

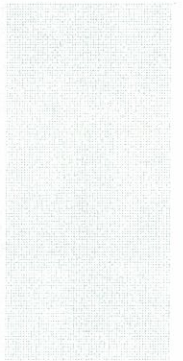


Department for Planning  
and Infrastructure

Item 9.1.14

## **Boundary of the Perth Parking Management Area**

Discussion Paper  
June 2008



## 1. Executive Summary

### 1.1 Introduction

As there is a high reliance on road based transport in the Perth Metropolitan Region and Central Perth, parking is central to access and mobility.

In July 1999, the Perth Parking Management Act, Perth Parking Policy, and Perth Parking Licensing system came into operation. These are applied to a defined part of the Perth metropolitan region known as the Perth Parking Management Area (PPMA). The PPMA currently covers the Perth CBD, West and East Perth, and Northbridge.

The underlying rationale for the original Perth Parking Management Area was to identify and provide a boundary to the area of Central Perth to which the application of a parking management and land use strategy contained within the Perth Parking Policy (PPP) is applied. The Policy seeks to manage parking to support a set of 'balanced transport' outcomes.

This rationale continues to form the basis for the identification of the geographical area to which the PPP should be applied.

### 1.2 Issue

It has been suggested that the PPMA boundary may require adjustment to account for the evolving nature of Central Perth, especially employment growth and recent changes to the Local Government boundary between the City of Perth and the Town of Vincent.

### 1.3 Options

This paper identifies four options in regard to the PPMA boundary and considers the merits for and against each option. The options have been formulated on the basis that the Perth Parking Policy needs to continue to support the achievement of 'balanced transport' outcomes for Central Perth.

#### 1. *Status quo.*

This approach leaves the current boundary as it is. The rationale for this approach is that despite the growth and change that has occurred within the PPMA, this has not as yet spilled over, or at best has had minimal impact on the adjacent areas. Similarly growth and changes in adjacent areas have had little or no impact on the PPMA. The assumption is that the current PPMA boundary remains the correct one on land use and parking grounds, regardless of a small part of the PPMA area now being within the Town of Vincent.

#### 2. *Minor contraction of the PPMA to reflect adjustments in the Local Government boundary between City of Perth and Town of Vincent.*

The areas concerned include a section of land north of the junction of Mitchell Freeway and Graham Farmer Freeway, a strip of land north of Newcastle Street, and land east of Lord Street, including the proposed Perth Museum site in East Perth.

This option essentially creates an operational advantage for the PPMA area to lie totally within one Council area. It leaves the current boundary largely alone as it contends that change or growth has not been of a significant enough scale or impact to warrant major change.

If the extension of the Free Transit Zone or CAT services to the Perth Museum site is considered important, this may be sufficient rationale to retain at least this portion of Vincent within the PPMA.

**3. *Limited expansion into the immediately adjacent areas of Vincent or Subiaco where parking activity may impact on achieving the 'balanced transport' outcomes sought for Central Perth.***

Option 3 considers limited expansion into the immediately adjacent areas of Vincent and/or Subiaco. This would be necessary if there is the emergence of parking issues and demands immediately outside the PPMA of sufficient scale and complexity that compromised the 'balanced transport' outcome sought for Central Perth.

There is some evidence of spill-over occurring, but not at the scale likely to justify application of the management regime contained within the Perth Parking Policy and Act. The current planning approach adopted by Vincent is broadly compatible with the Policy. The high cost of land and construction is a deterrent to excessive parking supply in these areas.

If the scale of the parking grew sufficiently, and there was a lack of an appropriate planning response, then this option would need to be considered. There is not however, at present, any current indication to suggest that immediate inclusion within the PPMA is needed to assist in managing parking activity, supply or demand.

**4. *Substantial expansion to encompass parts of the LGA's of Subiaco, Vincent and Victoria Park to ensure that the 'balanced transport' outcomes sought for Central Perth are not compromised.***

Option 4 adopts a more strategic approach, acknowledging that whilst the scale of development in Subiaco, Leederville and Victoria Park, is still relatively small in comparison to that within the PPMA, there are plans or proposals for substantial growth to occur in the future.

