

Car Parking Shapes Cities: Open Option Parking Policy

2024 WALGA Planning Showcase

Presenter - Jack Hobbs, Town of Victoria Park



TOWN OF
VICTORIA PARK



Overview

How minimum car parking requirements shape cities

- How did we get to these self-fulfilling prophecies policies for sprawl and car dependency?

The evidence for car parking policy reform

- How our parking policies are harming cities and why it's time to move on from them.

What next for car parking policy?

- Why an 'Open Option' approach to car parking policy has been adopted by the Town of Victoria Park



How minimum parking requirements shape cities

A quick acknowledgement



“In this era of climate change and a crisis of affordability, we have to reclaim urban land for people. Ending mandates for parking is a vital contribution to this endeavour.”

UCLA Professor Donald Shoup
Leading expert on parking policy reform



How minimum parking requirements shape cities

How did we come to have minimum parking requirements?



Barrack Street, Perth, W.A.



How minimum parking requirements shape cities

How did we come to have minimum parking requirements?



How minimum parking requirements shape cities

How did we come to have minimum parking requirements?



Barrack Street, Perth - 1970s



How minimum parking requirements shape cities

So how much parking is enough? Setting minimums ratios.

WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel ATTACHMENT 1

September 2024

APPENDIX A MINIMUM AND MAXIMUM CAR PARKING RATES PER LAND USE IN LOCAL AND NEIGHBOURHOOD CENTRES, AND URBAN CORRIDOR AND MIXED USE PRECINCTS

Land Use	Minimum (all minimums are zero where already stated ¹⁰ or rates below)	Maximum
Amusement Parlour	1 space per 100m ² FA ¹¹	7 spaces per 200m ² FA
Bulky Goods Showroom	1 space per 100m ² FA	1 space per 50m ² FA
Child Care Premises	0.5 spaces per staff member and 1 space per 20 children catered for	0.5 spaces per staff member and 1 space per 5 children catered for
Cinema/Theatre	1 space per 15 persons accommodated ¹²	1 space per 5 persons accommodated
Civic Use	1 space per 50m ² FA	1 space per 25m ² FA
Club Premises	1 space per 10 persons accommodated	1 space per 4 persons accommodated
Community Purpose	1 space per 100m ² FA	At discretion
Consulting Rooms	2 spaces per practitioner	4 spaces per practitioner
Convenience Store	1 space per 25m ² FA	1 space per 15m ² FA
Educational Establishment	10 spaces per 100 students	25 spaces per 100 students
Fast Food Outlet	1 space per 50m ² of public floorspace ¹³	1 space per 10m ² of public floorspace



How minimum parking requirements shape cities

Do minimum ratios really reflect demand for parking?

