



Extracting Maximum Benefit from Parking Policy - 10 Years Experience in Perth, Australia

**By Emmerson Richardson
Sinclair Knight Merz**

Snapshot of Perth

- > Metropolitan Area Population – 1.7 million
- > 3.5 million city (2050 – 2060)
- > Perth City

Population 15,000

120,000 employees (16% of metro total)

Civic, cultural and shopping
Heart of Perth



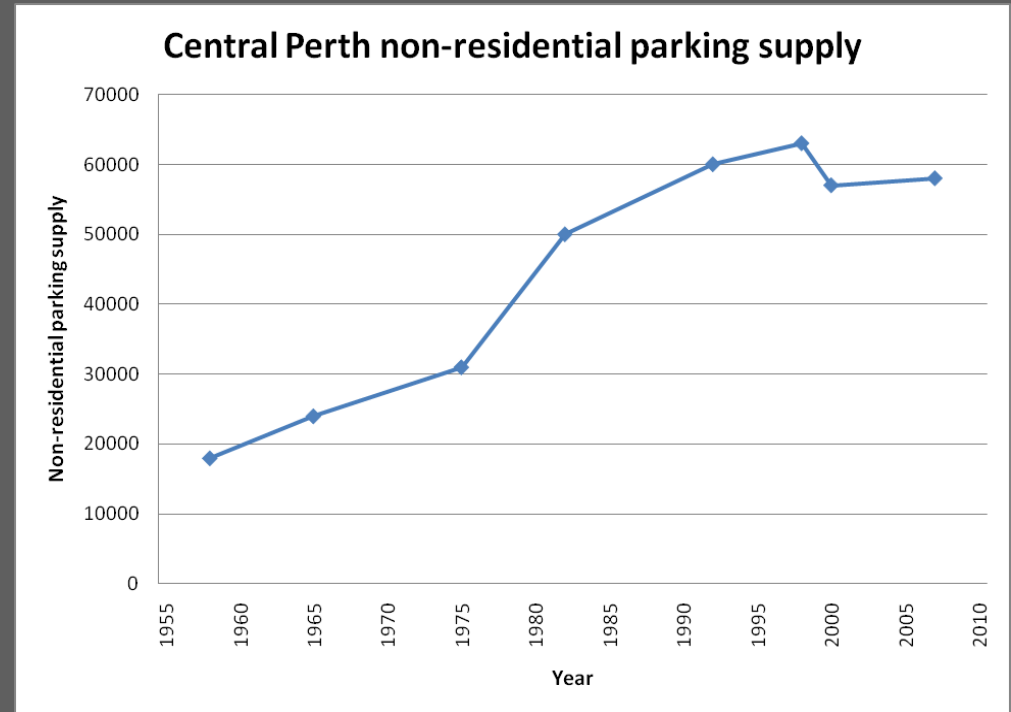
Perth – Hub of Transport Network

- > 5 rail lines
- > Numerous bus services
- > Good road access from North
- > Limited river crossings from South
- > 58,000 car parking bays



More Parking, More Traffic, More Congestion

- Parking doubled 1970s to 1990s
- Increased congestion on approach to City and on City streets
- Declining public and active transport
- Air quality problems and reduced amenity on city centre streets