Based upon a continued high mode share for private cars, especially commuters, such growth could create demands on the metropolitan region road system, which may adversely impact mobility across the entire metropolitan region. Boundary expansion would create equity of parking standards across the jurisdictional boundaries, and likely provide an overall improved land use transport planning outcome. An expanded boundary would also increase the number of organisations subject to the levy and the revenue generated by the licence fees if fees were applied.

This option, whilst unlikely to be warranted at this time, provides a rationale for the development and application of a common approach to access and mobility, with parking management a core element along with other measures.

#### **1.4 Recommendation**

Option 1 is recommended on the basis that the boundaries applied originally are relevant regardless of a small portion now being in the Town of Vincent. While there would be little impact from removing the small section north of Mitchell Freeway and Graham Farmer Freeway, and a strip north of Newcastle Street, the development plans for the proposed Museum site east of Lord Street justify keeping this area at the current time.

At this time it is considered there is insufficient employment density and spill-over impact to justify increasing the PPMA beyond the current boundary. However, this will need to be monitored into the future.

## 2. Introduction & Overview

Parking is central to access and mobility in the Perth Metropolitan Region and to Central Perth as there is a high reliance on road based transport, in particular the private car. Across the Region over 80% of all trips occur in motorised road vehicles. Access to Central Perth is highly reliant on road based transport, in particular the private car with about 65% of all trips using a private car.<sup>1</sup>

Parking for private, commercial and public vehicles, its availability, location and cost is therefore a central issue. Furthermore parking infrastructure can have a substantial impact on urban form, amenity and attractiveness.

Parking can also be used as a way to obtain a comparative advantage, real or imagined, in regards to attracting customers, staff and business to a location or more generally to one centre over another. Parking policy needs to address both site specific issues and more generally movement and access to and around localities like Central Perth.

State Governments over a long period have recognised the importance of parking in and around Central Perth and the role that parking management can play as part of a broader set of strategies for access to and around the city for workers, shoppers, business and social visitors to Central Perth.

### 2.1 Perth Parking Management Act and Policy

In July 1999 the Perth Parking Management Act, Perth Parking Policy (PPP) and Perth Parking Licensing system and parking tax came into operation. These are applied to a discreet part of the Perth metropolitan region know as the Perth Parking Management Area (PPMA). The PPMA currently covers the Perth CBD, West and East Perth and Northbridge. (See Attachment 3).

The underlying rationale for the original PPMA boundary was to allow the application of a parking management and land use strategy that supported a set of 'balanced transport' outcomes, these being:

- ensuring that "Central Perth" is accessible to all,
- private car access to and around the 'Central Perth' does not compromise cross Metropolitan regional access and mobility; and
- Central Perth's economic and social attractiveness is maintained, if not enhanced, and at the very least not compromised by parking activity or infrastructure.

This rationale continues to form the basis of the identification of the area within the PPMA boundary to which the PPP should be applied.

Originally the PPMA was contained wholly within the City of Perth but following some Local Government boundary changes, small areas of the PPMA along its northern edge now fall within the Town of Vincent.

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<sup>1</sup> Perth and Regional Travel Survey, conducted by Data Analysis Australia for the Department for Planning & Infrastructure, 2002 to 2006.

## 2.2 Issue

It has been suggested that the PPMA boundary may require adjustment to account for the evolving nature of Central Perth, especially employment growth and recent changes to the Local Government boundary between the City of Perth and the Town of Vincent.

The issues surrounding the application of the parking tax to different types of parking, and the use to which revenue stream is put, are not considered in this paper, although there will be some reference, given the close association of these measures with the PPMA and the Policy.

## 2.3 Current PPMA

The current PPMA was determined in the period leading up to the promulgation of the Perth Parking Management Act and the Perth Parking Policy in July 1999. The area covered by 'Central Perth', to which a uniform approach to the management, supply and location of parking infrastructure is applied was deemed as including the localities of East and West Perth plus Northbridge and the CBD. At that time these areas were entirely within the City of Perth's boundary. When it came to drawing the PPMA boundary it was based in large part on the Local Government boundaries that then existed between the City of Perth and the Town of Vincent and the City of Subiaco.

