



Australian
National
University



ANU Parking Infringements Guide



Disclaimer

While everything practicable has been done to ensure the accuracy of information in this guide no liability is accepted for any loss or damage whatsoever attributable to reliance upon any of that information. Nothing in this guide should be taken to displace the need to seek professional advice. Photos included as part of the Overview of Major Parking Offences are not inclusive. It is the motorists' responsibility to ensure they are legally parked before leaving their vehicle.

This document can be viewed or printed from the ANU website at <https://services.anu.edu.au/campus-environment/transport-parking/parking-infringements>

Please address all enquiries to:

parking@anu.edu.au

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Introduction

This document is provided to assist drivers to understand their obligations under the Australian Road Rules in relation to parking and how parking is regulated on campus.

The information provided under the specific headings is provided in good faith and is intended as guidance only. You are encouraged to consult the relevant provisions of the Australian Road Rules, The ANU Parking & Traffic Statute and the Road Transport laws (referenced in each section) as it is these provisions that govern whether, in a given circumstance, an offence has been committed. For penalty amounts payable for offences, please see <http://www.legislation.act.gov.au/sl/2005-11/default.asp>

This publication is current as of 1 January 2025.

Australian, ACT Road Rules and ANU Parking & Traffic Statute

The Australian Road Rules establish uniform rules for behaviour on road and road related areas, including parking, throughout Australia. The Road Rules are incorporated into ACT law through section 6 of the *Road Transport (Safety and Traffic Management) Regulation 2000* (the Regulation). The Regulation also contains laws specific in the ACT that are not found in the Road Rules. The *Australian National University Act 1991* authorises the Council of the University to make statutes for or in relation to the regulation or control of traffic, or of the parking, stopping, standing or leaving of vehicles on land occupied by the University in the ACT. The Australian National University (Parking & Traffic Statute) 2019 (the Statute) may provide for the punishment, upon summary conviction, by a fine, or offence against the statute. There are, however, exceptions to the application of ACT law by the statute. These exceptions and modifications can be found in Schedules 1, 2 and 3 of the statute.

ANU Facilities & Services is responsible for regulating parking on campus. The Parking Office processes and adjudicates disputes against infringement notices issued by authorised officers.

Objectives of Parking Regulation in the ACT

There are three main objectives that are central to underpinning how the University conducts its compliance activities: safety, public and business amenity and government.

Safety – many instances of non-compliant parking activity pose significant safety risks to the campus community. It is largely for safety reasons that parking is prohibited in certain areas under the Australian Road Rules. Unsafe parking can pose risks to pedestrians trying to cross roads and also to motorists who can face dangers such as impaired line of sight and unexpected hazards.

Public and business amenity – it is important that parking regulations are enforced to ensure public and business amenity. This means disability parking is reserved for people with a disability, loading zones are kept free for deliveries for businesses, short-term parking spaces provide for a turnover of customers and residents have unobstructed access to their place of residence on campus.

Compliance – the provision of paid parking by the University is on a user-pays basis. In doing so, the University seeks to ensure equitable allocation of space and incentives for campus users to utilise alternative forms for transportation.

These objectives are not necessarily mutually exclusive. For instance, motorists parking in an unsafe manner often do so to avoid paying for parking. The fees for parking and revenue from parking infringements assists the University in maintaining the roads and amenities on campus.

Powers Held by Parking Officers

Parking officers are authorised under section 19 of the *Road Transport (General) Act 1999* (the Act). Under section 53A of the Act, Parking Officers are authorised to issue infringement notices for parking-related offences identified in the road transport law. They also have the power to mark vehicles' tyres under Section 68 of the *Road Transport (Safety and Traffic Management) Regulation 2017* (e.g. with chalk) for the purpose of enforcing parking regulations.

A Parking Officer cannot, while on patrol, withdraw an infringement notice after it has been printed. Parking Officers must always carry photographic identifications cards while they are carrying out their duties.

Common Mistakes Leading to Parking Fines

There are certain mistakes that can lead to members of the public unwittingly parking illegally and receiving a Parking Infringement Notice (PIN). The codes listed on a PIN are used as offence identifiers. These include:

Not taking adequate notice of parking signs

It is every motorist's responsibility to check the signs where they are parking to ensure they are not doing so illegally. Signs will generally be in place on upright poles or on walls at the entrance to or within the relevant area. Parking restrictions apply 24 hours, seven days a week, unless otherwise indicated by signage.