Existing Street Network

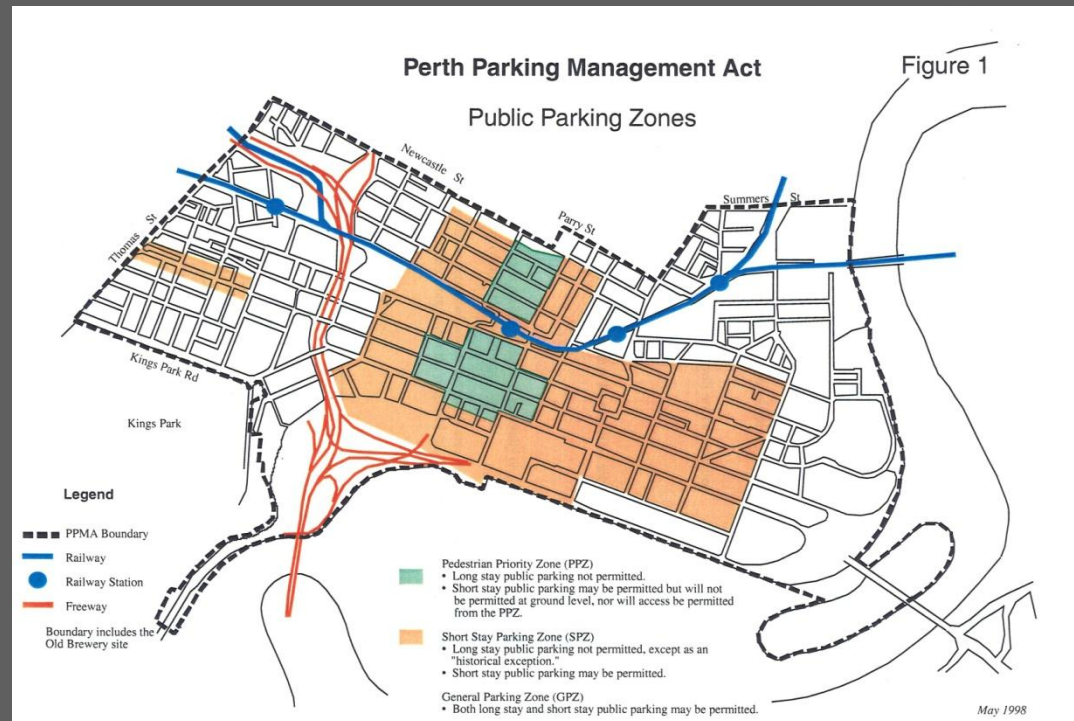
- > General acceptance that traffic could not continue to increase
- > Led by the community
- > New rail line opened 1993
- > Mixed views from professionals on transport demand management
- > Business and some decision makers still reluctant to constrain car travel

Perth Parking Policy Introduction in 1999

- > Joint agreement by City of Perth and State Government
- > Enshrined in Legislation in State Parliament with support of all political parties
- > Opposed by property and business groups
- > Designed to improve accessibility and continued economic viability of the City with less car access

Key Ingredients of Perth Parking Policy

- Maximum levels of private parking based on land area, regardless of development intensity
- Long term public parking restricted to peripheral areas
- All parking bays (other than residential) licensed
- Licence fees applied to off and on-street bays with few exceptions



Annual Licence Fees Per Parking Bay

- > Perth

 - Tenant and long stay parking - \$598

 - Short stay parking - \$567

- > Sydney

 - On street and retail exempt - \$2000

- > Melbourne

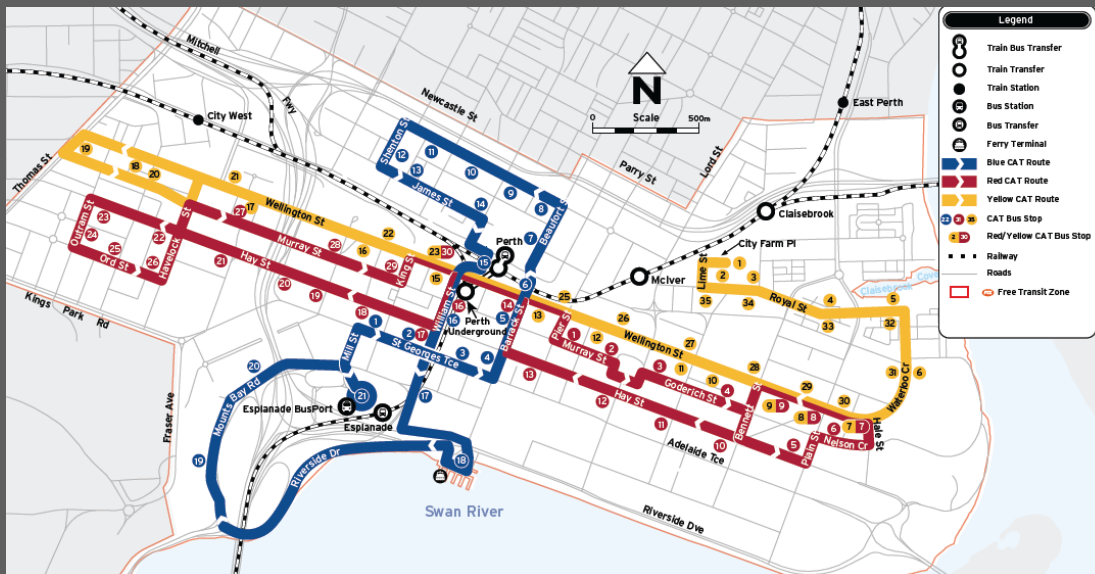
 - Applies to long term only - \$860

- > \$30 million annual revenue in Perth

All Revenue to Public Transport



- > Hypothecation (enshrined in the Act)
- > Free CAT Buses introduced at same time
- > All bus services free in Perth CBD
- > Free Transit Zone Bus Services (2000 – 2008) + 57%
- > CAT bus services (2000 – 2008) + 83%