Prior to the PPP there were different approaches between the CBD and the adjacent areas in regard to the how parking was addressed within the relevant parts of the City's town planning scheme. A common approach to parking was seen as necessary as the Perth CBD, West and East Perth and Northbridge were seen as increasingly connected and, to a degree, both complementary and competing with each other, and forming as a whole an intense area of activity.

There was also emerging awareness that the metropolitan region road system that provided access to Central Perth was also required to meet continuing demand for movement across the Region. Unrestrained growth of parking in Central Perth to accommodate private car access was seen as endangering the ability of the regional road system to meet regional access demands.

Further detail on the rationale for and background to the PPMA as it currently stands is included in Attachment 1.

## 2.4 Growth and change within the PPMA

Since 1999 there has been substantial population growth within the PPMA with resident's numbers expanding from 4000 to 10,500 and employment from 97,000 to 125,000.

Central city access arrangements and internal movement options have changed, particularly since the introduction of the Southern Suburbs Railway, the expansion of the Free Transit Zone (FTZ) out from the CBD to cover the entire PPMA, and the expansion in the CAT bus system routes and service level.

As well, the jurisdictional boundary between the City of Perth and the Town of Vincent that formed part of the PPMA boundary has changed, with parts of the PPMA now within Vincent.

Additionally, the role and responsibilities of the East Perth Redevelopment Authority (EPRA) have expanded significantly in regard to land use planning and development within Central Perth. What was seen as a relatively restricted role (limited to part of East Perth and expected to have been completed by 2001) has now evolved into a broader role that crosses Local Government boundaries and covers new areas of Central Perth, particularly along the northern boundary of the PPMA.

## **2.5 Growth and change adjacent to the PPMA**

There is also new development and change occurring in the Local Government Areas (LGAs) of Subiaco, Vincent and Victoria Park that lie immediately adjacent to and surround the PPMA.

In Subiaco the level of commercial and office development and employment numbers have increased, particularly in the corridor along Hay St. There are now about 8000 jobs located in the corridor that runs along and adjacent to Hay St out to the where Hay St crosses the Fremantle rail line.

In Vincent there is a development cluster of jobs and residents in the area along the northern edge of the PPMA. This is likely to increase over the next few years as EPRA plans for the areas that sit on the PPMA boundary reach fruition. There is also an increasing level of interaction between these areas and Central Perth. Activities and businesses that tended to locate in the CBD or East or West Perth are to some degree starting to locate in Subiaco, Leederville and Victoria Park.

For these reasons it is felt that there is a need to consider the boundary of the PPMA, and if change is needed, to identify the necessary changes.

### **2.5.1. Leederville Masterplan**

A particular focus for future planning activity adjacent to the PPMA includes an area within Vincent described as the Leederville Master Plan. The Leederville Masterplan takes an overarching approach to the area bounded by Richmond Street, Oxford Street, Leederville Parade and Loftus Street.

Whilst the detailed concepts for this work are still being resolved, the Master Plan presents an aspiration for major urban regeneration, and envisages that the workforce population in that area could reach 7000 to 10,000, up from the current 2000 to 2500. The proposals also envisage substantial residential intensification. An Integrated Transport Plan in support of this work has been undertaken as part of the project.

It is understood that public consultation on the Leederville Masterplan yielded mixed views on the levels and nature of parking that should be available, including views for the CAT bus system to be extended to Leederville. The Integrated Transport Study recommends that the existing CAT system not be extended to this area, and Vincent is undertaking further work on appropriate parking standards separate to this study.

### 3. Options

This paper identifies four options in regard to the PPMA boundary and considers the merits for and against each option. The options have been formulated on the basis that the Perth Parking Policy needs to continue to support the achievement of 'balanced transport' outcomes for Central Perth. The underlying rationale for the PPMA boundary is to help ensure that Central Perth is accessible to all and that private car access to and around the CBD does not compromise cross regional access and mobility.

Four broad options have been identified:

- status quo - retain current boundary;
- minor contraction to reflect adjustments in the local government boundary;
- limited expansion into the immediately adjacent areas of Vincent or Subiaco; and
- substantial expansion to encompass parts of Subiaco, Vincent and possibly Victoria Park

#### ***Option 1: Status Quo***

This is essentially a minimalist approach that leaves the current boundary as it is.

