

Parking Demand and Access

The City of Perth attracts a large number of daily trips, with many of these made by car. This creates strong demand for parking, particularly in central areas and around key destinations. At the same time, kerbside space is limited and must support a range of uses beyond parking, including loading, public transport and cycling. How parking supply and kerbside space are managed will influence travel behaviour, access to the city, and how well the city functions as it grows.

Context

The City of Perth is a major trip attractor, with a large daytime population drawn by employment, education and events. Many people access the City by vehicle, creating strong demand for parking. On-street parking with high turnover provides convenient access to nearby services. Off-street parking is typically used by people staying in the city for longer periods. As the City grows, managing parking supply and demand, including kerbside space, will shape travel behaviour and support the City's broader objectives.

Quick Facts

Some key figures around Perth's parking supply are noted below:

- There are 9,807 publicly owned off-street parking bays in the City.
- There are around 39,000 private off-street parking bays in the City. These are not publicly accessible and reserved for use by commercial and residential tenants.
- A total of 7,911 on-street parking bays are provided throughout the City. This includes car, motorcycle, loading, pick-up and drop-off, ACROD, residential and other bays. More than 70% of these on-street bays are designated for motor vehicles, with the remaining 30% for motorcycles, loading, ACROD and residential.

Lessons from Other Cities

National and international case studies show how technology can improve monitoring and management of parking. This allows the City to move beyond static rules and make more informed decisions. By combining payment, usage and enforcement data, the City can better understand how parking is used. This supports more targeted pricing, improved access and more efficient use of limited space.

Demand-based pricing: Cities like the Gold Coast, San Francisco, Taipei and Los Angeles have all employed dynamic pricing to help optimise availability and reduce congestion.

Smart technology: Using technology to collect real-time data and display live parking availabilities, such as in Taipei, including directing drivers to open bays.

Clear kerbside management: In Melbourne, standardisation of street layouts has helped all users

navigate the streets more easily. This includes better signage, designated loading zones and improved pedestrian and cycling infrastructure.

Issues

Key issues around parking in Perth are as follows:

Supply and parking demand

Ticketing data (excluding permit parking) from 14 CPPs are shown in Figure 1. Weekday occupancy is generally higher than weekends. The car parks with high weekend occupancy are located near to events, shopping centres and recreation areas (e.g. Citiplace). The car parks with high weekday occupancy are associated with work commutes (Elder Street, Goderich Street).

Pricing also has an impact. Car parks with 3-hour free parking on weekends (Cultural Centre, His Majesty's and Pier Street) are used more.

ACROD supply

On-street ACROD parking tends to be in high intensity land uses such as retail or commercial. It is less common in residential areas.

Demand pressures

Kerbside space in urban centres faces rising competing demand from other uses, driven by intensification of land use. On-street parking spaces have increasingly been reallocated to other uses, such as new bus stops, rideshare bays and cycling infrastructure, requiring careful balance among users.

Planned improvements and development

Recent technology upgrades to the City's boom-gated car parks, such as license plate recognition and 'pay at exit' systems are improving reliability, flexibility and ease of use across the parking network. Upcoming projects, including public transport improvements and redevelopment will further shape how people access the city and how kerbside space is used. Redevelopment of sites such as the Fire Station car park and parts of the Queens Gardens area will also reduce parking supply while increasing local activity.

Parking revenue

Parking revenue is a major funding source for the City, making up approximately 28% the City's total revenue. This revenue model presents risks to the City as a decrease in parking revenue means service levels cannot be maintained without new funding.