Underestimating the time required for meetings, classes, exams and appointments

When parking in a time limited area (regardless of whether payment is required or not) it is the responsibility of the motorist to allow enough time to do what he or she needs to do. Don't underestimate the time and if you are in a pay parking area, ensure you pay for slightly longer than you may need.

Not being aware of loading zone restrictions

Motorists who are permitted to stop in a loading zone must not stay continuously in the zone for longer than:

- (a) 30 minutes; or
- (b) If information on or with the loading zone signs applying to the loading zone indicates another time – the indicated time

| 2

Parking next to, on, alongside or over yellow edge lines

Yellow edge lines have been part of the Australian Road Rules since the year 2000 and are an international symbol for no stopping and no parking.

Parking without a valid permit

A parking permit is not considered valid if the vehicle being parked on campus is not included in the driver's ePermit or PayStay account. It is the motorist's responsibility to ensure they have entered the registration details of their vehicle correctly. Only one vehicle can may be parked on campus at any given time.

Believing that parking illegally is okay if there are no legal parking spaces available

It is a motorist's responsibility to find a legal parking space.

The Parking Infringement Notice (PIN) Process

You have 28 days to pay, apply to have the PIN withdrawn, dispute liability or request an extension of time to pay your PIN from the day the infringement was issued. If you don't pay, apply to have the PIN withdrawn, dispute liability or request an extension of time to pay your PIN within 28 days a reminder notice will be issued and you will be liable to pay an administration charge as well as the original penalty.

If you still don't pay, you may be summoned to appear in the ACT Magistrates Court and will be liable to pay the cost incurred by the University in laying the summons with the Court as well as the administration charge and PIN. Should the Magistrate find against you, if you do not appear you may be found guilty ex-parte and may receive a criminal conviction and your licence and registration could be suspended. Alternatively, if you defend the matter and are unsuccessful you may receive a criminal conviction and your licence and registration could be suspended. You may also be ordered to pay further court costs.

How to keep on the right side of the law

You should park in accordance with the rules to avoid receiving a PIN.

If you do receive a PIN, pay it within 28 days to avoid the extra administration charge. If you are paying by mail, allow enough time for the payment to be received by the due date. Late payments will attract an extra administration charge.

If you do have to pay the extra administration charge, pay it and the PIN penalty within 28 days.

If you have outstanding PINs that you are having difficulty paying, you can apply for an extension of time to pay the PIN.

If you drive with a suspended registration or drive while your driver's licence is suspended, you are committing a serious traffic offence.

Licence plate recognition (LPR)

Licence plate recognition software may be used to determine if a vehicle is illegally parked e.g. parking without a valid permit, parking over the sign posted time limit.

The Review Process

Anyone who receives a PIN is entitled to see a review. All enquiries **must be made in writing** and should be directed to parking@anu.edu.au. All relevant forms can be found at <https://services.anu.edu.au/campus-environment/transport-parking/parking-infringements>

You can seek a review if:

- You believe that the alleged offence did not actually occur
- The PIN was incorrectly issued (e.g. information about the vehicle is incorrect, the description of the alleged offence is incorrect)
- The PIN should not have been issued e.g. due to a parking sign being damaged or missing
- Illegal parking could not be avoided due to a vehicle breakdown or an emergency situation
- In particular circumstances, you can demonstrate that you have a good parking record.

What if I was not the person responsible for the offence?

If the person in whose name a vehicle is registered was not the driver of the vehicle at the time of an offence, they should submit a declaration to the Parking Office outlining the circumstances. This can include the following situations:-

- ‘Known user declaration’ when the responsible person is known
- ‘Sold vehicle declaration’ when the vehicle had previously been sold
- ‘Illegal user vehicle declaration’ when the car was stolen or otherwise illegally used
- ‘Unknown user declaration’ when the responsible person is unknown.

What kind of evidence will I be asked for if I had to park illegally due to a breakdown or an emergency situation?

Illegal parking does occasionally occur due to unavoidable situations. If a PIN has been issued in these circumstances it is reasonable that it should be withdrawn. However, for this to occur appropriate evidence must be presented with the appeal application.