The rationale is that despite the growth and change that has occurred within the PPMA, this has not as yet spilled over, or at best has had minimal impact on the adjacent areas. Similarly growth and changes in adjacent areas have had little or no impact on the PPMA. The assumption is that the current PPMA boundary remains the correct one, regardless of a small part of the PPMA area now being within the Town of Vincent.

However this approach may underestimate the existence of 'spill-over' impacts of the PPP through the development of informal commuter parking, both on and off-street attracted to the southern edge of Vincent by the availability of free/cheap parking, and the ease of access via the FTZ and CAT services to the CBD and Northbridge.

When the LGA boundary between the City of Perth and Town of Vincent was altered in 2007, this created a situation where a Local Government Authority (Town of Vincent) has small land areas (and small numbers of fee liable parking) within the PPMA but is not formally recognised like the City of Perth in the legislation related to parking management and the application of the PPP.

These areas that were transferred to Vincent are in comparative terms isolated from the rest of the PPMA. Whilst they are in the FTZ and those between Beaufort Street and William Street receive some CAT service the overall level of access to the free public transport services provided by the parking tax is limited. Property owners in these areas have raised this matter regularly. However, retention of the boundary will ensure that the current FTZ arrangement can continue and that at a future date that parking tax revenue can be used to fund an extension of the CAT, or support some other transport infrastructure or service response to the new Museum site in East Perth.

The review of the Perth Parking Policy undertaken by SKM in 2007 inferred that there was little pressing need for immediate change to the PPMA boundaries other than considering the areas affected by the change of Local Government boundaries. Although it noted that as development spreads from the PPMA in the future a case could be made for expansion.

#### ***Option 2: Minor contraction of the PPMA to reflect adjustments in the Local Government boundary between City of Perth and Town of Vincent.***

The areas concerned include a section of land north of the junction of Mitchell Freeway and Graham Farmer Freeway, a strip of land north of Newcastle Street, and land east of Lord Street, including the proposed Perth Museum site in East Perth.

Option 2, like Option 1 however, is a minimalist approach that leaves the current boundary largely alone as it contends that at present, change or growth within the PPMA, or close by, has not been of a significant scale or impact to warrant major adjustments.

This option essentially creates an operational advantage for the PPMA area to lie totally within one Council area. It would also exempt the Town of Vincent from the payment of the parking tax for on and off-street parking under its control, and allow it to apply its own Town Planning Scheme (TPS) to those areas now within the PPMA, without having to consider the PPP. Private property owners in these areas would have their parking tax liability removed. Although due to fee exemptions where the maximum number of chargeable parking bays on the lot does not exceed 5, there is relatively little tax liability in this area.

One of the implications of this option is that it would not be possible, under current policy and legislation, to apply the parking licence fee revenue to extend the Free Transit Zone or CAT services to the Perth Museum site if it were not within the PPMA area. This may be sufficient rationale to retain at least this portion of Vincent within the PPMA. It should also be noted that the East Perth Redevelopment Authority is in the process of developing a new TPS for East Perth that will intensify the level of development in the area to the extent that there may be a case for application of the parking management approach encapsulated in the PPP.

This option also recognises that the Perth Parking Management Act when referring to consultation with Local Government; in particular how the Perth Parking licence fee revenue should be allocated, refers only to the City of Perth.

#### ***Expansion of the PPMA, Options 3 & 4***

As development spreads outwards from the centre of Perth, matched by increasing demand for private car based access, a case can be made for expanding the PPMA.

Advocates of this approach feel that over time, an expansion of the PPMA could assist in reducing inner area congestion, and improving equity between 'Central Perth' and the inner suburban centres like Subiaco and Leederville. This would be achieved by the introduction of a common approach to parking supply and management, and more generally a common access and mobility strategy across the area of the metropolitan region with the highest concentration of jobs, residents, facilities and government and private sector investment.

However, with all boundaries, eventually a limit to the area included has to be reached so there will always be boundary issues.

#### ***Option 3: Limited expansion into the immediately adjacent areas of Vincent or Subiaco where parking activity may impact on achieving the 'balanced transport' outcomes sought for Central Perth.***

To justify an expansion it would be necessary for the emergence of levels of development or of spill-over impacts creating parking issues and demands immediately outside the PPMA of sufficient scale and complexity that they cannot be managed by Vincent or Subiaco. These impacts would need to be of a scale that compromises the 'balanced transport' outcome sought for Central Perth.

