one provider.
- Introduction of virtual meters 'Touch N Go' to replace Pay & Display Machines. These virtual meters are a digital extension of our meter fleet and can be attached to existing signposts, without requiring additional space or disruption to the area. These machines are solar powered.

A number of other Improvements to the parking experience have been flagged but require capital investment to realise. Under the current financial constraints these have been earmarked as stage 2 possible improvements. The University could consider utilising a percentage of the increased revenue as a result of increased parking rates to ongoing improvements in the parking experience, the following stage 2 investigations are currently being assessed from a cost perspective, with further analysis of the feasibility of introduction being completed by July 2025.

- Fixed camera monitoring of Campus entrances and major carparks will increase compliance by recording vehicle registrations upon entering/leaving. This provides live counting information and enforcement direction as the systems are networked together to report as a unified system. This is another example of conspicuous enforcement aiding the self-monitoring of behaviour.
- Digital signage will direct parkers to available spaces, rather than 'hunting' for a space. It can also be used for prior warnings around carpark/road closures.
- Provides the optional ability to delegate the administration of infringement processing/collection of monies owing.
- Improved user experience by providing frictionless digital access to parking Stations and other areas, and providing the ability to reallocate parkers with ease.
- Replacement for ESPIMS (infringement processing system) with an externally hosted and supported system.
- Present options to deliver external management of infringements with secured performance levels; and
- Deliver ongoing licenses and maintenance support that is required for the system.
- Automated infringement processes will lead to efficiencies in resourcing, create a self help portal for recipients of infringements, and streamline the current summons processes in both cost and resourcing.
- Enhanced parking user experience through a mobile application that would enable pathfinding, reminders, validated parking (events), digital receipts and phone payment.

The final piece of ongoing work is the implementation of a bus service. Following recent dialogue with Transport Canberra, they are still supportive of implementation of a bus route. Currently Transport Canberra is preparing a cost profile to acquire and resource two electric buses to solely serve the ANU campus from the city main bus interchange. Whilst dialogue is positive it is moving very slowly and unlikely to be in place for 2025. Ultimately though, the University will be pushing forward with implementation of an emission free bus service in the future.

ATTACHMENTS

Appendix A – Proposed amortised rates 2024 – 2029

Appendix B - Benchmarked areas for rate comparison

Appendix C - Map reference in relation to rate comparison

Appendix D – Previously endorsed rates to 30% above public transport

ATTACHMENT 2.4 (A) – PROPOSED AMORTISED RATES 2024 - 2029

1. PROPOSED AMORTISED RATES – 2024 - 2029

Year		2024	2025	2026	2027	2028	2029
Permit type		Current 2024 rate (with 2023 7.8% CPI increase)	Amortised rate - 25% difference between 2024 rate and current market rate	Amortised rate - 50% difference between 2024 rate and current market rate	Amortised rate - 75% difference between 2024 rate and current market rate	Amortised rate - To match current market rate	4% CPI increase
Surface permit	Staff permit	\$ 2.81	\$ 4.27	\$ 5.73	\$ 7.19	\$ 8.65	\$ 8.99
	Authorised permits (non-bladed, pool, official visitor)	\$ 8.35	\$ 12.69	\$ 17.02	\$ 21.36	\$ 25.69	\$ 26.72
	Authorised permits (bladed)	\$ 8.35	\$ 15.22	\$ 20.43	\$ 25.63	\$ 30.83	\$ 32.07
	Student permit	\$ 1.40	\$ 2.13	\$ 2.85	\$ 3.58	\$ 4.31	\$ 4.48
Permit type		Current 2024 rate (with 2023 7.8% CPI increase)	Amortised rate - 50% difference between 2024 rate and current market rate????	Amortised rate - To match current market rate	4% CPI increase	4% CPI increase	4% CPI increase
Parking stations	Staff permit	\$ 8.35	\$ 8.97	\$ 9.59	\$ 9.97	\$ 10.37	\$ 10.79
	Honorary staff permit	\$ 4.18	\$ 8.97	\$ 9.59	\$ 9.97	\$ 10.37	\$ 10.79
	Student permit	\$ 6.26	\$ 6.72	\$ 7.19	\$ 7.48	\$ 7.78	\$ 8.09
	Resident permit	\$ 1.40	\$ 6.72	\$ 7.19	\$ 7.48	\$ 7.78	\$ 8.09
	Motorbike parking in designated motorbike spaces (Yearly rate)	\$ 127.75	\$ 137.23	\$ 146.71	\$ 152.57	\$ 158.68	\$ 165.02
Projected Revenue		\$ 7,418,592.63	\$ 10,575,458.09	\$ 12,717,422.37	\$ 15,019,119.92	\$ 17,178,302.84	\$ 17,865,434.96