Example situations	Evidence required
Medical emergency	Documentation from a medical practitioner or hospital
Vehicle breakdown	A completed Statutory Declaration, a towing receipt and/or proof of repairs (e.g. receipts/invoices, NRMA callout documentation, etc.)
Stolen vehicle	Reference number of corresponding Police report
Motorist detained by the Police	Documentation from the Police

A complete list of evidence can be found in the Road Transport (General) Withdrawal of Infringement Notices Guidelines 2019 (No. 1) <https://www.legislation.act.gov.au/View/di/2019-211/current/PDF/2019-211.PDF>

What constitutes a good parking record?

For a motorist to be deemed to have a good parking record, they must not have received a warning or infringement notice on campus in at least the last five years. This is not automatic grounds for withdrawal. The Parking Office will also consider the:

- Seriousness of the offence, including the level of risk it posed to other road users
- Extent to which the applicant reasonably ought to have been aware that their conduct was contrary to law

The following offences will not be withdrawn, even if the applicant can demonstrate that they have a good parking record:-

- Mobility permit related offences
- Disobeying a 'No Stopping' sign
- Parking alongside, next to or over a yellow edge line.

Reference

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided about:

Road Transport (General) Withdrawal of Infringement Notices Guidelines 2019 (No. 1).

General Exemptions to Enforcement of Parking Rules

There are certain general exemptions to the enforcement of parking rules. These exemptions prevent a motorist from being issued an infringement notice or, if an infringement notice has been issued, it should be withdrawn upon a satisfactory application to do so being received.

Exemptions include:

- Emergency services vehicles being used in the course of official duties
- Any motorist acting in accordance with directions from an authorised person (e.g. a police officer)
- Incorrect or missing signage
- Traffic control devices which allow a vehicle to parking in an area despite a rule existing to the contrary (e.g. within the restricted area around a crossing or an intersection when signs are in place that allow parking there)
- A motorist receiving permission from the Parking Office (e.g. if extra time is required in a loading zone)
- When an approved Temporary Traffic Management (TTM) Plan is in force. These are generally provided for ongoing construction work that requires special access and parking arrangements.



Overview of Major Parking Offences

PINcode

200

Not park at a specified angle

A motor must not stop their vehicle in an area to which an angle parking sign applies other than at the angle and position specified.

Why do we have this rule?

To ensure that other users of the parking area may do so safely and not be obstructed.

References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 210
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 284



PINcode 201

Stopping in a permit zone without a *valid* permit

There are certain permit zones where motorists must not park without a valid permit for that zone. These zones include:

- Permit parking
- Reserved permit parking
- Resident permit parking
- Parking station permit parking



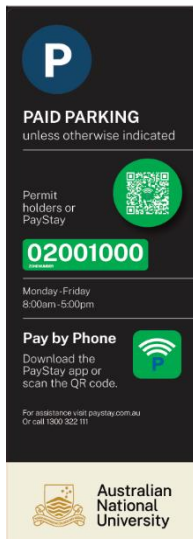
Why do we have this rule?

The purpose of this rule is to ensure that there is parking available for members of the campus community to which the permit refers.

References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 185
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 249
- ANU Parking & Traffic Statute Part 3



PINcode

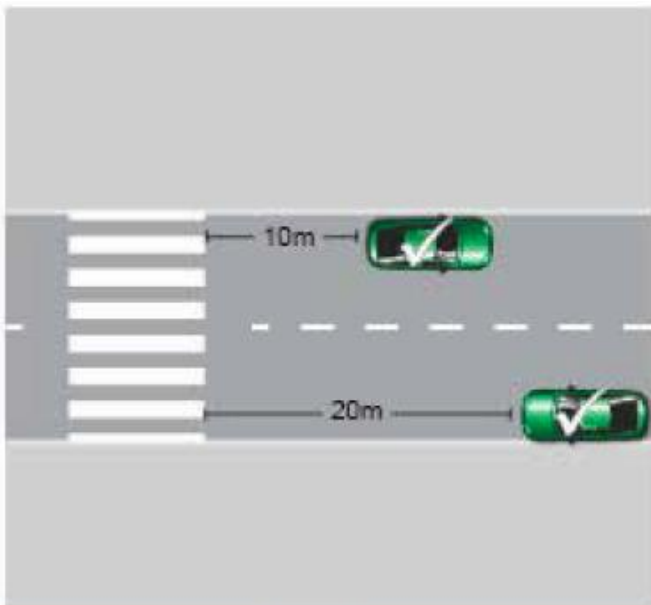
202

Stopping on/near a pedestrian Crossing

A motorist must not stop on a pedestrian crossing, or anywhere on the road within 20 metres before the crossing and 10 metres after the crossing.