There is some evidence of spill-over occurring, but the issue will be as to whether it is at a scale to justify inclusion within the PPMA area. The current approach adopted by Vincent in its town planning requirements is broadly compatible with the Policy. More generally the high cost of land and construction limits the rapid build up of parking supply in the areas immediately adjacent to the PPMA. On-street commuter parking in Vincent is becoming an issue and is currently being managed by the imposition of time restrictions. There is not, however, any current indication from Council officers that they are needing or seeking inclusion in the PPMA in order to assist in managing this.

If the scale of the parking grew and/or there was a lack of appropriate response then this option would need to be considered

***Option 4: Substantial expansion to encompass parts of the LGA's of Subiaco, Vincent and Victoria Park to ensure that the 'balanced transport' outcomes sought for Central Perth are not compromised.***

Option 4 adopts a more strategic approach, acknowledging that whilst the scale of development in Subiaco, Leederville and Victoria Park, (especially employment), is still relatively small in comparison to that within the PPMA, there are plans or proposals for substantial growth to occur in the future.

If this growth occurs, then based upon a continued high mode share for private cars, particularly commuters, this will create demands on the metropolitan region road system, especially the freeways and river crossing points, which may adversely impact mobility across the entire metropolitan region.

Boundary expansion which responds to this spill-over of activity would create equity of parking standards across the jurisdictional boundaries, and likely provide an overall improved land use transport planning outcome. An expanded boundary would also substantially increase the number of organisations subject to the levy, but also increase the revenue generated by the licence fees if fees were applied.

This option, whilst unlikely to be warranted at this time, provides a rationale for the development and application of a common approach to access and mobility, with parking management a core element along with other measures.

#### **4. Recommendation**

Option 1 is recommended on the basis that the boundaries applied originally are relevant regardless of a small portion now being in the Town of Vincent. While there would be little impact from removing the small section north of Mitchell Freeway and Graham Farmer Freeway, and a strip north of Newcastle Street, the development plans for the proposed Museum site east of Lord Street justify keeping this area at the current time.

At this time it is considered there is insufficient employment density and spill-over impact to justify increasing the PPMA beyond the current boundary. However, this will need to be monitored into the future.

## Attachment 1

### Background to the Existing PPMA Boundary

This section addresses the relationship between the Perth Parking Management Act and Policy and also considers the evolving definition of Central Perth and its access needs that provide the underlying rationale for the PPMA boundary.

### The Perth Parking Management Act 1999

Section 6 of the Perth Parking Management Act creates a power that allows a part of the metropolitan region to be prescribed or defined as subject to the Act, in particular to the provisions of the Perth Parking Policy.

The Act does not give any guidance as to how the boundary of the PPMA should be defined or determined.

However Section 23 (3) of the Act which directs that the revenue raised from the licence fees is to be spent to give effect to the Perth Parking Policy refers to the responsible Minister "consulting the City of Perth". The implication that can be drawn from this is that the Act and Policy were intended to target that part of the metropolitan region that fall under the control of the City of Perth.

The then Perth Parking Management Bill which subsequently became the Act was introduced by the then Minister for Local Government, Mr Omodei, in November 1998. In his the second reading speech introducing the Bill he stated:

*"The principal objectives of the Perth Parking Management Bill and Perth Parking Policy are to promote a balanced transport system to gain access to central Perth, and to limit the growth of traffic congestion and deterioration of air quality in the central area. The road infrastructure that serves as a principal means of access to the central city is showing signs of congestion. Air quality is also under threat. This has the potential to result in adverse impacts on businesses and social and cultural activities which rely on efficient access to the city centre; on the physical environment of the city as air pollution worsens; and on the quality, character and amenity of the city for the people who work, live and visit it each day".* (Hansard 26 November 1998)

### Central Perth

'Central Perth' as a general term has been widely used by the City of Perth and various State Government agencies for a long time. There is no exact definition.

There are long established suburban locality boundaries for Perth, East & West Perth and more recently Northbridge. These boundaries have remained essentially unchanged for 50 or more years despite changes in Local Government, land use and transport systems over that time.