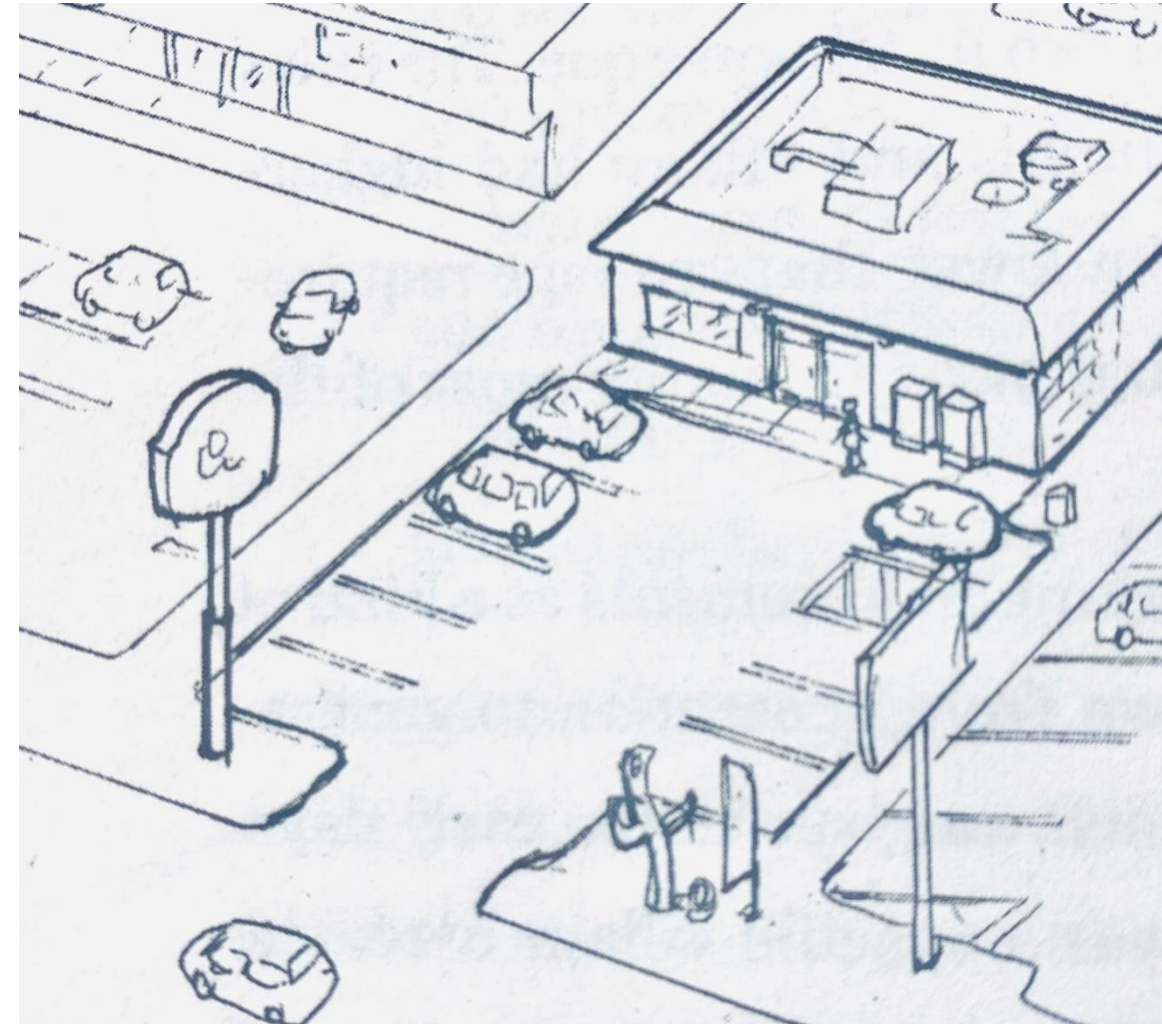


How minimum parking requirements shape cities

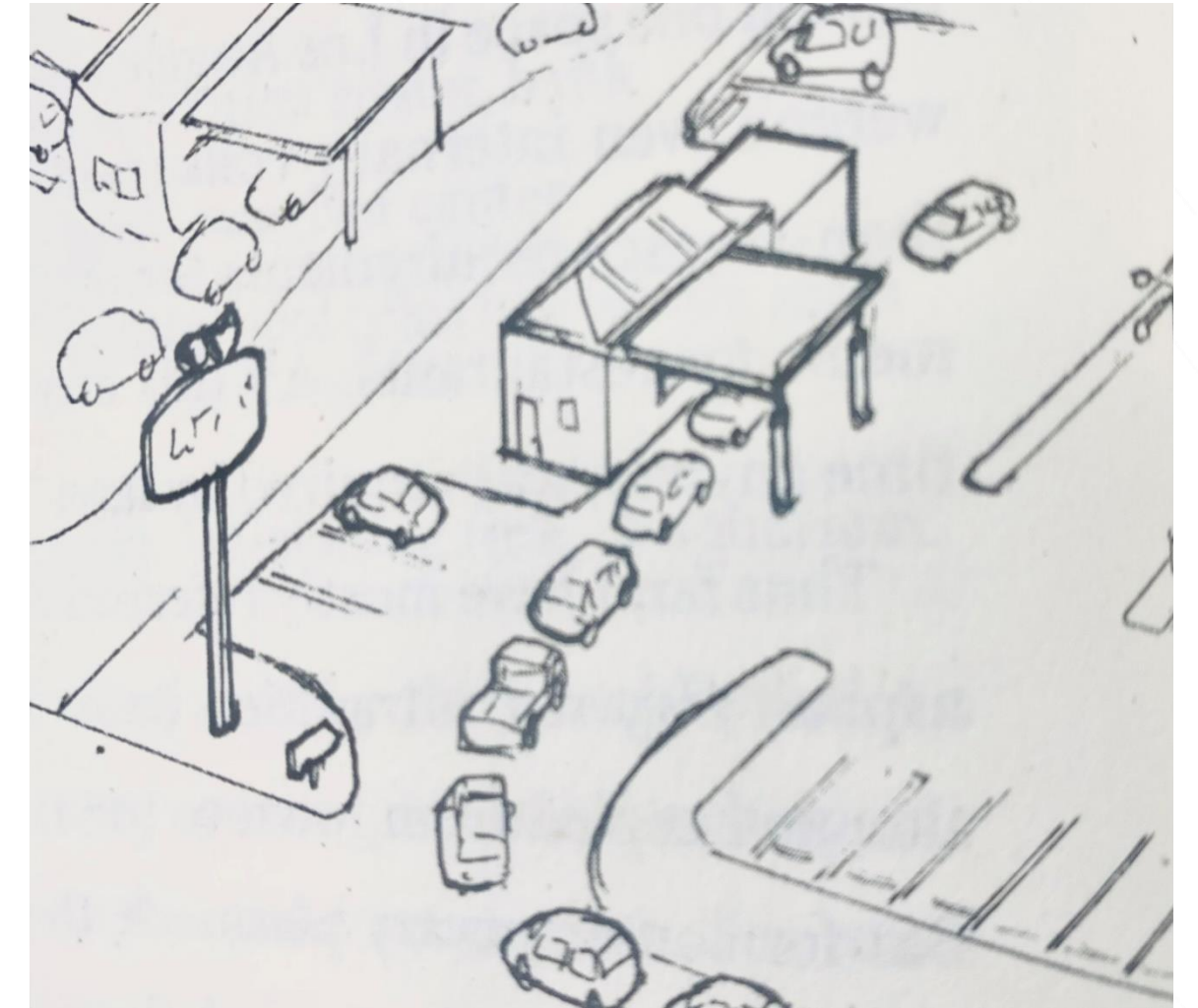
Minimum parking requirements influence built form outcomes



No parking required



One space per 25sqm floor area



One space per 10sqm floor area



More space required for parking than business floor area

The evidence for car parking policy reform

