

Parking Policy

Parking policy shapes how people access and move around the city, and how well the transport system supports a vibrant and well-functioning place. The Perth Parking Management Framework plays a central role in managing demand, funding transport improvements and guiding how parking is provided. How these tools are used will influence accessibility, travel behaviour and the city's ability to grow in a more efficient, connected and liveable way.

Context

Parking policy plays a key role in how people move and how well the City of Perth functions as a capital city. It affects accessibility, congestion, business activity and the overall experience of moving through the city. It supports broader goals for a liveable, connected and accessible city, including a fairer, more balanced and future-ready approach to parking and transport.

Perth Parking Management Act

The Department of Transport and Major Infrastructure (DTMI) is responsible for administering the *Perth Parking Management Act 1999*. The Act requires all non-residential parking bays in the *Perth Parking Management Area (PPMA)*, illustrated in Figure 1, to be licensed and pay an annual fee. This is known as the *Perth Parking Levy*. The *Perth Parking Management Regulation 1999* sets out the parking licence fees.

Levy funds are held in the Perth Parking Licensing Account and used to support a balanced transport network through targeted projects and programs. All spending must be approved by the Minister for Transport after consultation with the City of Perth.

The Act was revised in 2023 to expand how funds can be used and allow greater flexibility to waive the levy in exceptional circumstances.

Perth Parking Policy

The *Perth Parking Policy 2014* supports the *Perth Parking Management Act 1999*, guiding the development and management of parking facilities within the PPMA. It provides a framework for assessing proposed parking facilities against broader transport and planning objectives. It sets principles including maximum parking rates, pedestrian priority, short stay parking in the city centre, and reduced access from higher priority streets. Additionally, any new long-term public car parks must be located outside the city centre.

Perth Parking Levy

The *Perth Parking Levy* has been in effect since the *Perth Parking Management Act 1999* to manage increasing parking demand in central Perth. Levy rates have increased over time, reflecting inflation and cost changes.

In 2025, levy fees were:

- Non-residential (tenant) parking bays: \$1,313.40
- Long stay public parking bays: \$1,256.90
- On-street and short stay public parking bays: \$1,155.60
- Motorcycle bays: No fee

The revenue primarily funds the recurrent Free Transit Zone (FTZ) and Central Area Transit (CAT) buses. This also includes projects for bike paths, pedestrian improvements, bus priority lanes, electric CAT buses and other infrastructure upgrades. The City of Perth pays almost 30% of the levy, with an estimated \$18.46 million paid in 2024/25.

Issues

A 2023 Auditor General review identified key issues:

Account Balance Growth

The account has grown significantly (from \$54 million in 2017-18 to \$192 million in 2021-22) due to limited spending. Annual revenue is around \$55 million and expenditure around \$22 million. This will continue to rise by around \$30 million annually.

Absence of Strategic Planning

There is no comprehensive, agreed plan to guide spending.

Inconsistent Consultation

The City has not been consistently consulted on spending (only 8 of 13 projects in 5 years).

Transparency Issues

Public reporting on levy-funded projects is inadequate, with inconsistent terminology and insufficient detail.

Project Assessment Weaknesses

Project assessments lack documented criteria, relying instead on staff judgement. This reduces transparency and limits independent review of funding decisions.

Legislative Misalignment

Some previously approved projects did not meet the levy's purpose, although recent legislative changes have addressed this.

