



Department of
Transport

Parking Guidelines for Activity Centres



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Parking guidelines for activity centres

Executive summary

Throughout recent decades of growth in Perth and Western Australia, the car has remained the first choice for most people when it comes to travel, and networks have been developed to suit the predominance of private transportation. As the physical size and population of the city continues to increase however, it is no longer an option to simply scale our road network to cope with the increasing transport demands, particularly in peak hours.

If Perth is to maintain good access to current and evolving activity centres, there is an increasing urgency to manage motor vehicle demands on the road system.

State Planning Policy (SPP) 4.2 Activity Centres for Perth and Peel, (the Policy), reflects the Western Australian Planning Commission's intention to address this issue by encouraging and consolidating residential and commercial development in activity centres. This will provide a high level of multimodal accessibility by prioritising public transport and active travel and reducing the need to use private cars.

The Policy identifies a number of objectives, in particular to:

6. Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport.

7. Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.

(SPP 4.2, Section 4 Policy Objectives)

To achieve these objectives, it will be necessary to ensure that parking, particularly at strategic and specialised centres, is managed in a way that achieves balanced transport outcomes and supports measures that ensure cross-regional access and mobility is not compromised by increased demands for private car access to individual centres.

The success of the Perth Parking Policy has clearly shown the effectiveness of using parking controls, combined with increased public and active transport use, as an access management tool. Based on this, these Guidelines set out an approach to planning parking provision and management for major activity centres. They also provide direction on appropriate principles and management techniques to be considered when developing access and parking plans for Perth's activity centres.

In the context of Perth's largest activity centres, the long-adopted 'predict and provide' approach to managing parking supply is no longer viable for a range of planning, urban design, social, environmental and practical reasons.

These Guidelines set out the component stages for assessing the accessibility of a centre and determining an appropriate response to creating and maintaining accessibility.

These Guidelines aim to assist with the:

- preparation of activity centre structure plans for specialised and strategic activity centres (as per SPP 4.2);
- preparation of access and parking plans for the above centres where development pressures determine that transport planning should be in place, irrespective of the status of an activity centre structure plan;
- assessment of activity centre structure plans by the Western Australian Planning Commission (WAPC), local government, redevelopment authorities or other responsible authorities;
- transport assessment of subdivision and development applications in activity centres in the absence of a structure plan; and
- principles for underpinning parking and access strategies for town planning schemes and local and district centres.

Any activity centre structure plans, and consequently subdivisions and development applications within those centres, will need to demonstrate that parking will be supplied and managed, as well as limited to a level appropriate to the activity centre, taking account of the provision of alternative modes of travel. Parking caps will also need to consider the potential for overspill parking onto nearby streets, an effect that could be reduced by provision of genuinely viable alternative travel modes. Therefore these Guidelines also outline the principles for planning parking in a major activity centre, including parking pricing and parking management.

As parking is one of the few available and effective road congestion management tools, especially for specialised and strategic activity centres, there is a need to ensure that the parking and access components of activity centre structure plans (as prepared under SPP 4.2), together with the resultant planning approvals, support the achievement of the Policy's objectives.

1. Introduction and background

Regional Western Australia and the metropolitan Perth and Peel Regions have enjoyed the benefits of wealth and rapid growth over many decades.

Most of this growth has been in the era of the car, and Western Australians have come to expect the exceptional access that travel by private vehicle affords. As the physical size of the city, as well as its resident population increases, it is no longer an option to simply scale our road network to cope with the increasing transport demands, particularly in peak hours.

If we are to maintain good access to current and evolving activity centres, there is an increasing urgency to manage motor vehicle demands on our road system.

In the Western Australian context, road tolls and arbitrary restrictions on car use are not current Government policy. This leaves land use changes, voluntary behaviour change, active road management, improving public transport, walking and cycling infrastructure and implementing parking controls as available management tools.

The success of the Perth Parking Policy applied to the Perth Central Business District (CBD), has clearly shown the effectiveness of using parking controls, combined with public transport as an access management tool.