And not in a good way...



The evidence for car parking policy reform

The current approach is in fact preventing good outcomes

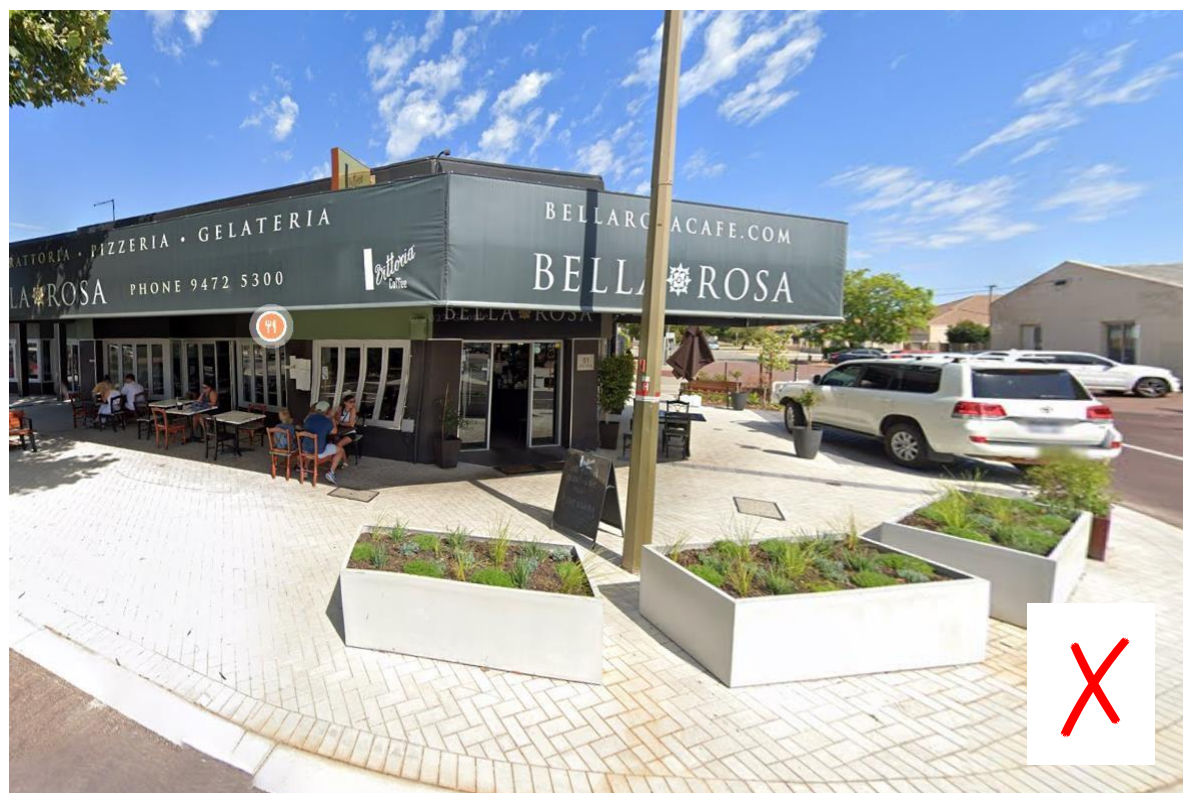
It can be easy to see the bad results caused by too much parking – asphalt everywhere and a lack of life on the streets. But it can be harder to see the good results that bad parking policies are preventing...