Why do we have this rule?

This rule is to protect the safety of pedestrians using a pedestrian crossing. Vehicles in breach of this rule can obstruct the line of sight of other motorists, increasing the probability they will not see pedestrians entering the crossing and significantly increasing the risk of a serious, even fatal, collision.



This is a serious offence and, as a result, there is no possibility of having a PIN for this offence withdrawn on the grounds of previous good behaviour.

Specific exemptions

If there are parking signs that indicate stopping or parking is allowed within the normal exclusion zone around the crossing.

References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road rules rule 172
- Road Transport (Offences Regulation 2005 Schedule 1 Part 1.12 Item 230
- Road Transport (General) Withdrawal of Infringement Notices Guidelines 2019 (No 1)



PINcode

203

Stopping at/near a bus zone

A motorist who is not operating a public bus must not stop in a bus zone.

Why do we have this rule?

Public buses need designated spaces for passengers to get on and off safely. A motorist who parks a private vehicle in a bus zone can impede the safe flow of traffic where buses would otherwise leave the carriageway to drop off and pick up passengers. They can also make a bust stop completely inaccessible, causing bus services to be disrupted.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rules 183 and 195
- Road Transport (Offences) Regulations 2005 Schedule Part 1.12 Items 246 and 262

PINcode

204

Stopping in a parking area for disabled

Anyone parking in a designated mobility disability parking space must display a valid disability parking permit or hold a valid vPermit disability permit.

Note: many of these parking spaces have an area next to them, identified by yellow diagonal stripes, to allow easier entry and exit to and from vehicles. This extra area is intended for this purpose and is not designed to be parked on.



Why do we have this rule?

These spaces are provided to allow people with a disability to access parking with easy access to buildings on campus. These spaces are generally located close to entrances and wheelchair ramps.

Anyone who parks in a mobility disability space who does not have a valid disability permit is likely to be preventing someone with a legitimate disability from using accessible parking. This is a serious offence and, as a result, there is no possibility of having a PIN for this offence withdrawn on the grounds of good behaviour.

References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 203
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 275
- Road Transport (General) Withdrawal of Infringement Notices Guidelines 2019 (No 1)

PINcode 205

Stopping on path/nature strip or land that is not a road

On campus a motorist must not stop on a bicycle path, footpath, shared path, dividing strip, nature strip or land that is not a road.

Why do we have this rule?

There are many reasons this rule is in place. Vehicles parked on footpaths or nature strips can obstruct motorists' line of sight of other vehicles on the road and pedestrians about to cross the road, which can heighten the risk of collisions. Vehicles parked on footpaths or pedestrian safety islands can prevent them from being used by pedestrians. When this occurs pedestrians can be forced to walk on the road, which is a safety risk particularly for children, the elderly, vision impaired and wheelchair and pram users.

Parking on nature strips or land that is not a road erodes vegetation by putting excessive force on tree roots and grass which can make trees unstable and dangerous, particularly in high winds. It can also damage public infrastructure both above and below the ground. Emergency services and other personnel may be prevented from accessing key infrastructure such as water gas, telecommunications and drainage facilities.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- (a) Australian Road Rules rule 197
- (b) Road Transport (Offences) Regulation 2005
Schedule 1 Part 1.12 Item 265
- (c) ANU Parking & Traffic Statute, Schedule 3, 6(5)

PINcode 206

Parking so as to obstruct vehicles/pedestrians

A motorist must not position a vehicle such that it unreasonably obstructs the path of other vehicles or pedestrians.

Why do we have this rule?