Major Trends Since Policy Introduced

- > 10% reduction in parking bays (1999 – 2010)
- > Major increase in parking price
 - \$3.30 per hour on street
 - \$20 - \$50 per day in heart of city
 - \$15 - \$20 per day on periphery of CBD
- > Change in Mode Share for access to city

	Early 1990s	2005 - 2010
Car Driver	50%	35%
Public Transport	35%	50%

- > City employment grew by 30%, public transport more than doubled and car access reduced

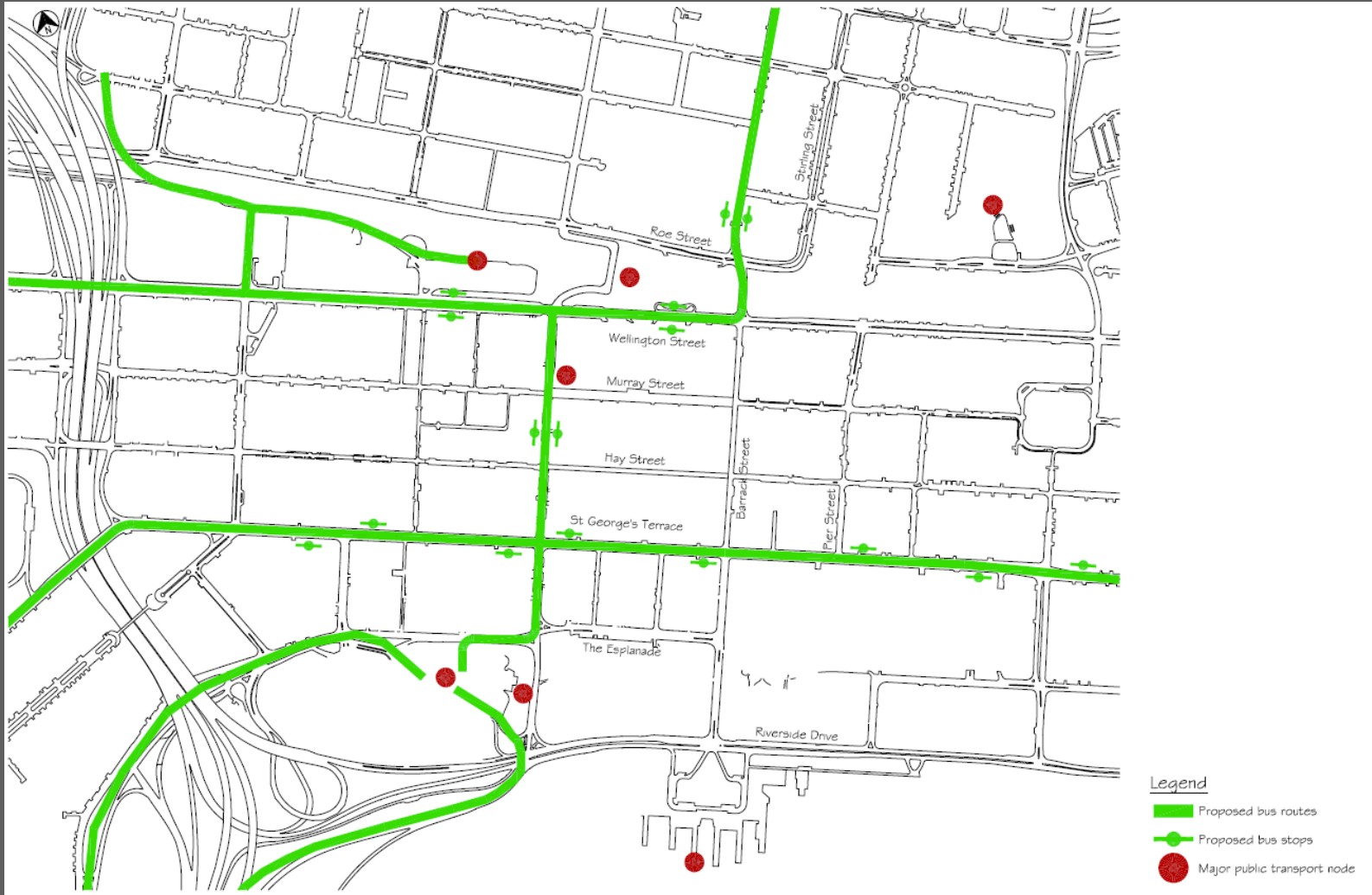
Benefits for City Centre

- > Car travel on some major shopping streets is half that of 1990s
- > Footpaths have been widened
- > Pedestrian movement easier and safer
- > Improved amenity / less local pollution
- > Vibrant, strong city centre growth

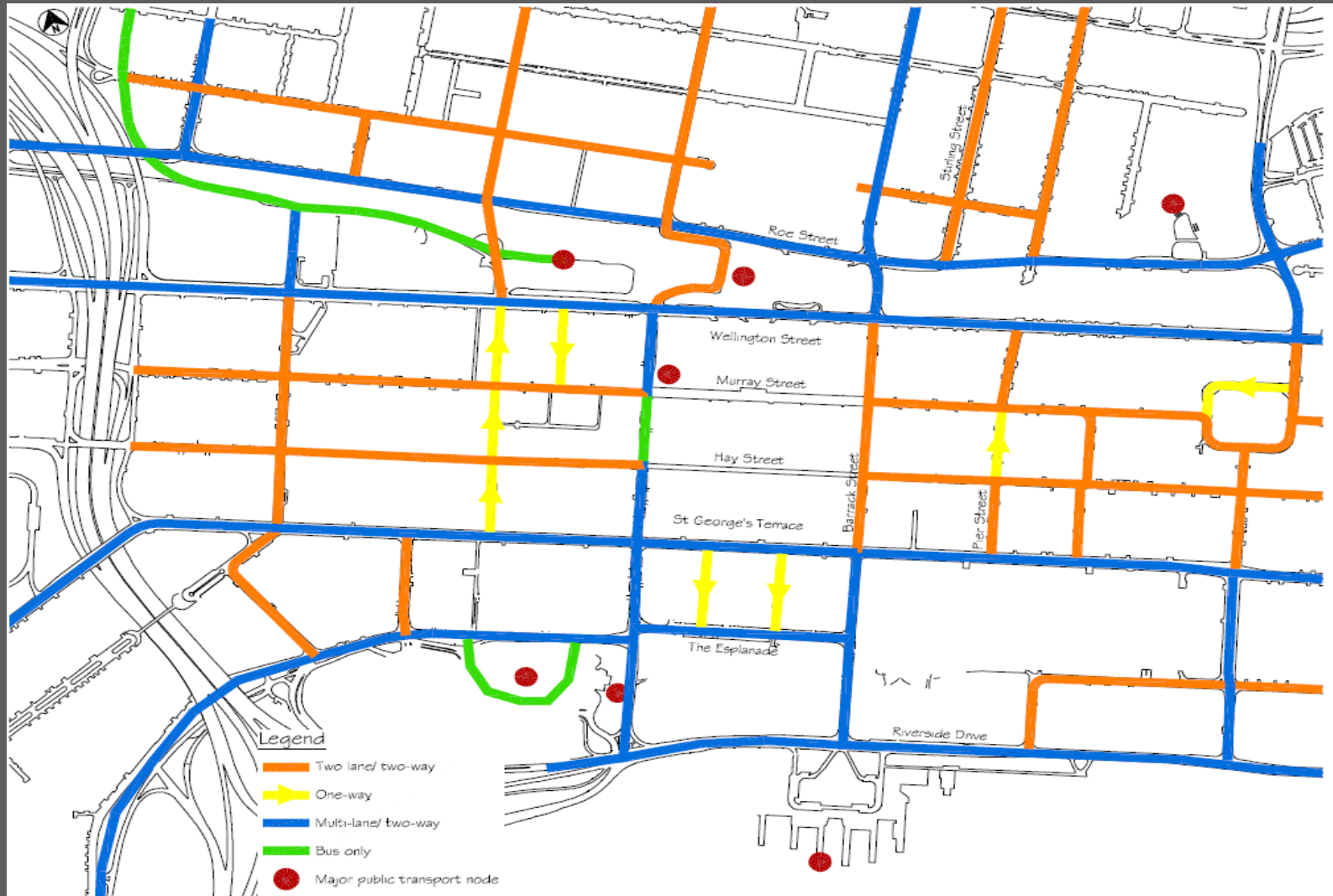
A Change in Mindset – Perth City Council