“parking provision will be a major challenge for the use of any site within the area as a supermarket”
ToVP Administration, Council Report (early 2024)

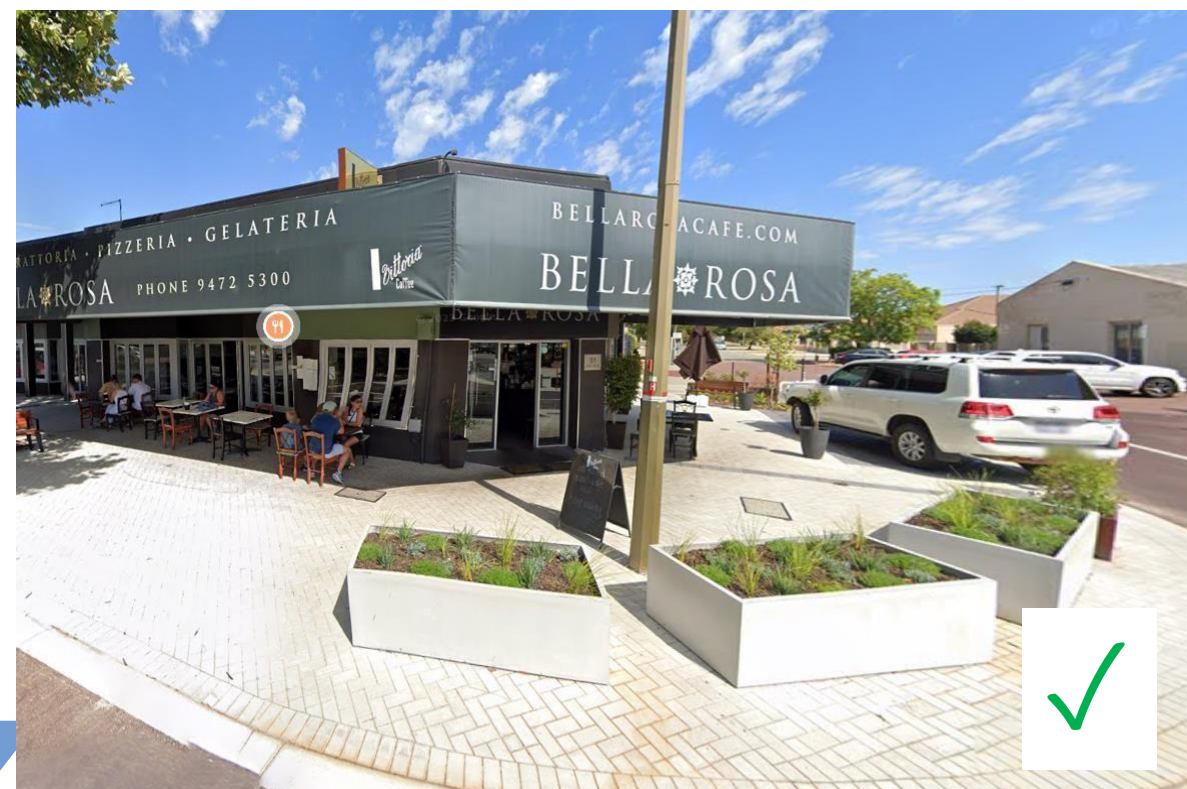
The evidence for car parking policy reform

Development that can't be built as-of-right under current policy



The evidence for car parking policy reform

How do we change our policy to support the types of places and businesses we want?