Parking in a manner that obstructs other vehicles or pedestrians can cause significant risks to the safety of other motorists and pedestrians who may have to divert their paths to get around the vehicles causing the obstruction. Sometimes an obstructing vehicle can prevent another vehicle from moving altogether.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 198 & 208(8)
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 268 & 279.7



PINcode

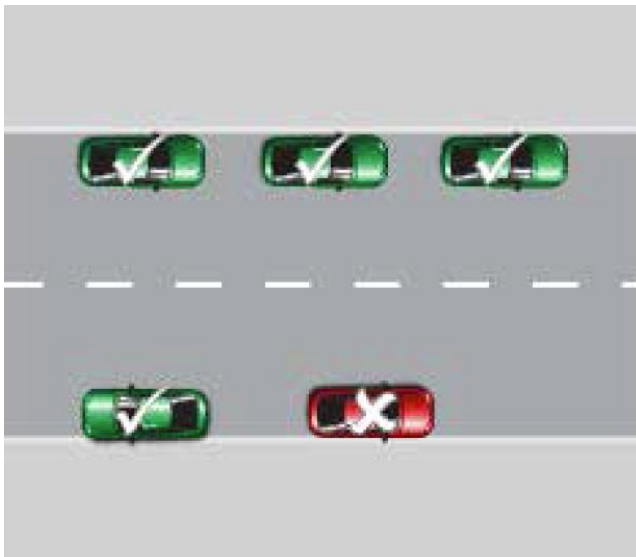
207

Not parallel park in direction of travel

When parallel parking a motorist must park a vehicle in the direction in which traffic could legally travel on the side of the road the vehicle is parked.

Why do we have this rule?

This rule seeks to prevent motorists from positioning their vehicles in dangerous places on the road. This applies to both the time when the motorist is parking a vehicle and when the motorist is leaving. When parking, it is potentially dangerous for a motorist to parallel park on the opposite side of the street as this can force them to drive on the wrong side of the road. When leaving, the motorist may also be forced to travel on the wrong side of the road.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 208(2)
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 279/1

PINcode

208, 209,
210

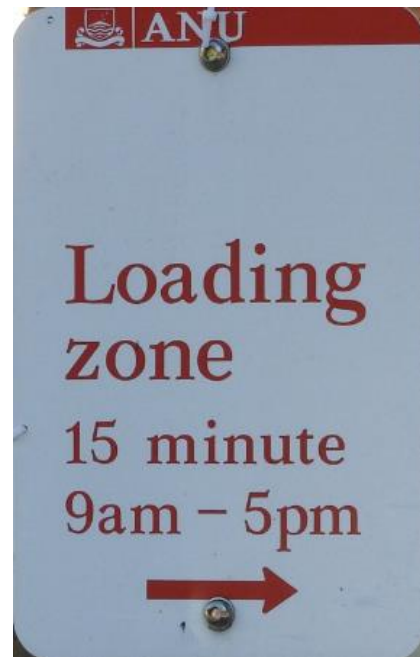
Loading zone offences

A motorist must not stop in a loading zone unless they are loading and unloading goods. If there is a time limit for a loading zone indicated on the sign, or by a loading zone permit, a motorist must not stay longer than the time limit on the sign/permit. If no time limit is indicated the maximum time allowed is 30 minutes.

Note: a mobility permit does not entitle a motorist to park in a loading zone.

Why do we have this rule?

When vehicles using loading zones overstay their time limit, they affect the ability of the University and businesses to move their stock and the ability of the University to conduct business can be adversely affected.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 179
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 237-240 incl.
- ANU Parking and Traffic Statute, Schedule 3, 6(3)

PINcode 211, 212

Parking outside of marked parking bays

A motorist must park within marked parking bays where they are present. This applies whether or not a 'Park in Bays Only' sign is present.

Why do we have this rule?

Offences against this rule can either affect safety or the amenity of other road users.

If a vehicle is parked across the marked boundary of a parking bay, it can restrict access to adjoining bays and prevent other motorists from parking there.

When vehicles are not fully parked within parking bays, they can often also obstruct thoroughfares. This creates an unexpected hazard for vehicles using the thoroughfare and can lead to accidents.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 211
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 285 & 286

PINcode

214

Disobeying a no parking sign

Stopping in a 'No Parking' zone is only permitted for picking up or dropping off passengers and/or goods. A motorist must not leave a vehicle unattended in a 'No Parking' zone and can remain there for a maximum of two minutes (unless otherwise indicated). Leaving a vehicle unattended means being three metres or more away from it.

Why do we have this rule?

No parking zones are established for a number of reasons. They can be put in place to maintain the safe flow of traffic, including at certain times of the day, provide high turnover 'pick up, set down' places and prevent motorists from causing congestion on campus streets.