By building on experience gained with the Perth Parking Policy, these Guidelines will assist planning that ensures viable future access to our major urban centres and major specialised activity centres based around hospitals and universities.

1.1 Parking is a necessary element of activity centres

Parking is perhaps the most effective transport system management tool currently available, and application of good parking supply and management principles will influence where, when and who uses the road network and encourage efficient use of available parking resources.

Car parking is a link in a whole journey chain and not an end in itself. It is an enabler that allows and facilitates access for a large part of the population. Without an adequate supply of properly managed parking, our transport system's ability to meet the needs and desires of the people of the Perth and Peel Region is constrained.

Parking is required because motor vehicles, in particular private motor vehicles, will remain for the foreseeable future the predominant means by which people access goods, services, opportunities and amenities. As all motor vehicle trips start and end with a parking event, parking supply and management is central to integrated transport and land use planning.

However, this must be balanced against the need to limit parking in such a way as to control demand for car travel effectively.

In a rapidly growing city, it is not possible or desirable to meet all access demands by private vehicle. This will be particularly so at strategic metropolitan centres and specialised centres where there is a concentration of activity and a resulting focus of demand for access.

1.2 Evolution of parking policy from 'predict and provide'

It has been the long-established practice for town planning schemes to base parking supply requirements on minimum standards for land uses and to require the provision of parking based on the scale of the proposed developments.

This methodology is based on an approach to parking supply that seeks to anticipate and predict demand for access and to accommodate the demand. This approach assumes:

- unconstrained capacity of the road network to accommodate the demand for access by the private car;
- ready availability of land and capital to devote to parking;
- the lack of viable alternatives to the private car such as public and active transport;
- an approach to parking supply that seeks to accommodate virtually all demand for private car access; and
- free or heavily subsidised parking is provided to users.

In the context of our largest activity centres, the above approach is no longer viable for a range of planning, urban design, social, environmental and practical reasons.

The 'predict and provide' parking planning method is threatened by the limited capacity of regional road networks to handle the anticipated demand for additional local and regional traffic. While for specific centres there may be options to upgrade roads and intersections to cope with some of the additional traffic, plans to do so should be part of an integrated transport strategy that arises in part from the assessments recommended in these Guidelines.

The integrated transport strategy would normally include public transport plans, proposed major land uses at the centre, and travel demand management options and may lead to an agreed infrastructure plan that would be required to support the planned development of the activity centre.