Where to next for car parking policy?

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Where to next for car parking policy?

Don't forget our original dilemma - managing on-street parking



Where to next for car parking policy?

Managing on-street parking cannot be ignored



Where to next for car parking policy?

Managing on-street parking effectively is critical

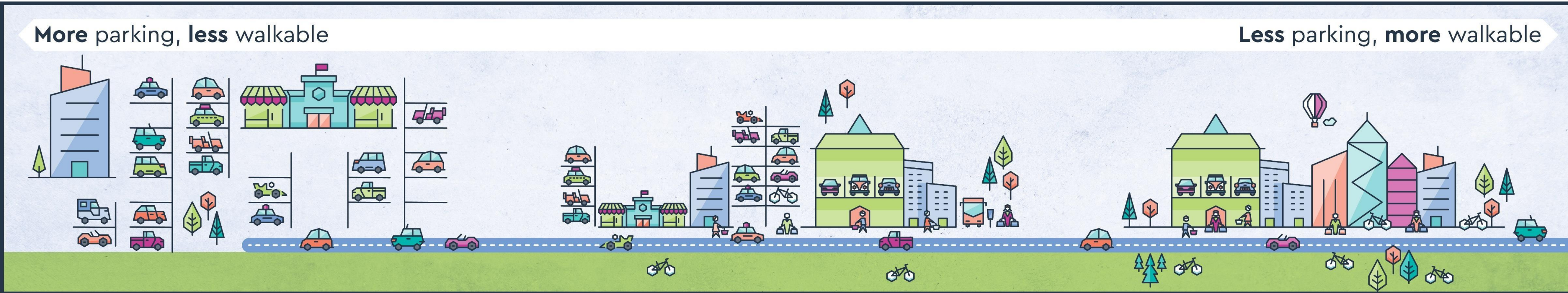


INTERVENTION TRIGGER	ACTION
On-street parking occupancy above 85%	<ol style="list-style-type: none">1. Introduce time restrictions2. Modify time restrictions3. Introduce paid parking4. Increase paid parking fee through dynamic parking model5. Provide additional paid parking
On-street parking occupancy below 65%	<ol style="list-style-type: none">1. Modify time restrictions2. Reduce paid parking fee through dynamic parking model



Where to next for car parking policy?

Parking Policy Approach Spectrum



More parking, less walkable

Less parking, more walkable

High Minimum
Parking Requirements

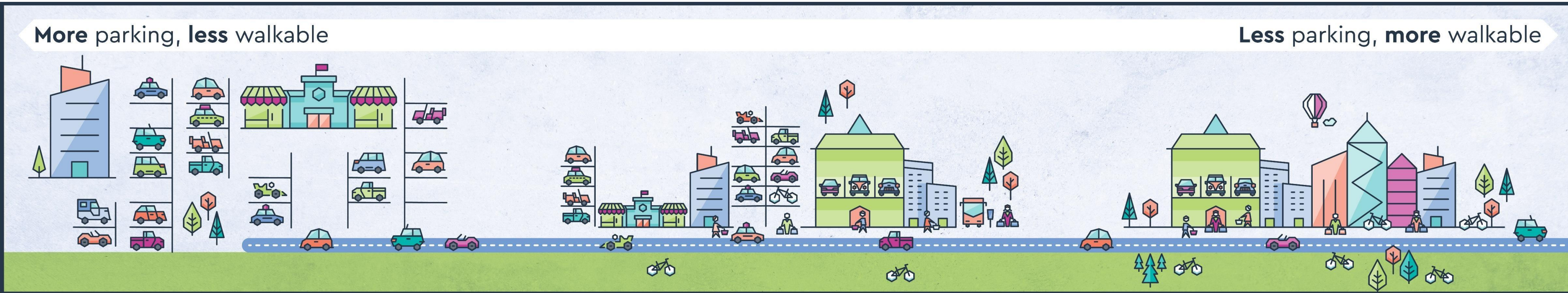


Where we
started



Where to next for car parking policy?