Whilst the boundary of 'Central Perth' is variable and heavily influenced by the perspective of the user, for example land use planning or transport service delivery agencies, and the context of the particular policy or service initiative, there seems to be a general consensus that it covers the localities of Perth and parts of East Perth and Northbridge. Stevenson and Hepburn in 1955 were the first to use the term in the way that coincides with current usage. They defined an area that included large parts of West and East Perth plus some of Northbridge as well as the CBD.

Some 1980's and 1990's documents refer to a smaller Central Perth. For example the original Free Transit Zone of 1979 was confined to an even smaller area, from Milligan Street to Victoria Avenue, and from the river northwards to Wellington Street.

The then City of Perth was broken-up in the mid 1990's leading to the creation of the Towns of Vincent, Victoria Park and Cambridge, and the current City of Perth.

The redefined City of Perth contains the localities of Perth, West and East Perth, and Northbridge and, via a tongue of land at the base of Kings Park, the suburb of Crawley. The land use and activities in all these localities except Crawley are highly diverse with a high concentration of employment as well as a steady expanding number of residents. In contrast to the rest of the City of Perth, Crawley is essentially suburban residential and stands in sharp contrast to the mixed land uses, concentrated employment, intensity and scale of development found in the other localities making up the current City of Perth and the PPMA.

The PPMA is but one of a number of definitions that have been developed and used in regards to policy application and service delivery over the last 50 years. However, it is broader than the 1980's and 90's view of 'Central Perth' as it covers all of the City of Perth except Crawley and fits well with the 1950's approach of Stevenson and Hepburn.

### **How can the PPMA be changed**

The current PPMA boundary may be changed through a process described in the Perth Parking Management Act. Simply put, a new or changed PPMA boundary can be created by publication in the Government Gazette of a new or amended prescribed area.

### **Drawing the precise boundary**

The original PPMA boundary was determined on the basis of bringing a common approach to parking policy and management in specific parts of the City of Perth, namely the CBD, West and East Perth and Northbridge.

A common approach to parking across these parts of the City of Perth was seen as vital as these areas were seen as:

- having a great commonality of interest;
- being located in immediate proximity to each other;
- being served and linked by the same road system and public transport services, in particular the CAT and FTZ; and
- facing a common need to manage parking so as to avoid spill-over.

The City of Perth and the Department of Transport had noted an increasing level of interaction between the CBD, West and East Perth and Northbridge, and were concerned that an over reliance on car based access and mobility to, within and between areas of 'Central Perth' would create unsustainable traffic loads. As well, it was thought the need to provide excess amounts of parking would adversely impact the urban form and amenity of 'Central Perth'. Concern was also expressed that shopper and business visitors to 'Central Perth' would be crowded out of existing and new supplies of parking by commuters and local trip makers accessing the central area's available parking.

There was also a desire to harmonize the parking supply requirements that supplied across Central Perth. Prior to 1999, different parking standards applied in East and West Perth to those applying in the CBD and Northbridge. The standards in West and East Perth were minimums, not maximums as applied to the CBD and Northbridge.

There was a clear understanding in the period 1996 to 1999 when the boundaries were considered that only those areas under the control of the City of Perth were to be included. Used as a guide was the then current concept of Central Perth contained in the City's Central Perth Parking Policy. It was felt at that time that there was a difference between 'Central Perth' and the adjacent suburbs falling in the LGA's of Subiaco and Vincent. There was a view that this difference required an approach to access and mobility, particularly car access, different from more traditional planning responses.

The underlying principle adopted by the then Department of Transport and City of Perth in regards to the precise line of the boundary was to base it on a mixture of elements including:

- real natural features like the river;
- political / administrative borders;
- major landmarks or infrastructure like roads or parks;
- restricting the Perth Parking Policy to the City of Perth controlled areas; and
- areas serviced by the Perth CAT and FTZ public transport activities.

**Application to East Perth Redevelopment Authority (EPRA) controlled areas**

It was also decided that the PPMA must cover the area under the control of EPRA so as to ensure a uniform approach to parking supply by both the City of Perth and the Authority.