2. Purpose and objectives

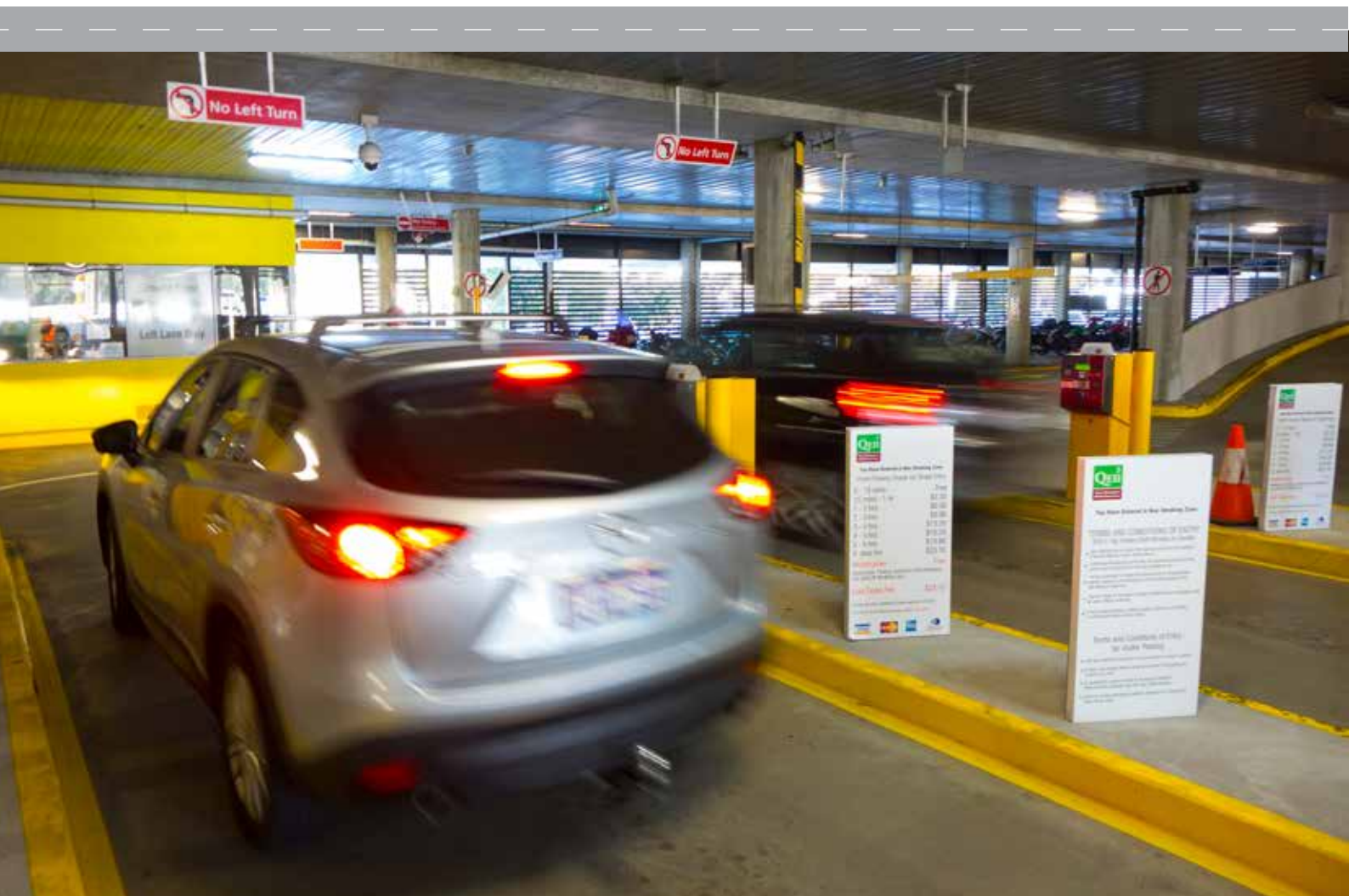
2.1 Purpose

These Guidelines set out an approach to planning parking provision and management for major activity centres and provide direction on appropriate principles and management techniques to be considered when developing access and parking plans for these activity centres.

The major activity centres relevant to these Guidelines are those designated as strategic metropolitan centres and specialised centres.

More specifically, these Guidelines will:

- assist local governments and proponents in meeting the requirements relating to parking;
- assist in both assessing parking issues within district zoning schemes, subdivisions, and development applications, and considering approvals by the WAPC, local government or other responsible authority;
- help form the basis for future transport planning for the centres. When studies are completed in conformity with these Guidelines and combined with growth projections for each centre, they will form the basis for a public transport master plan and a transport infrastructure plan; and
- set out a procedure for how they are used as part of access and parking planning for major activity centres.





2.2 Objectives

The outcomes sought from these Guidelines are:

- ensure that the whole community is enabled to access centres of all sizes efficiently and equitably;
- influence where, when and who uses parking and therefore the road network;
- favour those who have a real need to travel but do not have realistic options for walking, cycling, ride sharing or public transport, particularly in peak times;
- resolve issues relating to land use and traffic management with park and ride for public transport within the centre;
- ensure that private vehicle access to activity centres, especially Strategic and Specialised Centres, does not expand to exceed the capacity limits of the existing and planned local and regional road network in the proximity of the centre;
- manage parking so as to allow major centres to grow beyond the limits that would otherwise be imposed by congestion on the road network caused by private low occupancy vehicles;
- provide direction and advice on parking management to responsible planning authorities to ensure that the centre growth adheres to the Policy's objectives;
- encourage efficient use of available parking resources and minimise land and capital investments in parking;
- ensure access to specific destinations of critical community importance such as hospitals, universities and employment hubs;
- identify the real costs of the provision and management of parking to minimise hidden subsidies and enable user-pays commitments; and
- ensure car park design does not hinder safe and secure pedestrian, cyclist and public transport access (including access on foot from public transport).

