

Perth Parking Management Act 1999

Perth Parking Policy

Preamble

This policy sets out the approach of the State Government and the City of Perth to the development and management of parking facilities within the City of Perth. It was developed jointly by the State Government and the City of Perth and forms an integral component of the broader planning framework for the city.

The policy places considerable emphasis on achieving a desirable level of car access to the city and on establishing a desirable number of car parking bays in the city. Thus, while recognising that vehicular access to the city is a critical element in ensuring the city's continued financial viability, the policy seeks to balance this requirement with the preservation and enhancement of the environment of the city. The policy, therefore, seeks to encourage a balanced transport system for gaining access to the city. In doing so it supports the objectives of the Metropolitan Transport Strategy and Access Plan for Perth which have already been endorsed by the State Government, as well as the principles established by the City of Perth City Planning Scheme No. 2 and the Public Places Enhancement Strategy.

The policy will provide guidance to the State Government in exercising the powers conferred upon it by the *Perth Parking Management Act 1999*, and to the City of Perth in providing a clear framework for assessing applications for parking facilities under the City of Perth City Planning Scheme. While the State Government will be charged with the responsibility of licensing parking facilities in the Perth Parking Management Area, the City of Perth will retain its powers in regard to development approvals for such facilities.

An important benefit of the policy will be the framework it provides for assessing the likely impacts of proposed parking facilities. This framework will integrate such assessments into the broader context of transport and planning objectives for the city rather than assess such developments in isolation. This will provide comprehensive and consistent criteria for dealing with proposals both to redevelop or upgrade existing facilities, or provide new facilities. It will also provide a logical framework for evaluating community benefits which proponents may offer to provide in seeking tenant parking allowances above the desirable levels established by the policy.

This policy may be amended from time to time by the Minister for Transport following consultation with the Ministers for Planning and the Environment and the City of Perth.

The revenue raised through the licensing of parking spaces will be spent in the Perth Parking Management Area to give effect to this Policy, as

determined by the Minister for Transport following consultation with the City for Perth. Matters to be funded by the revenue include the Central Area Transit (CAT) System and improvements to that system, improving public transport access, enhancing the pedestrian environment, supporting bicycle access and other initiatives which support a balanced transport system for the city.

1. Introduction

This policy has been developed by the State Government in consultation with the City of Perth. It has been ratified by both the State Government and the Council of the City of Perth and provides a consistent framework under which the State Government can apply the provisions of the *Perth Parking Management Act 1999*, and the City of Perth can apply the provisions of the City of Perth Town Planning Scheme, in managing parking in Perth.

2. Objectives

The policy aims to support a balanced transport system for accessing the city. More specifically it seeks to:

- Ensure the continued economic vitality of the City of Perth.
- Improve accessibility to, and within the city, for all users.
- Improve the air quality and the physical environment of the city.
- Keep the impacts of vehicular traffic within acceptable limits.
- Encourage the efficient use of parking facilities in the policy area.
- Provide a framework for the development of parking facilities within the city.

3. Principles

In seeking to achieve the above objectives the policy will apply the following principles to parking in the city:

- An adequate range of parking facilities will be provided and managed having regard to demand, availability of public transport, road capacity, traffic flow, land use and environmental conditions.
- In the heart of the city pedestrians will have priority; surrounding the pedestrian heart the emphasis will be on the provision of short term parking. New public long term car parks may be located outside of the central area.
- The policy will not be applied retrospectively to existing parking facilities for which appropriate approvals have been gained, but where site re-development occurs proposals will be assessed in terms of the policy.
- The level of desirable tenant parking will vary according to the category of street from which such facilities take access;

the general principle is that allowances are lower where access has greater detrimental impact on pedestrian movement.

- Parking facilities should complement their surroundings and provide a convenient service without causing undue disruption or loss of amenity to surrounding uses.
- Off street parking areas should be located and designed so they are an integral part of the development of the site. Disabled and cycling parking facilities should be visible and conveniently located.

4. **Area of Application**

This policy shall apply to the Perth Parking Management Area established by regulation under the *Perth Parking Management Act 1999*.

5. **Policy Provisions**

The provisions governing the establishment of parking facilities within the policy area break down into:

- Zones governing the provision of public parking.
- ‘Desirable’ and ‘Maximum’ number of bays per hectare for tenant parking dependent on the category of the street from which access is taken.

5.1 *Public Parking*

In this policy:

Short-stay public parking facilities are those generally available to the public where at least 50% of vehicles stay less than 4 hours; and at least 90% stay less than six hours; and

Long-stay public parking facilities are those generally available to the public for use without time constraints.