- > From “Your Car is as Welcome as You Are” – 1980s
To “People First, Public Transport Second, Cars Last” – 2010
- > Led to development of a new Transport Plan Strategic Agreement between City of Perth and State Transport Agencies
 - Removal of one way traffic system
 - Strategic priority routes for buses
 - Copenhagen style bicycle access routes
 - Wider footpaths and less delay for pedestrians

Bus Plan



Street Network

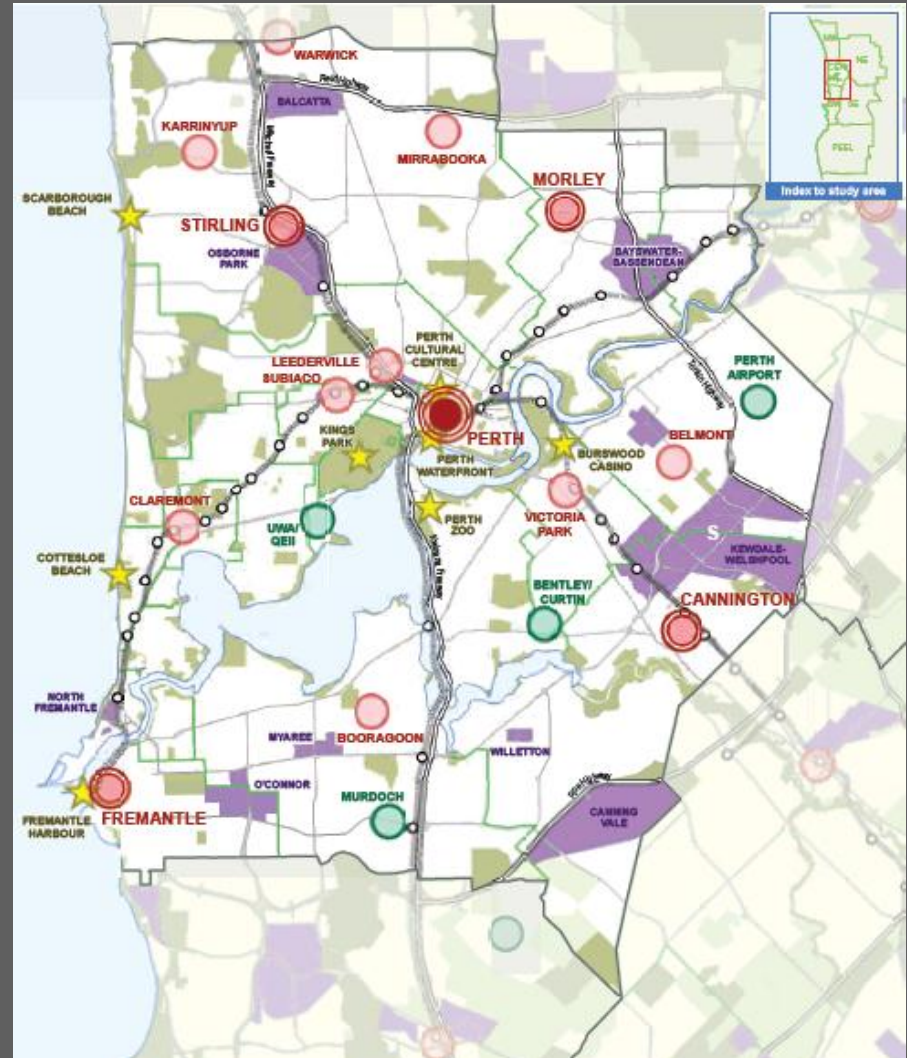


Conclusions from Modelling

- > Vehicle kilometres travelled would reduce by 16%, mainly due to shorter more direct trips
- > There would be some reduction in through traffic
- > Both bus and car traffic would stabilise at about 16 kph average speed