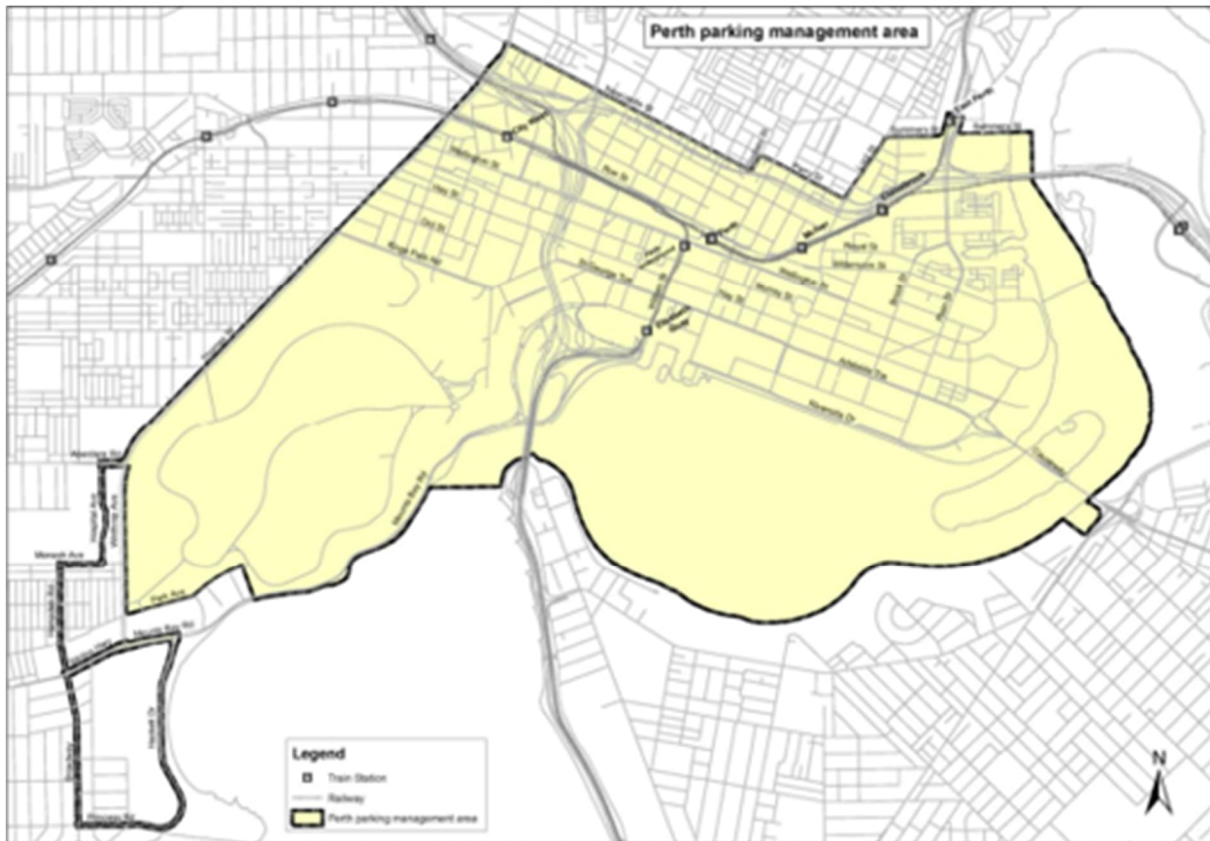


Figure 1 Perth Parking Management Area

Recommendations

The review recommended the following actions.

Spending plan

Develop short- and long-term plans to guide how levy funds are prioritised.

Consultation processes

Formalise consultation to ensure it is consistent before funding decisions are made.

Project assessment

Document criteria, separate roles and improve transparency.

Evaluation framework

Introduce a framework to assess how projects perform against the Act.

Public reporting

Improve reporting to provide clearer and more detailed information on funded projects.

Lessons from Other Cities

Dynamic, demand-based pricing

As implemented in San Francisco's SF Park program, could help save time whilst reducing illegal parking and emissions.

Parking management

Strategies such as in Melbourne and Hobart to convert kerbside space for active and public transport, supports a more balanced approach to parking.

Data-driven evaluation

Monitoring of parking activity, such as in Melbourne and San Francisco, provides cities with insights to improve management and user experience.

Transparency

Improved transparency of data and spending, as well as consistent parking signage, as in Melbourne and Gold Coast, supports improved user experience and satisfaction.

Opportunities

Legislative and policy reform

Update policies to strengthen coordination between the State and the City, and to clarify roles. This will improve transparency, flexibility and accountability. Additional reforms include clearer links to city-shaping goals, structured consultation, improved reporting, regulatory updates, and a collaborative long-term framework for project planning and evaluation.

Policy levers at the City level

Explore pricing approaches that support better demand management as supply changes over time. This reflects the value of limited supply and supports more efficient use of existing facilities.