Revenue Breakdown

Permit type	Current 2024 rate (with 2023 7.8% CPI increase)	Amortised rate - 25% difference between 2024 rate and current market rate	Amortised rate - 50% difference between 2024 rate and current market rate	Amortised rate - 75% difference between 2024 rate and current market rate	Amortised rate - To match current market rate	4% CPI increase
Year	2024	2025	2026	2027	2028	2029
Surface permits	\$ 3,919,182.06	\$ 5,518,807.10	\$ 7,405,071.35	\$ 9,291,335.59	\$ 11,177,599.83	\$ 11,624,703.83
Parking stations	\$ 548,700.77	\$ 1,992,329.25	\$ 2,129,938.49	\$ 2,215,136.03	\$ 2,303,741.47	\$ 2,395,891.13
Authorised permits	\$ 128,484.99	\$ 129,207.94	\$ 129,894.19	\$ 338,029.22	\$ 395,357.70	\$ 411,172.00
PAYG	\$ 753,697.47	\$ 783,845.36	\$ 815,199.18	\$ 847,807.15	\$ 881,719.43	\$ 916,988.21
Pay and Display	\$ 376,438.49	\$ 391,496.03	\$ 407,155.87	\$ 423,442.11	\$ 440,379.79	\$ 457,994.98
Kambri	\$ 804,989.85	\$ 837,189.44	\$ 870,677.02	\$ 905,504.10	\$ 941,724.27	\$ 979,393.24
SA4	\$ 887,099.00	\$ 922,582.96	\$ 959,486.28	\$ 997,865.73	\$ 1,037,780.36	\$ 1,079,291.57
	\$ 7,418,592.63	\$ 10,575,458.09	\$ 12,717,422.37	\$ 15,019,119.92	\$ 17,178,302.84	\$ 17,865,434.96

ATTACHMENT 2.4 (A) – PROPOSED AMORTISED RATES 2024 - 2029

Note (Revenue Projection):

1. Revenue was projected based on the number of actual permits valid in 2023.
2. CPI increases applied when calculating the revenue for PAYG, P&D, Kambri and SA4.
3. The current market rates used in calculating the amortised rates are listed as below.
4. It is anticipated we would realise a demand reduction once rates hit peak.

