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# **The Role of Parking Policy in the Urban Transport System**

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# Reflections on the Role of Government and Policy Settings

- Market failure
- “Thin” markets
  - Construction and Maintenance of Infrastructure
  - Provision of services
  - Provision of Information (to the Market)
  - Regulation of the market



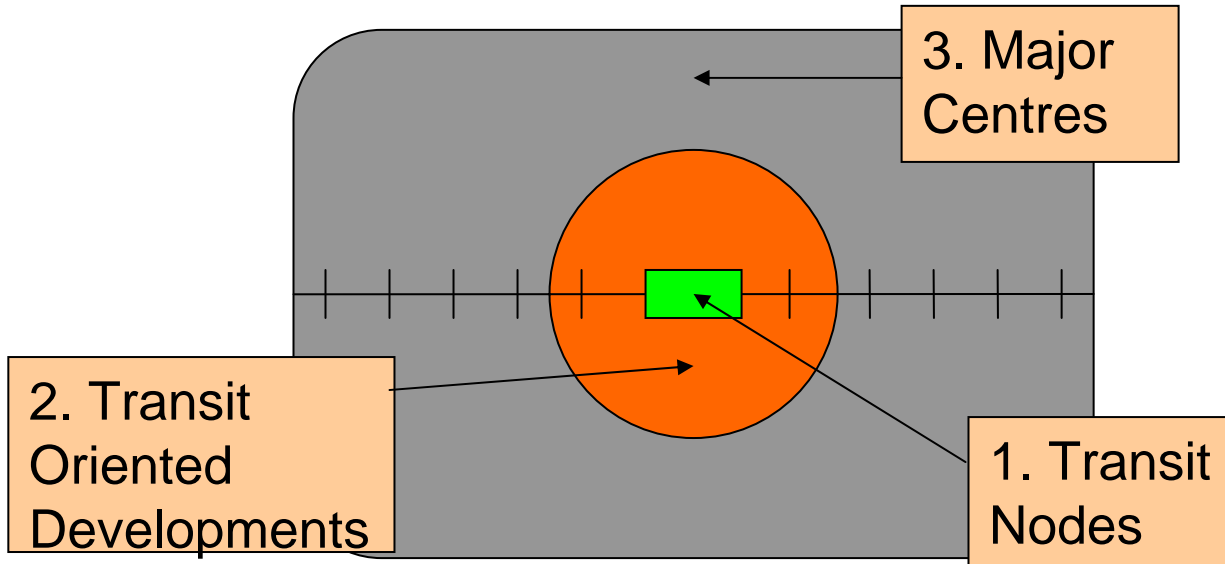
# Urban Transport Policy in Perth

- Construction and Maintenance of Infrastructure ✓
- Provision of services ✓
- Provision of Information (to the market) X
- Regulation of the market X<sup>1</sup>

<sup>1</sup> Only in Perth Central Area



# 3 Levels of Parking Policy





# Transit Nodes

## Current Usage Patterns

- 15,500 parking spaces + 3,000 new
- Used by 38% of rail passengers
- 45-50% of all journeys in the morning peak period
- Average vehicle occupancy varies - car pooling at Murdoch is 48% of vehicles and 1.49 persons per car





# Transit Nodes

## Three fundamental questions

- Is the provision of new or additional parking justified, and are there alternative options?”
- Where should new, or additional, parking capacity be provided?
- How can optimum use of the parking facilities be achieved?