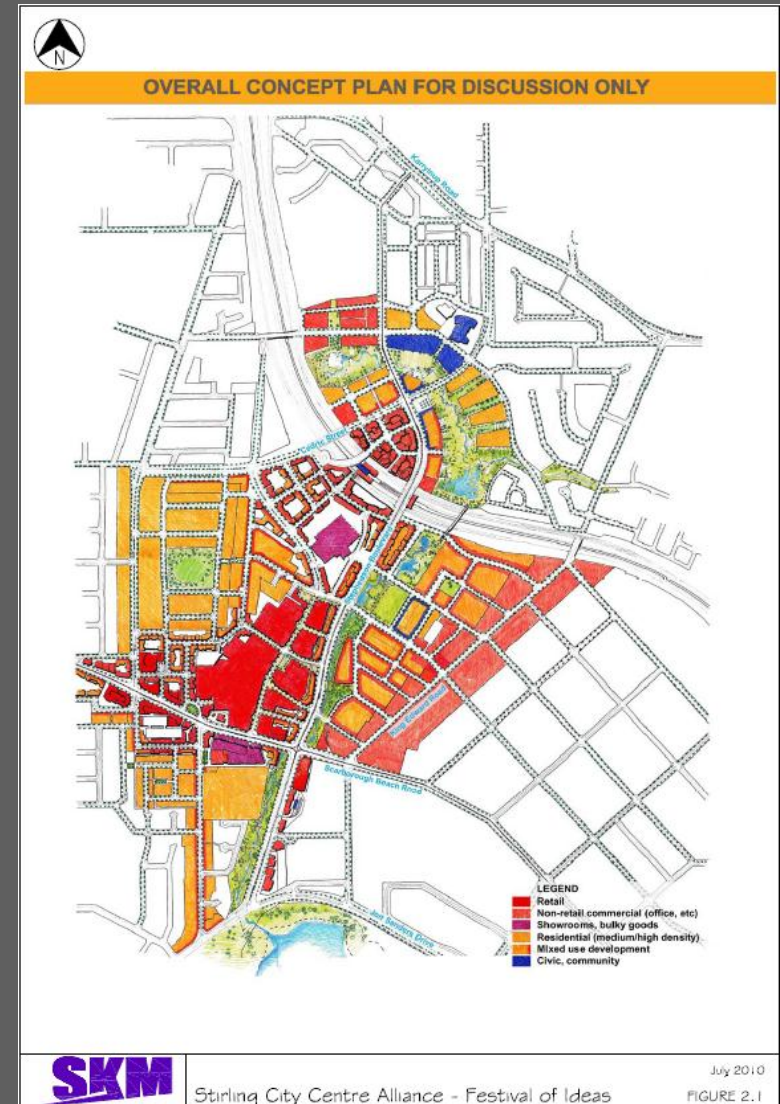
Policy Expansion Beyond Central Perth

- > Parking Policy will need to be extended to Strategic Metropolitan Centres and specialised centres (hospitals / universities etc)
- > State Government is currently developing a policy framework for parking



Stirling City – A Second CBD

- A city with 30,000 employees and 30,000 residents
- On rail line - 8 minutes from Perth
- A major freeway has been removed from Region Scheme and is being replaced with finer grained city street network
- A light rail is being planned linking through the Stirling City Centre and to other centres
- A parking strategy is necessary to limit car growth and enable the city to grow as planned



Improved Public Transport, Walking and Cycling and Restraint of Parking is Needed to Change Mode Share

	Average Mode Share (%) Metropolitan Perth (2010)	Average Mode Share (%) Metropolitan Perth (2040/50)	Estimated Mode Share Stirling City Centre (2040/50)
Car Driver	58%	48%	35%
Car Passenger	22%	20%	15%
Public Transport	6%	12%	18%
Walking & Cycling	14%	20%	32%

Stirling City Centre Access and Parking Strategy

> The main ingredients:

- Regulations to limit supply based on land area and level of development
- Cash-in-Lieu policy and a parking levy to encourage reduced supply (financial incentives) and provide funds for public transport. \$400 to \$500 million in revenue could be raised over 30 to 40 years
- Parking fees and charges to discourage long term parking
- Major parking areas located on periphery of centre
- Wayfinding and guidance system

Conclusions – What Have We Learned?

- > There is a clear nexus between parking supply and traffic generated in centres
- > Parking policies and strategies are necessary to enable dense urban centres reach their full potential
- > Reducing the level of parking and increasing price of parking does not result in economic decline of centres
- > The capacity and service of public transport must be increased to achieve less traffic in centres
- > The experience with the Perth Parking Policy has been instrumental in changing transport thinking in Perth