	Market Rates	
Surface Parking	\$	8.65
Parking Stations	\$	9.59

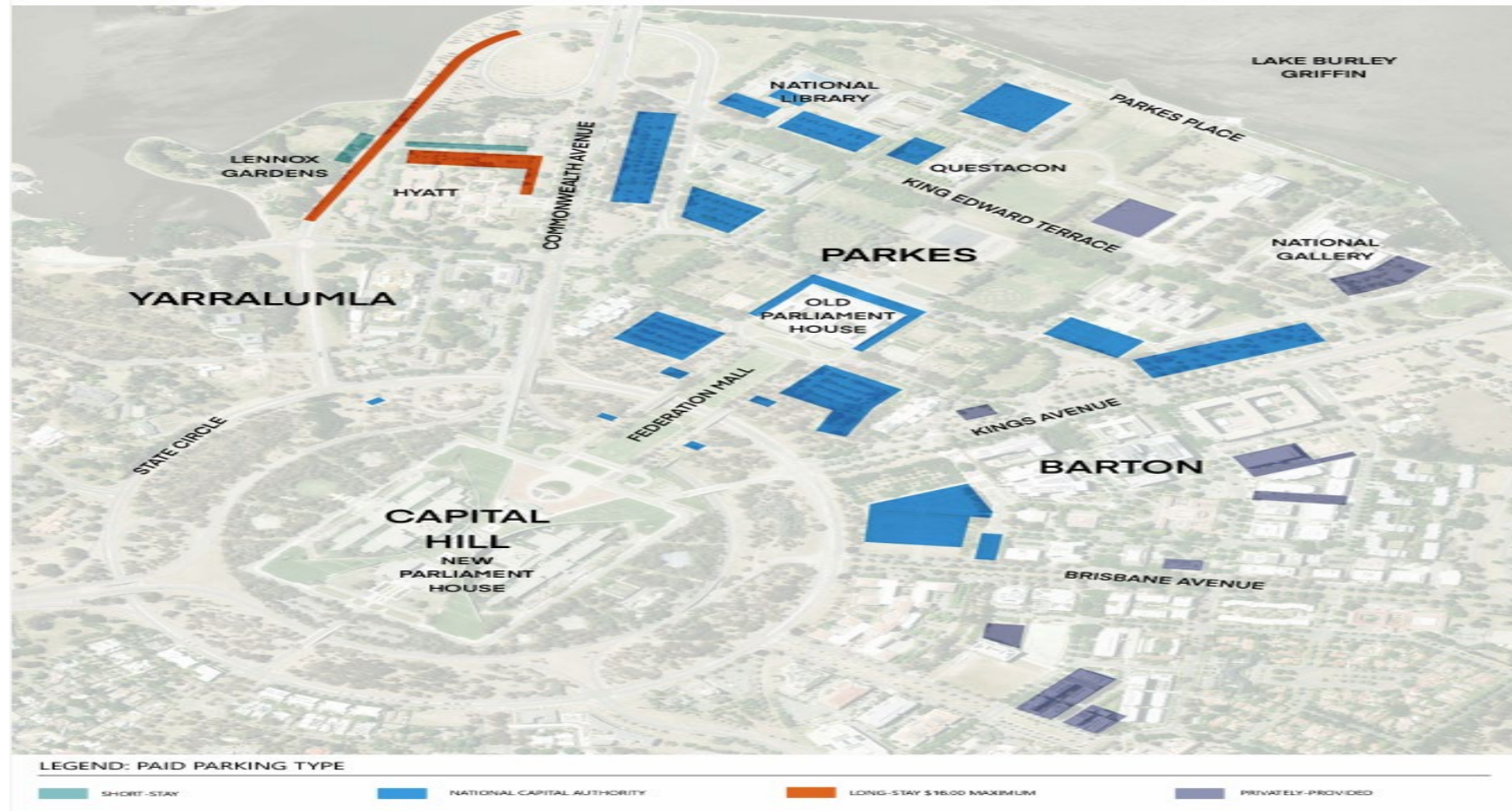
Surface Parking											
Location Name	Operator	Centre	Spots	2 Hours	4 Hours	All Day	EB Week	Month	Amortised Rate	Open	Map Reference – See Attachment C
The Australian National University (Visitors)				\$6.14	\$12.28	\$27.62					
The Australian National University (Staff)						\$3.94			\$ 2.81		
The Australian National University (Student)						\$1.97			\$ 1.40		
One City Hill	Wilson Parking	800m	-	\$7.00	\$14.00	\$14.00	-	-	\$9.59	24/7	S1
National Library of Australia	NCA	1.6km	8	\$ 8.00	\$ 16.00	\$ 17.00	\$82.50	\$ 357.23	\$11.30	24/7	S2
PCYC Turner Car Park	Wilson Parking	1.6km	20	\$6.00	\$12.50	\$16.50			\$11.30	24/7	S3
National Museum of Australia	NCA	1.3km	-	\$ 8.00	\$ 16.00	\$ 17.00	\$82.50	\$ 357.23	\$11.30	24/7	S4
2 Barrine Dr	ACT	900m	450	\$6.00	\$12.00	\$14.00	\$67.00	\$263.00	\$8.65	24/7	S5
Acton Park	ACT	1.4km	165	\$6.00	\$12.00	\$14.00	\$67.00	\$263.00	\$8.65	24/7	S6
Regatta Place	ACT	1.3km	255	\$10.00	\$18.00	\$21.00	\$100.00	\$395.00	\$12.99	24/7	S7
36 Constitution Ave	ACT	1.4km	36	\$10.00	\$18.00	\$21.00	\$100.00	\$395.00	\$12.99	24/7	S8
CIT Dirt Car Park	ACT	1.7km	900	\$6.00	\$12.00	\$14.00	\$67.00	\$263.00	\$8.65	24/7	S9
Constitution Ave / 3 Knowles / Theatre Lane	ACT	1.4km	690	\$10.00	\$18.00	\$21.00	\$100.00	\$395.00	\$12.99	24/7	S10
Allara St	ACT	1.4km	64	\$10.00	\$18.00	\$21.00	\$100.00	\$395.00	\$12.99	24/7	S11
5 London Circuit	Secure Parking	600m	400	\$7.00	\$14.00	\$14.00	-		\$9.59	24/7	S12
New Acton Precinct	Wilson Parking	600m	131	\$7.50	\$13.50	\$23.50	\$85.00	\$368.05	\$11.64	24/7	S13
Hobart Place	ACT	800m	55	\$5.00	\$17.00	\$17.00	-	MAX 4 HOUR STAY		BH	S14
Mort St (Various)	ACT	1.6k	50	\$6.00	-	-	-	MAX 2 HOUR STAY		BH	S15
36/44 Mort Street	Wilson Parking	1.6km		\$8.50	\$16.50		-	MAX 4 HOUR STAY		BH	S16
Ainslie Oval (Free)	ACT	3km	100							BH	S17

