



Pedal Power
ACT Inc.

SUBMISSION 32



The Inquiry Secretary
Joint Standing Committee on the
National Capital & External Territories
Parliament House
CANBERRA ACT 2601

13 March 2003

INQUIRY INTO PAY PARKING IN THE PARLIAMENTARY ZONE

Pedal Power wishes to lodge the attached one page submission to the above inquiry.

Pedal Power supports the introduction of pay parking in the Parliamentary Zone and recommends it be complimented by enhanced public transport services and facilities for active transport (walking and cycling). This would help the Parliamentary Zone develop into a more accessible, dynamic and healthy place for all Australians.

Yours sincerely

Tony Shields
Director Advocacy
Pedal Power

PEDAL POWER SUBMISSION ON PAY PARKING IN THE PARLIAMENTARY ZONE

Effective control of parking has broad impacts on transport infrastructure and development. Parking is essential to much commercial life but careful pricing and supply management of parking is vital to ensuring it is cost effective.

The external costs of car use (in terms of land take and road infrastructure provision, greenhouse emissions, air and noise pollution, health impacts and urban amenity) far exceed the fuel excise collected in Australia. Free parking in central areas is inconsistent with environmentally sustainable transport policies.

As roads and parking facilities reach capacity, it becomes even important to emphasise the use of public transport and active transport (walking and cycling). A key strategy must be to shift a proportion of commuters from cars (especially single occupancy vehicles) to buses (or light rail).

In Canberra city centre and in Canberra's town centres, paid parking is the norm, or is in the process of being introduced. Thus free parking in the Parliamentary Triangle inconsistent with the rest of Canberra.

Pedal Power supports the ACT Government's aim of increasing sustainability and reducing Greenhouse gases by encouraging bicycle commuting, walking and public transport. In particular, encouraging bicycle commuting depends on safe cycling routes and convenient trip end facilities such as secure bicycle parking, lockers, change rooms and showers.

Pedal Power's policy on parking is:

- Commuter parking charges reflect the full costs of parking facilities. Free parking constitutes a significant subsidy for car drivers which gives private motor transport an unfair cost advantage compared to private transport;
- Parking management should continue to favour short term parking ahead of commuter parking to ensure that people have good access to commercial, retail and community facilities;
- All buildings should have adequate bicycle parking, showers, lockers and change rooms for cyclists.

Pedal Power supports paid parking in the Parliamentary Zone and recommends it be complimented by enhanced public transport (both commuter and shuttle) services around the area for both visitors and workers. This would promote ecologically sustainable development through reduced car dependence and greenhouse gas emissions and develop a 'place of the people' that has more activity and urban amenity.

