

Baker, Justin (REPS)

From: Miletic, Daniel (REPS) on behalf of Committee, NCET (REPS)
 Sent: Tuesday, 13 May 2003 1:27 PM
 To: Clements, Quinton (REPS); Baker, Justin (REPS)
 Subject: FW: Old Parliament House & National Portrait Gallery - additional comments on Paid Parking



-----Original Message-----

From: Cannon, Mark [mailto:Mark.Cannon@dcita.gov.au]
 Sent: Tuesday, 13 May 2003 1:18 PM
 To: Committee, NCET (REPS)
 Subject: Old Parliament House & National Portrait Gallery - additional comments on Paid Parking

Below are some additional comments on the issue of paid parking in the Parliamentary Zone. These are in response to comments and questions from some of the members of the Committee, made when OPH / NPG representatives appeared before the Committee on 9 May 2003.

Best regards

Mark Cannon
 Secretariat, Old Parliament House

Paid parking in the Parliamentary Zone - Additional comments by OPH / NPG

At the 9 May 2003 hearings of the Joint Standing Committee on the National Capital and External Territories' inquiry into paid parking in the Parliamentary zone, hearings Committee Hearings, Old Parliament House / National Portrait Gallery (OPH/NPG) representatives were asked what commuter buses serviced the site.

A number of ACT suburban ACTION bus routes pass directly by OPH, or relatively close to, OPH. These include the number 31, 34, 35 36 and 39 routes. These can convey OPH staff and visitors to and from some areas of Canberra.

While these run regularly through the day, services are considerably less frequent outside normal business hours, and are therefore not practical for OPH/NPG staff and volunteers who must work outside those times. While they provide a relatively brief trip to the Civic Interchange area of Canberra, any commuters who need to transit to and from outlying areas of Canberra may need to take more than one bus, which can involve lengthy, time consuming trips and long waits between connecting services.

Some ACTION peak hour commuter shuttle buses (which convey commuters from outlying suburbs of Canberra directly to the major hubs and office areas, such as Civic, without making multiple stops in the intermediate suburbs), also travel through the Parliamentary Zone and are thus relatively accessible for OPH staff. However, these are operational only for brief periods in the morning and evening peak commuter periods, and thus are not of practical use to staff and volunteers who may need to work outside of these periods.

Therefore, despite the proximity of a number of bus services to OPH, use of the current services to commute to and from work is not a practical, convenient option for many staff and volunteers.

The aforementioned regular ACTION bus services that operate throughout the day are also useful and relatively convenient as tourist transport for visitors who may be travelling to and from the Civic area of Canberra, which is a relatively brief trip. However, they are not convenient for bringing visitors to and from OPH from other areas, or moving tourists around within the Zone.

As noted in the hearings, the modes of transport taken by the members of the OPH / NPG delegation to work on that day were:-

- * Mr Arthur Blewitt (OPH) - travelled by car
- * Mr Mike Perryman (OPH) - travelled by car (irregular working hours and distance from home makes public transport impractical)
- * Mr Andrew Sayers (NPG) - travelled by car
- * Mr Mark Cannon (OPH) - travelled by car, but often commutes by bus
- * Mr Seamus Forde, (Chair of the OPH Volunteers Committee Chair) - travelled by car (lives well outside Canberra, so public transport is not feasible)

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