**Result**

The outcome was to give the PPMA an eastern and southern boundary based on the Swan River whilst to the south west lies Kings Park. Only on the west and north does the PPMA abut directly onto adjacent urban land uses and Local Governments. The major roads chosen, Thomas Street in the west, and Newcastle Street for most of the northern boundary, were both jurisdictional boundaries between local governments but also approximated at that time changes in land uses, density and variety of activities/land uses within the PPMA than in the adjacent parts of Subiaco and Vincent.

It was noted along the northern boundary that there were some pockets of land whilst within the City of Perth's boundary, were relatively isolated (a part of West Perth to the north of Mitchell Freeway and parts of East Perth north of the Graham Farmer Freeway). However these areas were included after consideration by the then Department for Transport and City of Perth officers so as to ensure a common approach across the area to which the concept of 'Central Perth' was applied.

The original boundary remains unchanged to this day.

## Attachment 2

### Excerpts from 'Review of the Perth Parking Policy' SKM, June 2007

#### pages 42 to 44 and page 64

#### 7.3 Perth Parking Management Area Boundary

The Perth Parking Management Act 1999 states that “*an area within the Perth Metropolitan area is to be prescribed as the Perth Parking Management Area (PPMA) for the purposes of this Act*”. The area prescribed in the regulations at the time was the area of the City of Perth as it existed at the time. An amendment to the PPMA will require an amendment to the Perth Parking Management Regulations.

As more intense development spreads outwards from the centre of Perth, a case could be made for expanding the PPMA. Over time, an expansion of the PPMA could assist in reducing inner area congestion and improving equity, but there will always be boundary issues.

Given that any extension of the PPMA would be into adjacent local government areas, any extension of the area would need to be discussed with these Councils. These Councils would wish to weigh up a number of issues, including:

- potential for reducing congestion through a continuation of constraint on parking supply and the price of parking;
- ability to utilise revenue from parking licence fees to improve public transport, walking and cycling within the area;
- potential impacts of an increase in user costs of private travel to the area and perceived or real impacts on business viability;
- the extent to which the FTZ and the CAT service would provide benefits in these areas.

A change to the local government boundary between the City of Perth and the Town of Vincent, announced on 9 February 2007 will result in a part of the PPMA being within the Town of Vincent. This boundary change will become effective on 1 July 2007.

The boundary changes will result in the areas shown shaded in **Figure 4**, that are currently in the City of Perth, becoming a part of the Town of Vincent after 1 July 2007. There are a number of implications from this change for ratepayers, owners of off-street parking facilities and the Town of Vincent, including:

- Developments within the areas of the Town of Vincent that are within the PPMA will be subject to a maximum amount of tenant parking bays per hectare of development land. Whilst this represents no change from current parking allowances within the land transferred to the Town of Vincent, this area of the Town of Vincent will be subject to maximum parking allowances, while the remainder of land in the town will be subject to minimum parking requirements.
- The owners of both public and private parking within the PPMA that will be within the Town of Vincent will be required to pay licence fees for parking. Whilst this will result in no change to the private owners, the Town of Vincent will need to make a payment for parking under its control – principally on street parking. This payment has been made by the City of Perth in the past.

There are a number of options that the Town of Vincent may consider, and which could be subject to discussion with the State Government. The options include:

- 1) Reduce the PPMA to exclude all areas within the Town of Vincent. This includes the East Perth Power Station land where the planning powers currently reside with EPRA.
- 2) Increase the PPMA to include the area south of Bulwer Street and Vincent Street to the East of the Mitchell Freeway.
- 3) A more localised expansion of the PPMA in and around the Leederville village centre.

There are also options to expand the PPMA into parts of the City of Subiaco or the Town of Cambridge. In all cases, the potential benefits and disbenefits would need to be discussed with the local authorities. The major issues are likely to be:

- Impacts resulting from the introduction of parking licence fees.
- Long term impact on congestion resulting from reduced levels of parking from development.
- Potential improvements to public transport in the area, utilising parking licence fee revenue and the benefits to businesses in the area who pay the licence fee.

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Excerpt from Section 9.0 - Summary and Conclusions

**"Are any changes to the Perth Parking Management Area warranted?"**

- There are a number of issues that would need to be discussed with affected local authorities. The most urgent consideration relates to the portions of the PPMA that will be located in the Town of Vincent when the recently announced boundary change becomes effective on 1st July 2007."