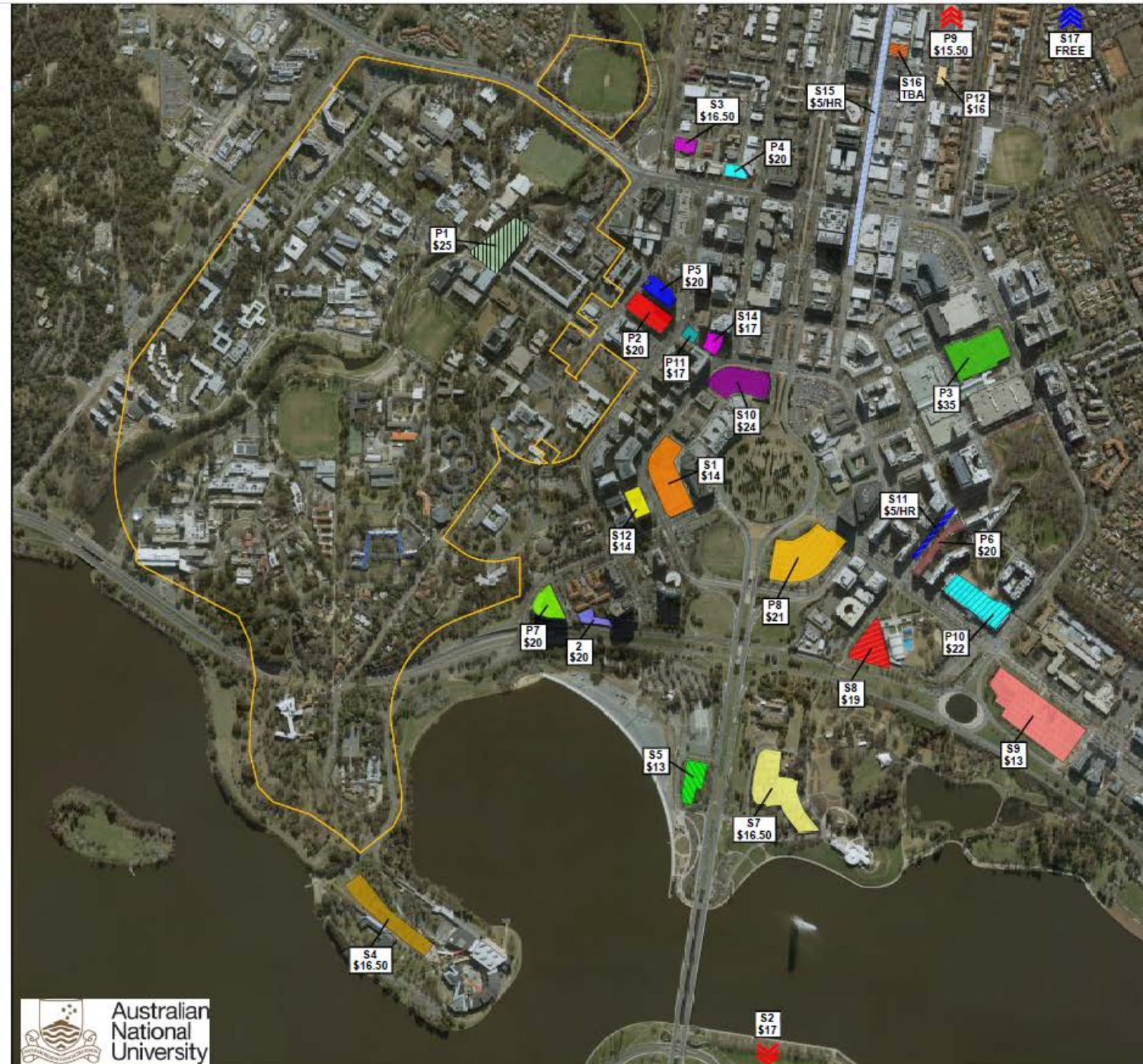
Parking zones near to the parliamentary triangle (highlighted in blue) are owned by NCA. The daily rate for these zones is \$17.00/day. For short stay, it is \$4.00/hour. Those highlighted in orange, are owned by ACT government and their daily rate is \$16.00/day. These zones do offer an option of five-day pre-paid tickets. These tickets (working days only) are available for purchase at credit card parking ticket machines usable for five consecutive days (not including weekends or public holidays) for a discounted rate (\$82.50 per ticket, equivalent to \$16.50 per day).