Specific exemptions

- The Australian Road Rules rule 168(3)(c) allows a motorist displaying a mobility permit to stop for up to 5 minutes in a no parking zone.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 168
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 224

PINcode

215

Disobeying a no stopping sign

A motorist must not stop their vehicle in an area to which a 'No Stopping' sign applies.

Why do we have this rule?

Areas are designated as 'No Stopping' because vehicles stopping there may impede the safe flow of traffic and/or create line of sight issues for pedestrians and motorists.

This is a serious offence and, as a result, there is no possibility of having a PIN for this offence withdrawn on the grounds of previous good behaviour.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 167
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 223
- Road Transport (General) Withdrawal of Infringement Notices Guidelines 2019 (No 1)

PINcode
216

Parking continuously for longer than permitted

A motorist must not park continuously for longer than indicated by signage in a given area.

Why do we have this rule?

Some parking bays are time limited to ensure motorists have equitable access to parking and to provide convenient short-term parking for visitors and part time students.



Parking officers use LPR to mark a vehicle's location to determine whether it has remained parked for the duration of the time it is monitored.

Specific exemptions

- If the motorist displays a valid mobility permit, they are entitled to additional time as follows:
 - If the time limit is 30 minutes or less, the motorist may park for 2 hours
 - If the time limit is greater than 30 minutes, the motorist may park for an unlimited amount of time

References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 205
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 277

PINcode 219

Stopping at the side of a road with a continuous yellow edge line

A motorist must not stop their vehicle at the side of a road or parking area with a continuous yellow edge line.

Why do we have this rule?

Areas marked with yellow edge lines are the equivalent of a No Stopping zone because vehicles stopping there may impede the safe flow of traffic and/or create line of sight issues for pedestrians and motorists.

This is a serious offence and, as a result, there is no possibility of having a PIN for this offence withdrawn on the grounds of previous good behaviour.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 169
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 225
- Road Transport (General) Withdrawal of Infringement Notices Guidelines 2019 (No 1)

PINcode 220

Stopping on an area marked with Keep Clear markings

A motorist must not stop or park their vehicle marked with Keep Clear markings.

Why do we have this rule?

Areas marked with Keep Clear allow service or emergency vehicles access to the area beyond the marked area and provide other motorists with a safe area to turn and leave the area they have driven in to if all parking bays have been taken.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 96(1)
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 119

PINcode 221

Disobey motorbike parking sign

A driver of a vehicle other than a motorbike must not park in a 'Motorbike Only' zone.

Why do we have this rule?

Certain areas are provided for motorbike parking only. Motorbikes have separate parking facilities to ensure that sufficient parking is available for them. It also ensures that motorcycles park in an appropriately-sized parking bay and do not need to park in a regular-sized bay.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 202
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 274

PINcode

222

Disobey no bicycles sign

The rider of a bicycle must not ride on a length of road or footpath to which a *no bicycles* sign, or a no bicycles road marking, applies.

Why do we have this rule?

This rule is in places with high pedestrian access and ensures the safety of both bicycle riders and pedestrians.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 252(1)
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 444

PINcode

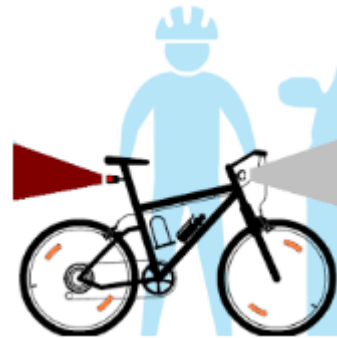
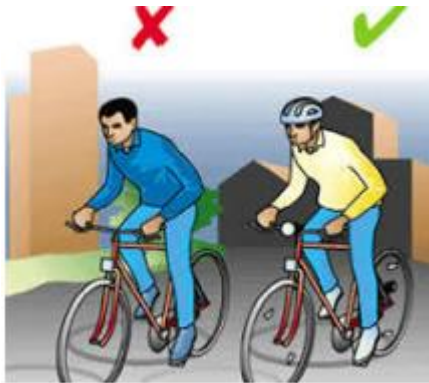
223, 224, 225,
226

Bicycle rider not wearing a helmet/fitted/fastened. No visible front light. No visible rear red light. No visible red reflector

The rider of a bicycle must not ride without a helmet/fitted/fastened. The rider of a bicycle must not ride without a visible front light, a visible rear red light and a visible red reflector.