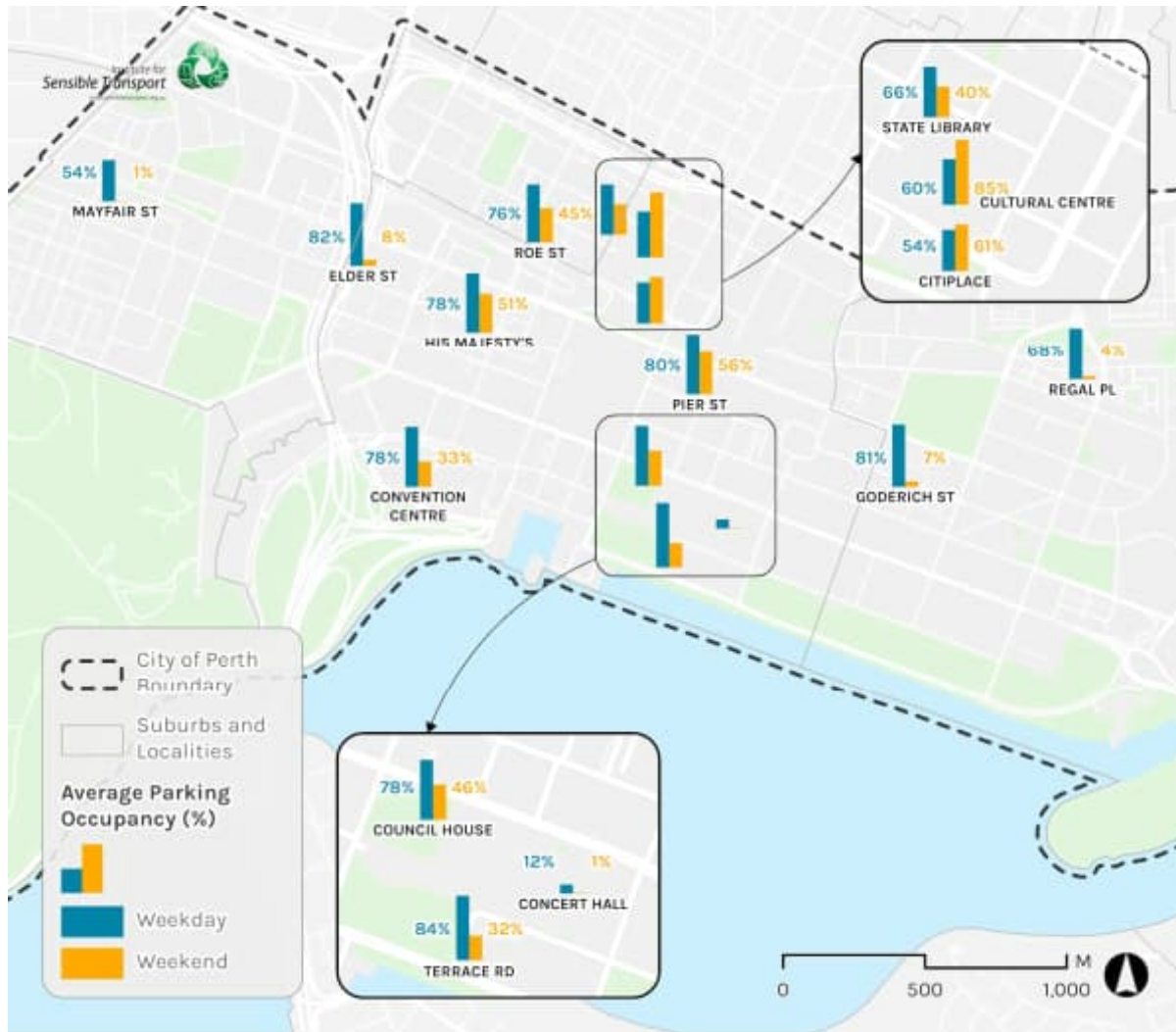


Figure 1 Weekday (10am) vs weekend (12pm) utilisation of CPP facilities (ticket data only, excludes permit parking)

Opportunities

The City should not invest in new or additional parking. Key opportunities for the City to better manage existing parking supply are as follows:

Improved data collection and reporting

Regular collection of utilisation and turnover data helps identify demand patterns, manage supply and take actions accordingly. This enables fair transparent decisions and helps maintain a fair, stable parking system as supply changes.

Clearer guidance

Consistent, simple signage and clear parking information reduce confusion and support compliance. This improves the parking experience for residents, workers and visitors.

Demand-based pricing

Adjusting prices by time and location ensures parking availability in high-demand areas, reduces circulation, supports short stays and a fairer balance between long and short stay users. It also helps manage peak periods without adding supply.

Strategic policy alignment

Clear alignment of parking decisions between City processes and State requirements reduces uncertainty and supports consistent, transparent decisions aligned with broader transport and liveability goals.

Parking Decision Making Framework

A clear decision-making framework guides how kerbside space is allocated across the city. It uses evidence, community input and policy direction to ensure space is used where it adds the most value.

Kerbside reallocation

The City would benefit from a clearer set of priorities to place each kerbside use (e.g. buses, loading, rideshare, cycling and parking) where it adds the most value.

Technology and Innovation

Dynamic signage and smart systems could be installed along major entry points and high-traffic routes leading into the City, to provide real-time parking availability, guiding drivers to open bays, reducing congestion, and improving efficiency.