Multi Day Parking (5 days)	Long Stay (Daily)	Short Stay (per hour)
\$82.50	\$17.00	\$4.00

Fees as of 1 July 2024

PARLIAMENTARY TRIANGLE PAY PARKING





LEGEND			
LOCATION	DAILY RATE	REF:	
KAMBRI CAR PARK	\$26	P1	
CITY WEST CAR PARK	\$20	P2	
CANBERRA CENTRE CAR PARK	\$36	P3	
7/11 BARRY DRIVE CAR PARK	\$20	P4	
121 MARCUS CLARKE CAR PARK	\$20	P6	
33/34 ALLARRA STREET	\$20	P8	
NISHI PARKING	\$20	P7	
CONSTITUTION PLACE	\$21	P8	
GIRRAHWEEN STREET	\$21	P9	
NATIONAL CONVENTION CENTRE	\$22	P10	
12 HOBART PLACE	\$17	P11	
MODE 9 ELOUERA STREET	\$18	P12	
ONE CITY HILL	\$14	S1	
NATIONAL LIBRARY OF AUSTRALIA	\$17	S2	
PCYC TURNER	\$14	S3	
NATIONAL MUSEUM OF AUSTRALIA	\$18.50	S4	
2 BARRINE DRIVE	\$13	S6	
ACTON PARK	\$13	S8	
REGATTA PLACE	\$16.50	S7	
38 CONSTITUTION AVENUE	\$18	S8	
CIT DIRT CAR PARK	\$13	S9	
3 KNOWLES PLACE	\$24	S10	
ALLARRA STREET	\$18	S11	
6 LONDON CIRCUIT	\$14	S12	
NEW ACTON PRECINCT	\$23.50	S13	
HOBART PLACE	\$17	S14	
MORT STREET (VARIOUS)	\$6/HR	S16	
36/44 MORT STREET	TBA	S16	
AINSLY OVAL	FREE	S17	