# Transit Nodes

## Are there alternatives to more parking?

- Most of the transfers are to/from bus
  - Mandurah Line: 49% of arrivals/ 58% of departures
  - Joondalup Line: 37% bus/ 28% for parking
- Park and Ride has a greater share at stations furthest from the City, where-as bus is more popular at inner area stations
- Bus services provide the means of access for 40-50% of rail patrons at many stations and could be impacted by additional parking



# Transit Nodes

## Relevant factors for location of parking

- The impact on road congestion (mainly relevant to the Joondalup and Mandurah Lines)
- The value of land – P ‘n R is mainly on Reserve land and cannot be used for other purposes, or has limited alternative use.
- Major centres - can be designed and structured in a way that ensures compatibility with Park and Ride
- Multi decked parking facilities - limited opportunities except for commercial areas



# Transit Nodes: Policy Principles

***“Is the provision of new or additional parking justified, and are there alternative options?”***

- Park and Ride is an essential element of the urban public transport system.
- Park and Ride should be the primary means of access to new stations, especially in outer urban areas, with capacity of 800-1000 at-grade parking bays being secured at the outset.
- Park and Ride should transition to a secondary role to buses as the frequency of services improves in maturing catchments, rather than providing additional parking capacity in multi-decked structures



# Transit Nodes: Policy Principles

***“Where should new or additional parking capacity be provided?”***

- New or additional Park and Ride capacity should be generally not located within Zone 1 or within a 10 kilometre range of the CBD.
- Specific decisions should be based on:
  1. the impacts on road congestion at both the sub regional and local level; and
  2. whether parking is the best and highest use of the land.
- Park and Ride in multi-decked structures should be limited to locations where there are opportunities for shared funding with the private sector.



# Transit Nodes: Policy Principles

***“How can optimum use of the parking facilities be achieved?”***

- More effective use of Park and Ride facilities should be provided through design solutions for small vehicles and facilities for pedestrian and cyclists.
- The capital cost of Park and Ride facilities should be capitalised against the system, not recovered from users.
- A user charge should be levied on all Park and Ride users at a uniform rate for all stations, reflecting the derived private benefit



# Transit Oriented Developments

## TOD theory

- A mixed use community with a central node of activity, located within 800 - 1000m walking distance of a transit stop
- Key objectives
  - Fostering more compact urban development
  - Creating places that are destinations
  - Creating urban intensity at transit nodes
  - Reducing the need to travel
- An effective TOD is based on the four 'D's – Distance, Density, Diversity, Design





# Transit Oriented Developments

## The TOD experience in Perth

- There are 69 major nodes on Perth's rail network
- Actual development is evident at 10 nodes (City \* 4, Subiaco, Maylands, Murdoch, Burswood, Joondalup and Brighton)

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- Structure planning and planned development is occurring at 10 nodes (Midland, Ashfield, Stirling, Leederville, South Perth, Canning Bridge, Cockburn, Rockingham, Mandurah, Claremont)





# Transit Oriented Developments: Policy principles

## Residential uses

- Consistent standards between LGAs
- Resident parking to average 1 bay per dwelling
- Visitor parking to be on-street
- Street parking to be time restricted to inhibit commuters
- Other measures
  - The 'market' to decouple sale of units from parking
  - (Some) affordable housing to have no parking?



# Transit Oriented Developments: Policy principles

## Commercial uses

- Consistent standards between LGAs
- Lower maximum levels
- Shared parking for business operating different hours – a big issue that is subject to retail trading hours decision
- Public parking to be shared facility, with time limits/ differential charging for longer stays



# Major Centres

## Current situation

- These apply to primary and strategic centres
- 'Policy' is being driven by local government and major institutions:
  - No more parking
  - New parking to be in multi decked structures
  - Rationing of access
  - Lower standards, coupled with shared funding for public transport
- Key driver is major centre consolidation and use of valuable, major land parcels





# Major Centres: Policy Issues

- Challenge is to have effective policy without impeding consolidation at centres
- The major gain is local community and 'landowners', but the major cost is to the public transport service provider
  - Policy on parking needs to be supported by value capture and funding measures
- Major centres will expect a different, more transparent model for bus services
- Parking access, charging and management will need to differentiate 'attractors' from 'generators'





# Implementation Challenges

- A State Government 'policy intervention' in traditional local government domain – is it only parking?
- Understanding the differences between centres and TODs – scale, diversity, commercial, residential
- Moving beyond the tight constraints of the PPMA hypothecation model
- Will user charges be 'what the market will bear' or based on a relativity index with CBD charges? – a key issue for P'nR





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# Observations and



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