Studying access and parking for an activity centre structure plan will normally include the following, with a view to achieving state and local agency agreements that comply with the above Objectives:

- prioritising beneficial investments in the road system in the vicinity of the activity centre; and
- a foundation for a public transport infrastructure and service plan.

3. Application

These Guidelines aim to assist with the:

- preparation of activity centre structure plans as per the Policy requirements for Specialised and Strategic centres;
- preparation of access and parking plans for the above centres where development pressures determine that the transport planning should be in place irrespective of the status of an activity centre structure plan;
- assessment of activity centre structure plans by the WAPC, local government, redevelopment authorities or other responsible authorities;
- transport assessment of subdivision and development applications in activity centres in the absence of a structure plan prepared and endorsed in line with the Policy; and
- principles for underpinning parking and access strategies for town planning schemes and local and district centres.

The following questions should be considered when evaluating whether a centre or development warrants application of these Guidelines:

- Is demand for access exceeding, or predicted to exceed, the capacity of the current or planned road and public transport networks to, through and within the centre?
- Are development interests giving undue priority or emphasis for access to the private car over public transport, walking and bicycle?
- Is the urban form, amenity and safety of a centre likely to be compromised by the need to accommodate a high level of private vehicle access and parking?
- Is there a lack of access and parking management for the centre or significant site/s within a centre?
- Does feasibility and funding for increased public transport services and/or other infrastructure improvements to a centre exist?



3.1 Application to smaller activity centres

Whilst these Guidelines have been developed primarily for specialised and strategic activity centres, local governments may also wish to apply them to secondary centres, especially if such centres are, or are expected to be, dominated by land uses that generate commuter traffic (e.g. not retail) and where significant public transport services are, or can reasonably be, supplied.

3.2 Application to residential development within centres

Residential parking is not the focus of these Guidelines and need not be addressed in detail unless significant numbers of dwellings are proposed in a centre.

Where proposed residential dwelling numbers in activity centres are low, there is no imperative to include parking exclusively used for permanent residential purposes in any parking caps and/or any detailed management strategies recommended by these Guidelines.

Traffic associated with private residents in major activity centres may also have less impact on the road system as peak period journeys are often counter flow to the peak period demands around the centre. It is important that this parking is restricted to bona fide private residential purposes only and is not converted, either formally or informally, to commuter parking. Residents are also likely to have greater transport choices for local and inter-centre trips and, consequently, lower demands to use private vehicles.

Cash in lieu of residential parking is acceptable if non-exclusive public parking is locally available for lease by bona fide residents. The sharing of or unbundling of residential parking from individual ownership is another initiative that could save costs and parking infrastructure.



3.3 Principles

3.3.1 Planning parking in a major activity centre

Activity centre structure plans, and consequently subdivisions and development applications within those centres, will need to demonstrate that parking will be supplied and managed in accordance with the principles outlined below:

- ensure that the siting and planning of activity centres, and management of travel demand generated by centre development, can be accommodated within the existing and proposed regional road network, especially in peak periods;
- set the maximum quantum and type of parking within a centre so as not to exceed the planned road network capacity;
- adhere to any cap on parking supply for individual sites, precincts or entire centres as adopted by the WAPC or other responsible planning authority;
- planning approvals should identify specific parking types or uses (e.g. visitor, disabled or service/delivery) that must be catered for and the quantum of each type (see Appendix 1 for a range of parking uses that may have to be considered);
- use definitions of parking types and uses that are clear and consistent with existing legislation and planning practice such as those in the Perth Parking Policy;
- planning approvals should distinguish between short stay parking facilities that cater typically for visitors and commuter orientated long stay car parks;
- set aside at least 25 per cent and perhaps as much as 50 per cent, of the parking supply in strategic or specialised centres for public parking. The supply of the public parking component should be mandatory and the private component optional. Cash in lieu of public parking is acceptable when paid to the landowner or the local authority for the exclusive purpose of supplying public parking;
- for campus style developments or large-scale subdivisions or developments, land for parking should be retained by the original landowner to ensure that the parking management can be changed over time and parking numbers can be managed within any allocated caps;
- different parking types may be supplied within the one parking facility but the use must conform to the planning approvals;
- parking within centres should be located so that long stay/commuter public parking is located to the edge of a centre, and short stay parking is given priority in central locations close to destinations which attract large numbers of visitors/users;
- staged developments of precincts with allocated parking caps need to demonstrate a reasonable need for the proposed parking even if it does not exceed any caps. While a centre is in transition to its ultimate level of development, temporary car parking facilities may be approved with strict limits on how long they may operate for. These approvals should be made on a case by case basis and the duration limited to discourage delay in investment in permanent parking facilities or public transport improvements;
- landowners that have six or more parking bays on their properties may be required in certain circumstances to develop and maintain a parking management plan, including pricing strategies; Consideration should be given to exemptions from the need for parking management plans. Guidance on exemptions can be obtained from the Perth Parking Management Area in regard to fee exempt parking, including private residential parking;
- as part of planning approvals, medium and large developments should be required to develop and implement travel plans in accordance with the activity centre structure plan. Draft travel plans would be required for all development applications for the construction or occupancy of significant buildings; and
- residential parking must be used for residential purposes only.



3.3.2 Pricing parking

Charging for parking is an effective tool to manage parking demand. Many businesses, employers and institutions provide free or subsidised parking as a way of creating a competitive advantage. Free or cheap parking however sends price signals that encourages car use and makes other travel choices such as public transport less appealing. When parking is provided for free, it is not uncommon for public transport to be a more time consuming and expensive option for many users. Such behaviour creates additional demand for road access, especially at peak periods. This adversely affects other road users and creates a demand for additional investment in roads.

The land used for parking, the capital cost of constructing parking and its ongoing management and opportunity costs are always paid for by someone. It is very rare however that these costs are fully recovered from the users. At the same time, provision of free or partly subsidised parking has become an overhead for almost all businesses and activities. If users fully paid parking costs, then alternative means of transport would become more attractive with the flow on benefits of reduced congestion and lower transport overheads for businesses and agencies.

Charging users for car parking is only common practice in locations where parking demand is high, the supply of parking is limited and creation of new parking is expensive. Destinations such as the Perth Central Business District, West Perth, Subiaco, Leederville and Fremantle, as well as universities and hospitals require payments, be they token in some instances, for both on and off-street parking. Payment creates a cash flow that at least has some return on investment to local government and private sector parking suppliers. This supports the provision and management of parking.

A consistent parking policy across centres will assist in ensuring equity. The Department of Health comprehensively addressed this issue through its Access and Parking Strategy as agreed with the WAPC. This strategy addresses parking fees for staff, parking management and travel planning expectations for all metropolitan public hospitals, many of which are in strategic or specialised activity centres.

Charging the right amount for parking, together with setting appropriate time limits, stimulates turnover within an area of limited parking supply. An appropriate level to charge is that which creates a sufficient number of vacant parking spaces. Vacancies created by a charging regime give users a level of certainty of being able to access a space when required.

Certainty of getting a parking space, especially for high valued activities such as visits to medical, shopping or recreation services or facilities, influences decisions by car users as to time, place and mode of travel. Similarly, charging can be used to encourage some potential parking users to opt for alternative access modes or to use parking that is located further from the destination at the fringe of centres. Such an approach is used in central Perth where high value public spaces close to the centre are charged at higher rates than parking at the edge of the central city.

Charging for parking is more acceptable for commuters where viable alternative access options, such as public transport, exist for a significant number of users and where the parking revenue stream is used to support the provision of public transport, walking and cycling. This is especially effective where linkages between parking revenues and access or amenity enhancement are formalised by some form of hypothecation of parking revenue. For example, the Perth Parking licence fee fully funds the Perth Central Area Transit bus system and the Perth Free Transit Zone.

