



Mick Gentleman MLA

Minister for the Environment and Heritage
Minister for Planning and Land Management
Minister for Police and Emergency Services
Minister assisting the Chief Minister on
Advanced Technology and Space Industries
Manager of Government Business

Member for Brindabella

19/04572

Mr Tom Duncan
Clerk, ACT Legislative Assembly
GPO Box 1020
CANBERRA ACT 2601

Dear Mr Duncan *Tom*

Thank you for your letter of 12 February 2019 regarding petition No. 22-18 lodged by Ms Bec Cody MLA on behalf of 62 residents of the Australian Capital Territory, with the principal petitioner being Jaison Basil.

Motorcycles make better use of road space and parking space than cars. Their use is supported with dedicated parking bays in many locations across the ACT. Motorcycles are also permitted to park in car parking bays. The ACT road rules allow up to three motorcycles to park in a single car parking bay, provided they park in a way that does not impede other riders entering or exiting that car parking bay. Each rider is required to pay any applicable fee to park their motorcycle and abide by any signposted time restrictions.

The area that is the subject of the petition is designated land under the National Capital Plan. The off-street parking facilities near the subject site are managed by the National Capital Authority (NCA). The NCA is responsible for the mix of bays within carparks, including the provision of motorcycle parking bays.

On-street parking in the subject area is managed by the ACT Government. As the road reserve is within designated land, changes to on-street parking are at the discretion of the NCA and are assessed under the NCA's works approval process.

The ACT Government has reviewed the safety and viability of several options to provide more motorcycle parking in the road reserve area. Converting on-street short-stay car parking bays to motorcycle parking bays in the subject area was considered. This raised concerns about traffic flow impacts and safety for motorcyclists and other road users, particularly if bays were located on busy streets.

There were also concerns that removing short-stay parking bays may impact the local area's viability and functionality. A substantial reduction in short-stay parking that supports local businesses and services would be required to accommodate enough new motorcycle bays. It would be difficult to provide enough motorcycle bays in the road reserve to meet demand. Demand is anticipated to be

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high as motorcyclists can park in the bays free of charge, whereas they must pay to park in car bays or private car parks.

The review also considered converting existing footpath and verge space for motorcycle parking or allowing motorcycles to park unrestricted on footpaths and verges. These options raised concerns about safety and amenity impacts for pedestrian and cyclists.

Given the above, the review found that off-street car parks would be the most suitable location for a substantial number of new motorcycle parking bays. I have forwarded your concerns to the NCA for their consideration and have suggested that they consider adding motorcycle parking bays in nearby NCA-managed car parks to support this mode of transport.

Yours sincerely



Mick Gentleman MLA
Minister for Planning and Land Management

2/5/19