Why do we have these rules?

These rules ensure the safety of bicycle riders should they be involved in an accident and allow them to be visible to other cyclists and motorists.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rules 256 & 259
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Items 447-448 & 453-455

PINcode

244

Stopping on a painted island

A motorist must not stop on a painted island, irrespective of whether it is on a road, in a car park or located next to a parking bay, including a mobility permit only bay.

Why do we have this rule?

On road surface, painted islands are generally intended to separate traffic to ensure the safety of motorists. Stopping on a painted island can obstruct the safe flow of traffic and line of sight to other vehicles.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 197
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12 Item 266

PINcode

248

Stopping in a taxi zone

Taxi zones must only be used by taxis.

Why do we have this rule?

Taxi zones are established to ensure customers have access to this form of public transport. If a vehicle that is not a taxi is parked in a taxi zone, it can severely disrupt the operation of a taxi rank.



References

Liability for this offence is defined by the following provisions:

- Australian Road Rules rule 182
- Road Transport (Offences) Regulation 2005, Schedule 1 Part 1.2 Items 239

PINcode

249

Stopping in a parking area for charging of electric-powered vehicles, Not actively charging

The driver of a vehicle that is not an electric-powered vehicle must not stop in a parking area for electric-powered vehicles unless the vehicle is an electric-powered vehicle and the electric-powered vehicle is plugged in to an external source of electricity.

On campus the maximum period a person may park in an electric vehicle charging zone is three hours.

Why do we have this rule?

Electric vehicle parking zones ensure drivers of electric-powered vehicles are able to charge their electric-powered vehicle when needed.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 203C(1)(a)
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12A, Item 276B

PINcode 250

Stopping in a parking area for charging of electric-powered vehicles – not electric vehicle

The driver of a vehicle that is not an electric-powered vehicle must not stop in a parking area for electric-powered vehicles unless the vehicle is an electric-powered vehicle and the electric-powered vehicle is plugged in to an external source of electricity.

On campus the maximum period a person may park in an electric vehicle charging zone is three hours.

Why do we have this rule?

Electric vehicle parking zones ensure drivers of electric-powered vehicles are able to charge their electric-powered vehicle when needed.



References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 203C(1)(b)
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.12A, Item 276B

Useful Contacts

Parking Office

The Parking Office provides information and enforcement of parking conditions on campus.

The Parking office can be contacted on: **02 61250179** or parking@anu.edu.au

Parking Review

The Parking Office is responsible for investigating and preparing responses to correspondence disputing parking infringement notices, they also prepare reports and recommendations on infringement matters and prepare legal documents for Court proceedings.

<https://services.anu.edu.au/campus-environment/transport-parking/parking-infringements>

Parking Infringement Notices (PINs)

If you would like to request a review of a parking infringement you must do so in writing and, it must be received within 28 days of the date of service of the infringement notice or, if a reminder notice has already been issued, within 28 days of the date of service of the reminder notice. To request a review of your Parking Infringement Notice (PIN), go to: services.anu.edu.au/parking-infringements

Or

Write to Parking Office, Campus Environment, Level 1, Fulton Muir Building (#95), Daley Road, ACTON ACT 2601

Or

Email parking@anu.edu.au

Other:-

ANU Parking & Traffic Statute

<https://www.legislation.gov.au/Details/F2017L01312>

Road Transport (General) Act 1999:

<https://www.legislation.act.gov.au/View/a/1999-77/current/PDF/1999-77.PDF>

Road Transport (Safety and Traffic Management) Regulation 2017:

<https://www.legislation.act.gov.au/View/sl/2017-45/current/PDF/2017-45.PDF>

Road Transport (General) Withdrawal of Infringement Notices Guidelines 2019 (No 1):

<https://www.legislation.act.gov.au/View/di/2019-211/current/PDF/2019-211.PDF>

Road Transport (Offences) Regulation 2005

<https://www.legislation.act.gov.au/View/sl/2005-11/current/PDF/2005-11.PDF>

ACT Road Transport (Road Rules) Regulation 2017

<https://www.legislation.act.gov.au/View/sl/2017-43/current/PDF/2017-43.PDF>