This policy establishes three parking zones for public parking (see Figure 1):

Pedestrian Priority Zone (PPZ)

Within this zone:

- Short-stay public parking facilities may be permitted providing that they do not require access from streets within the Pedestrian Priority Zone.
- In any redevelopment affecting existing parking facilities access shall, wherever possible, be altered to eliminate access from streets within the Pedestrian Priority Zone.
- Access and parking for service and delivery vehicles will be permitted subject to controls to limit impacts on pedestrian movement within the zone.
- Further long-stay public parking will not be permitted.

Short-Stay Parking Zone (SPZ)

Within this zone:

- Public short-stay parking facilities may be permitted subject to compliance with the provisions of this policy.
- Further public long-stay parking facilities will not be permitted.

General Parking Zone (GPZ)

Within this zone:

- Public long-stay and short-stay parking may be permitted subject to compliance with the provisions of this policy.

5.2 Tenant Parking

In this policy, tenant parking is parking available, generally on site, for the exclusive use of tenants/occupants of city commercial buildings.

New tenant parking will be permitted within the policy area subject to the limits set out in Table 1 and the priority of the street from which the proposed facilities will be accessed (see Figure 2).

Table 1: Tenant Parking Allowances.

Street Priority	Desirable Allowance (bays per hectare)			Maximum Negotiable Allowance (bays per hectare)		
	At Grade Access	Integrated Access	Grade Separated Access	At Grade Access	Integrated Access	Grade Separated Access
Category 1	Replace Existing	Replace Existing	Replace Existing	Replace Existing	Replace Existing	Replace Existing
Category 2	100	200	200	100	200	300
Category 3	150	200	200	200	250	300
Category 4	200	300	300	200	300	300

In applying the above provisions limits will be maintained at the 'Desirable Allowance' unless the proposal is part of a development which is deemed by the City of Perth to confer significant community benefits, in which case increases up to the 'Maximum Allowance' may be considered.

The use of tenant parking facilities in new developments shall generally only be leased by tenants of that building, unless the City of Perth approves leasing by other parties.

6. Criteria for Evaluation of Proposals for Parking Facilities

In making an application for the development of parking facilities, applicants shall actively consider and, where required document, the likely impacts of the proposal. Such consideration shall, as a minimum, address the evaluative criteria set out below.

In considering an application for the development of parking facilities within the policy area the authority(s) shall take into account the following matters;

- (a) the impact that the proposed parking facility would be likely to have on the amenity of the environment within the Perth Parking Management Area.
- (b) the availability of public transport in the vicinity of the proposed parking facility.
- (c) the impact of the facility on traffic flows within the area.
- (d) the impact that establishing and operating the parking facility would have on pedestrian movement in the vicinity of the facility.
- (e) any other relevant matters.

Where a proposed new parking facility, or alteration to an existing parking facility, due to its magnitude, location or type, is likely to result in a significant impact on the city, the proponent must provide a Traffic Impact Statement to permit assessment of the project.

7. Special Provisions

7.1 Residential parking

In this policy residential parking is parking used solely in conjunction with residential uses.

The number, location and layout of parking areas for residential developments shall comply with the provisions of the City of Perth City Planning Scheme.

Off street car parks may be used for the provision of residential parking subject to the provisions of this policy, and the approval of the City of Perth.

7.2 Events parking

Subject to the approval of the City of Perth, areas used intermittently for parking vehicles in association with special events are exempt from the provisions of this policy.

7.3 Parking for people with disabilities

Parking facilities for people with disabilities shall as a minimum comply with the relevant current Australian Standards, and the provisions of the Disabilities Discrimination Act.

7.4 Bicycle parking

Bicycle parking facilities in new developments and established premises should be provided in accordance with the City of Perth City Planning Scheme (Bicycle Policy).

7.5 *Special Purpose Bays*

The provision of bays marked exclusively for the use of motor cycles, bicycles, delivery and service vehicles, taxis, buses and coaches and courier services may be provided on streets or required on-site where the nature of the development, in the view of the relevant authority, requires such bays.

7.6 *Combined Parking*

More than one type of parking may be permitted within a single parking facility.

8. Vacant Land and Buildings

Vacant land and buildings awaiting redevelopment within the policy area may not be temporarily used for parking.

This Policy has been developed pursuant to section 5 of the *Perth Parking Management Act 1999* in co-operation with the City of Perth. It is published with the approval of the Minister for Transport, the Minister for Planning and the Minister for the Environment.