Parking Rates for 2025 and 2026 increased incrementally to align surface parking rates for staff and students with Public Transport rates (per above table), with further increases to 15% and 30% above Public Transport rates for 2027 and 2028 respectively

Permit type		Current 2024 rate (with 2023 7.8% CPI increase)	Amortised rate - 50% difference between 2024 rate and current public transport rates	Amortised rate - To match current public transport rates	Amortised rate - 15% above current public transport rates	Amortised rate - 30% above current public transport rates
Year		2024	2025	2026	2027	2028
Surface permit	Staff permit	\$ 2.81	\$ 3.61	\$ 4.41	\$ 5.07	\$ 5.71
	Authorised permits (non-bladed, pool, etc)	\$ 8.35	\$ 10.73	\$ 13.11	\$ 15.08	\$ 16.93
	Authorised permits (bladed)	\$ 8.35	\$ 11.93	\$ 15.50	\$ 17.83	\$ 20.15
	Student permit	\$ 1.40	\$ 1.80	\$ 2.21	\$ 2.54	\$ 2.86
	Resident permit	\$ 1.40	\$ 1.80	\$ 2.21	\$ 2.54	\$ 2.86
Parking stations	Staff permit - not dedicated	\$ 8.35	\$ 10.75	\$ 13.15	\$ 15.13	\$ 17.04
	Honorary staff permit - not dedicated	\$ 4.18	\$ 6.53	\$ 6.80	\$ 7.82	\$ 8.84
	Student permit - not dedicated	\$ 6.26	\$ 6.53	\$ 6.80	\$ 7.82	\$ 8.84
	Motorbike parking in designated motorist	\$ 127.75	\$ 164.50	\$ 201.25	\$ 231.44	\$ 260.74
Projected Revenue		\$ 7,418,592.63	\$ 8,724,194.21	\$ 10,135,234.46	\$ 11,294,486.85	\$ 12,445,854.34

Revenue Breakdown

Permit type	Current 2024 rate (with 2023 7.8% CPI increase)	Amortised rate - 50% difference between 2024 rate and current public transport rates	Amortised rate - To match current public transport rates	Amortised rate - 15% above current public transport rates	Amortised rate - 30% above current public transport rates
Year	2024	2025	2026	2027	2028
Surface permits	\$ 3,919,182.06	\$ 5,035,296.89	\$ 6,173,373.25	\$ 7,074,123.48	\$ 7,964,859.25
Parking stations	\$ 548,700.77	\$ 624,906.22	\$ 702,366.62	\$ 807,721.61	\$ 911,753.83
Authorised permits	\$ 128,484.99	\$ 128,877.30	\$ 206,976.24	\$ 238,022.67	\$ 267,637.42
PAYG	\$ 753,697.47	\$ 783,845.36	\$ 815,199.18	\$ 847,807.15	\$ 881,719.43
Pay and Display	\$ 376,438.49	\$ 391,496.03	\$ 407,155.87	\$ 423,442.11	\$ 440,379.79
Kambri	\$ 804,989.85	\$ 837,189.44	\$ 870,677.02	\$ 905,504.10	\$ 941,724.27
SA4	\$ 887,099.00	\$ 922,582.96	\$ 959,486.28	\$ 997,865.73	\$ 1,037,780.36
	\$ 7,418,592.63	\$ 8,724,194.21	\$ 10,135,234.46	\$ 11,294,486.85	\$ 12,445,854.34

CPI rate 4%

Note:

1. Revenue was projected based on the number of actual permits valid in 2023.
2. CPI increases applied when calculating the revenue for PAYG, P&D, Kambri and SA4.
3. The current public transport rates used in calculating the amortised rates are listed as below.

	Return Fares (2 x one way fares)
Adult	\$ 6.44
Student	\$ 3.22