The “user pays” principle could be considered when planning for parking as it can help to underpin parking supply and pricing decisions. The user pays principle endorses the recovery of at least part of the costs of parking from those who benefit from its provision. Landowners are encouraged, for their own internal purposes, to identify the full land, capital and operational costs of parking and the proportion of those costs that they plan to recover from users.

The Parking Management and Travel Plan for a strategic metropolitan centre or a specialised centre should:

- address how the principle of user pays is to be enforced in relation to parking supply and pricing decisions;
- identify how pricing is to be used as a tool to manage demand for the parking resources including, for example, ensuring vacancy targets are maintained for public parking including on-street parking;
- identify what types of parking should be cross subsidised from revenue derived from other parking types (best practice indicates that parking that promotes economic or social wellbeing goals should receive free or low cost parking e.g. ACROD; service/delivery, public transport drop-off/pickup or layover); and consider if there are any essential car-users who have no real alternative to the car;
- identify if and how parking revenue is to be used as a funding source to support sustainable access options; and
- establish and formalise how cash in lieu of car parking funds are to be used to invest in capital costs for public or shared parking.

3.3.3 Managing parking

Limiting the supply of parking in an activity centre is of less value if that parking is not managed to ensure the intended users can access that parking and the centre can operate efficiently.

There are a number of key principles to guide planning for parking management in major activity centres, including:

- parking users should be categorised and prioritised accordingly. Typically, to promote activity and vitality in a centre, short term and casual users should have priority access over long term and regular users including commuters;
- management, especially for public parking, should be flexible to adapt to changing demands and ensuring prioritised users can get parking as required;
- local government should develop and maintain an effective parking supply, compliance and enforcement regime that applies not only to parking under its controls, both on and off-street, but also that supports effective parking management by private land owners and parking managers;
- in strategic metropolitan and specialised centres, common use and public parking facilities are the preferred supply option and should be at least 25 per cent of the off-street parking supply. Public parking is the most flexible form of parking supply as it allows a wide range of users to access the same facility throughout the day. It also allows the management of parking to change over the years to better reflect needs;
- as much as is practicable, ownership and management of parking should not be fragmented. The structure plan adopted for each centre will determine the permitted levels of fragmentation or subdivision, if any;
- on-street parking should be managed to benefit short stay users and to promote economic or social wellbeing goals for the centre;
- parking pricing, together with time limitations, are essential tools for parking management; and
- parking and access management is to be integrated with all stages of the planning and approval process to outcomes are consistent, equitable and effective.



3.4 Approach to assessing centre accessibility and road network capacity

The responsible land use planning authority should, as a part of the process of developing and approving a structure plan for the activity centre, prepare an assessment of the centre's accessibility.

The assessment should address:

- the type of existing and proposed land uses within the centre and their resulting access needs;
 - the capacity of the road, public transport, pedestrian and bicycle networks to handle additional movements, particularly traffic at peak times;
 - the impact of the demand for access on regional transport networks as well as the roads in the immediate vicinity of a centre;
- the planned and committed transport infrastructure upgrades over the planning period (typically not more than 20 years);
 - safety and security (safety from traffic and crime); and
 - emergency vehicle access and whether this could be impeded by congestion.

The assessment should include transport modelling as recommended by the approach outlined in the Transport Modelling Guidelines for Activity Centre Structure Plans (May 2016) prepared by the Department of Transport.





In the event that the assessment determines a lack of capacity within the road system - in particular if sub-regional or cross-regional mobility is impacted negatively by private car access demand to a centre - the assessment will need to seek assistance of the key state transport agency to jointly address mitigation and management measures or other appropriate responses as part of the structure plan.