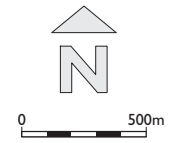
MIKE HARRIS, Acting Director General of Transport.

14/7/1999

PAUL D. OMODEI, MLA, A/Minister for Transport.

Figure I

Perth Parking Management Act Public Parking Zones

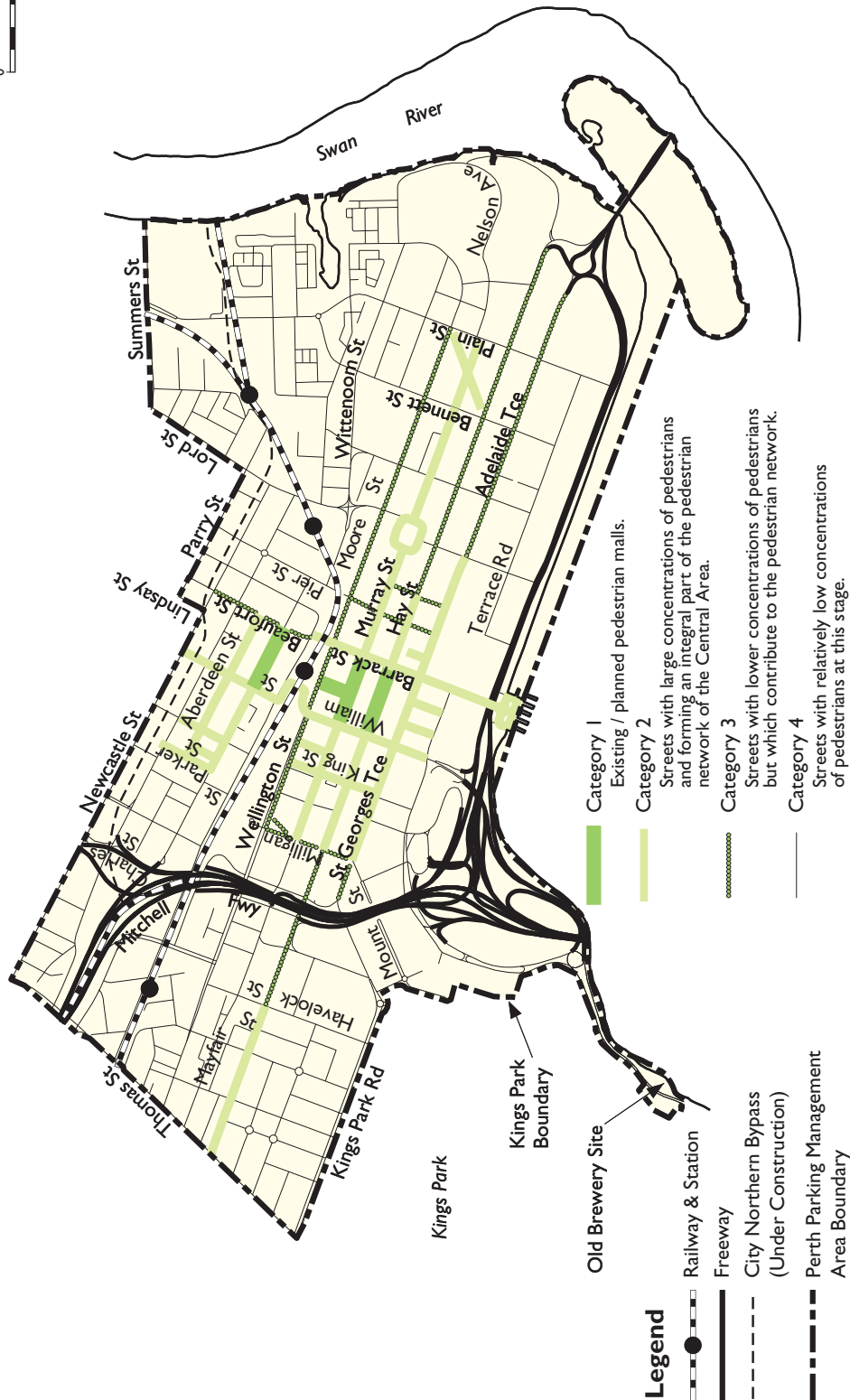


912-08-09

Perth Parking Management Act

Tenant Parking Policy

Figure 2

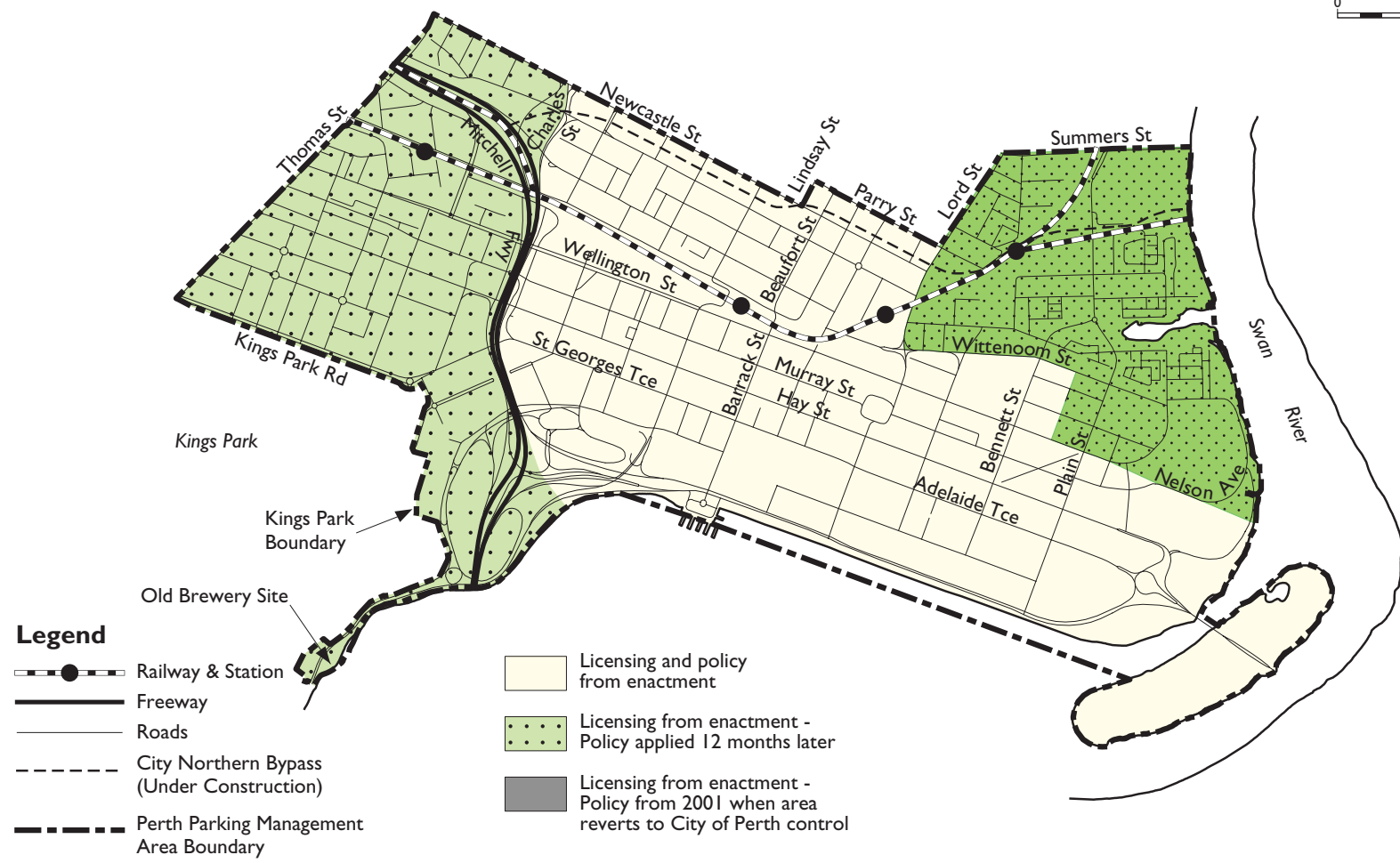
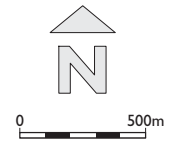


- Legend**
- Railway & Station
 - Freeway
 - City Northern Bypass (Under Construction)
 - Perth Parking Management Area Boundary
 - Category 1
Existing / planned pedestrian malls.
 - Category 2
Streets with large concentrations of pedestrians and forming an integral part of the pedestrian network of the Central Area.
 - Category 3
Streets with lower concentrations of pedestrians but which contribute to the pedestrian network.
 - Category 4
Streets with relatively low concentrations of pedestrians at this stage.

Figure 3

Perth Parking Management Act

Perth Parking Policy Phased Introduction



Legend

- Railway & Station
- Freeway
- Roads
- City Northern Bypass (Under Construction)
- Perth Parking Management Area Boundary
- Licensing and policy from enactment
- Licensing from enactment - Policy applied 12 months later
- Licensing from enactment - Policy from 2001 when area reverts to City of Perth control

912-08-08