Important questions to consider:

- Is priority for access to the centre or significant sites within a centre given to private, low-occupancy motor vehicles over public transport, walking and cycling or private high-occupancy vehicles?
- Will the need to accommodate a high level of private vehicle access and parking compromise urban form and amenity?
- Is an Access and Parking Management Plan for the centre or a significant site within a centre needed? (Note that for larger centres, the default answer will be yes).
- Is parking likely to create a negative impact on a centre's safety and amenity for pedestrians, cyclists and public transport users?
- Is it likely that parking activity may spill into adjacent areas? If so, is a management strategy in place to control parking beyond the formal planning boundary of the centre?
- Does the public transport system have the potential to provide services that will facilitate mode shift to it, particularly for commuters? (Note that the latter may need to be quantified in a public transport masterplan).
- What level of funding may be required to achieve the service level and infrastructure required for public transport services and/or other accessibility improvements to a centre?
- How would policies and statutory mechanisms incorporate and implement parking and access plans?
- Can agreements be made to provide the road, cycling and public transport infrastructure and service upgrades required for the planned level of future development?
- Will emergency vehicle access be impeded by congestion?
- Are there any safety and security issues, including traffic safety and personal security, safety from crime?

Likely outputs of the assessment will include:

- part of the transport related input into the activity centre structure plan as required by the Policy;
- a centre wide parking supply and management plan with requirements that local government, subdividers, individual landowners and developers will need to address;
- a determination whether a cap or limit on parking supply for the centre is warranted; and, if it is, what the cap should be, along with an equitable way of allocating parking development rights to landowners;
- details of parking types excluded from the cap including special purpose (e.g. disabled, loading) and if appropriate, private residential;
- a road and intersection upgrade plan, together with a public transport infrastructure plan and details of the required public transport services, presented with potential funding sources and any required commitments;
- a cyclist/pedestrian infrastructure plan, including end-of-trip facilities and connections to Pedestrian Shared Paths and wider cycling network;
- safety and security (crime-prevention) measures;
- an identification of requirements for planning policies and controls including town planning scheme amendments, region scheme reservations and other legislative mechanisms; and
- potential partnerships between various interested groups to supply and manage parking. For example, local government, landowners and car parking operators.



3.5 Preparation of a Parking Management and Travel Plan

Any constraint on parking will require careful management to maximise benefits to all users of the centre.

For each major centre, especially when a parking cap is required, a Parking Management and Travel Plan (PMTP) should be prepared to ensure that access to the centre is maintained under a variety of future growth scenarios. Requirement for a PMTP or an equivalent should be incorporated into the planning controls and approval framework for the centre.

A PMTP will guide both the overall development of a centre as well as being applicable to individual subdivision and development applications. The outcome sought is that all development conforms to consistent parking supply and management practices and that the responsible authority is able to measure the compliance with, and success of, the plan.

The PMTP should consider:

- which authority or agency is responsible for the plan's implementation, ongoing operation and review;
- the data collection and performance measures to be used by the responsible authority to measure performance and adherence to the planning approval's requirements;
- how the landowner/manager will demonstrate to the responsible planning authority that they are in conformity with the conditions of their planning approval; and
- the management strategies, education, compliance and enforcement to be used to ensure that the requirements of the planning approval are met.

The responsible authority, usually the WAPC, assesses the PMTP (as per Table 6 of the Policy) in terms of its ability to manage parking in a centre according to the principles and objectives of the Policy together with the specific needs of the activity centre.

A PMTP should make reference to:

- Guidelines for preparation of integrated transport plans (May 2012) prepared by the Department of Planning on behalf of the WAPC; available at www.planning.wa.gov.au/publications/6328.asp
- and
- Transport Assessment Guidelines for Development (August 2006) prepared for the WAPC for voluntary trial and evaluation; available at www.planning.wa.gov.au/publications/1197.asp



3.6 A cap on parking as one way of protecting the capacity of the road network

As referred to in previous sections, a transport assessment should be prepared for all strategic metropolitan centres and specialised centres to determine the physical capacity of the road network, together with any planned and reasonable upgrades with the ultimate aim of determining the maximum level of parking, or parking cap, that can be provided in the centre.

It is also important to consider potential overspill parking onto nearby streets which could result from limited supply of off-street parking. Therefore, on-street parking restrictions may be needed as well. Also, this reinforces the need for genuinely viable alternative forms of travel in addition to parking caps.

If an alternative methodology is proposed to that presented in these Guidelines, it is advisable for the methodology to be approved by the responsible planning authority before work commences.

The WAPC may choose to undertake a transport assessment and assign a parking cap, together with other strategies, to an activity centre in advance of, or in the absence of, an adopted structure plan that adequately addresses the parking and access issues.

Over time, circumstances relating to access to a centre may change beyond what was initially assessed. Any future structure plan may propose alternative cap or access arrangements, based on a further transport assessment, for consideration by the WAPC prior to adoption of a revised structure plan.

There would however, be a strong presumption against changing an adopted parking cap. This is to create a level of certainty for both developers and long range planning. The original parking cap should only be modified if a revised assessment demonstrates a substantially different outcome, or if significant unanticipated commitments to upgrade the road network or public transport service levels have since been made.

A centre-wide cap on parking will need further refinement to allow for detailed allocations to sub-precincts and even individual properties within an activity centre. This is to ensure that parking privileges are fairly distributed across landowners and users and that the desired land use planning outcomes can be achieved.



4. Conclusion

Parking is one of the few available, and perhaps the most effective, road congestion management tools. The successful development assessment and subsequent application of these guidelines will influence where, when and who uses the road network and encourage efficient use of available limited parking resources.

Consequently, there is a need for strategic metropolitan and specialised activity centres to ensure that the parking and access components of activity centre structure plans (as prepared under SPP 4.2), together with the resultant planning approvals, support the achievement of the Policy's objectives.

These Guidelines assist planners in assessing accessibility and capacity of a centre and, in response, preparing a Parking Management and Travel Plan or implementing a parking cap.

When implemented in accordance with guidance from WAPC and relevant transport agencies, the outcome will realise accessible and well connected activity centres that ease or assist in alleviating transport demand on the entire regional network.



Appendix 1 - Parking types to be considered as part of an activity centre parking strategy

Parking demands are highly variable between users, destinations, trip purposes, and can vary across the day, week, season or years.

Parking demand can be divided in the following categories:

- On-street or off-street
- Long or short stay (long stay is typically 4 hours or greater whilst short stay is for periods up to 4 hours)
- Public or private access controlled
- Service delivery
- Special purposes/needs
- Residential
- Special event

The following list of parking types may be of assistance. For more formal definitions, please refer in the first instance to the Perth Parking Policy (2012) as amended.

Type	Remarks
On-street restricted	Local government control by establishing time, cost, permit regimes or specifically allotting bays for a specific use (e.g. loading/unloading, car share).
On-street unrestricted	No time or other restrictions.
Loading/unloading	People or goods e.g. bus stops, taxi ranks, and commercial goods delivery.
Motor cycle	Both restricted and unrestricted.
Private residential	Residents, social visitors, delivery and trades service vehicles. Casual parking demand may in part be satisfied by access to the on-street supply.
Commercial residential	Hotel, motel, serviced apartments, guesthouses and hostels.
Disabled	Both drop-off/pickup and longer stay parking spaces. Many people with disability parking entitlements do not need the extra width or length bays specified in the standards. Standard bays well located relative to the final destination will satisfy the needs of most. Building Code of Australia (BCA) specifies minimums but the increasing level of disability in society associated with our aging population may require higher than the minimum. Also specific destinations such as hospitals or medical clinics may require more than the BCA level due to client characteristics.
Public bus	Both pickup/drop off and layover.
Taxi	
Tourist bus	Drop off/pickup and layover.
Public long stay	Commuter use. State/local government or private sector may provide parking facilities.
Public short stay	Shopper, business or service visitor.
Commercial office tenant	Typical use is by commuters or workers using vehicles to travel to clients during working hours.
Tenant short stay	Client or business visitor parking.
Vehicle servicing	Repairs, servicing etc. of motor vehicles.
Emergency service	Police, Fire or Ambulance operational vehicle parking.
Hospital	Staff, patients and visitors have different demand characteristics that have to be accommodated
Kiss and Ride at public transport or activity centres	
Special events	Royal Show, Australia Day fireworks, major sporting or cultural events impose extreme demands on the available parking supply and more generally on the road network and public transport system. Planning for parking is part of a broader access planning for such events and needs to address matters such as increasing the supply of parking by temporary use of land and facilities not normal available and maintenance of safe access.



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