Parking Policy Approach Spectrum



More parking, less walkable

Less parking, more walkable

High Minimum
Parking Requirements

Low Minimum
Parking Requirements

↑
Option 1

Where to next for car parking policy?

Parking Policy Approach Spectrum



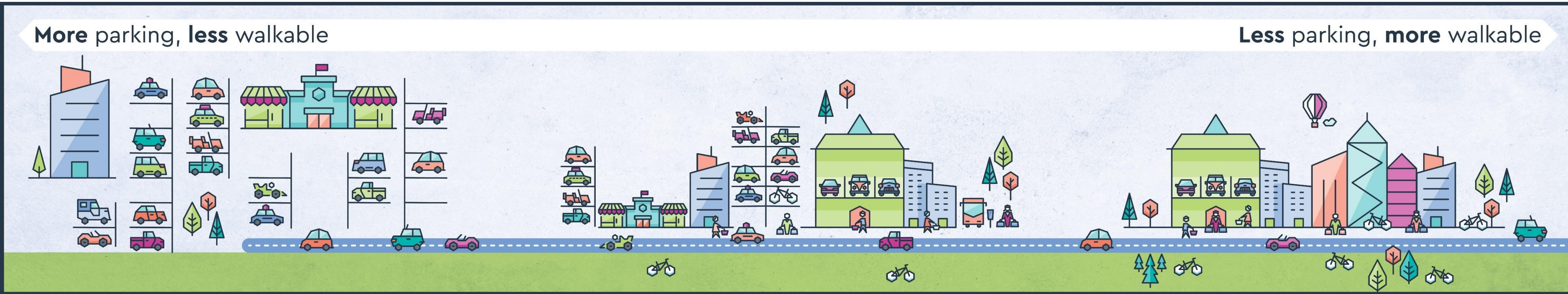
Considerations

- Continues underpinning a supply of parking spaces.
- Supports driving but can be detrimental to walking and more active modes of transport.
- Businesses have less choice.



Where to next for car parking policy?

Parking Policy Approach Spectrum



High Minimum Parking Requirements **Low Minimum Parking Requirements**

Setting Maximum Parking Caps

↑
Option 2

Where to next for car parking policy?

Parking Policy Approach Spectrum



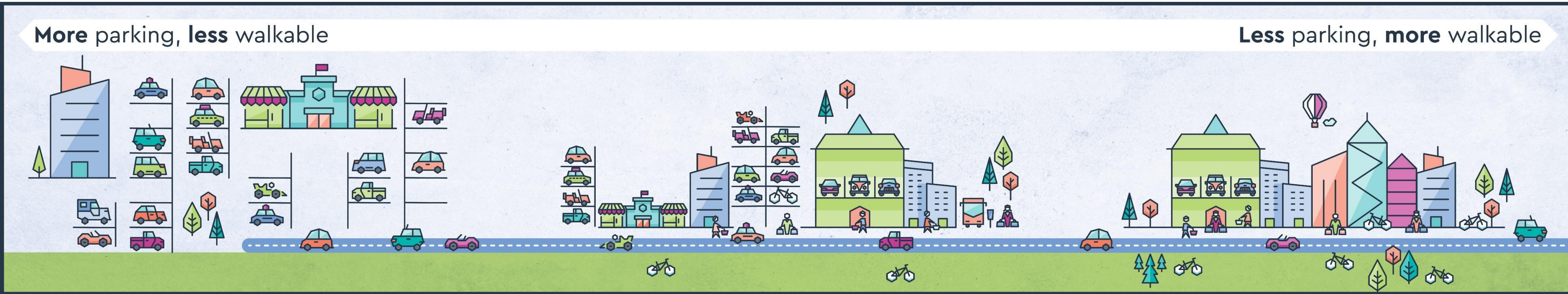
Considerations

- Limits the amount of parking that can be provided.
- Supports walking through encouraging more compact development patterns but can limit driving.
- Businesses have less choice as they are not free to provide high amounts of parking should they want to.



Where to next for car parking policy?

Parking Policy Approach Spectrum



High Minimum
Parking Requirements

Low Minimum
Parking Requirements

Open Option
Approach

Setting Maximum
Parking Caps

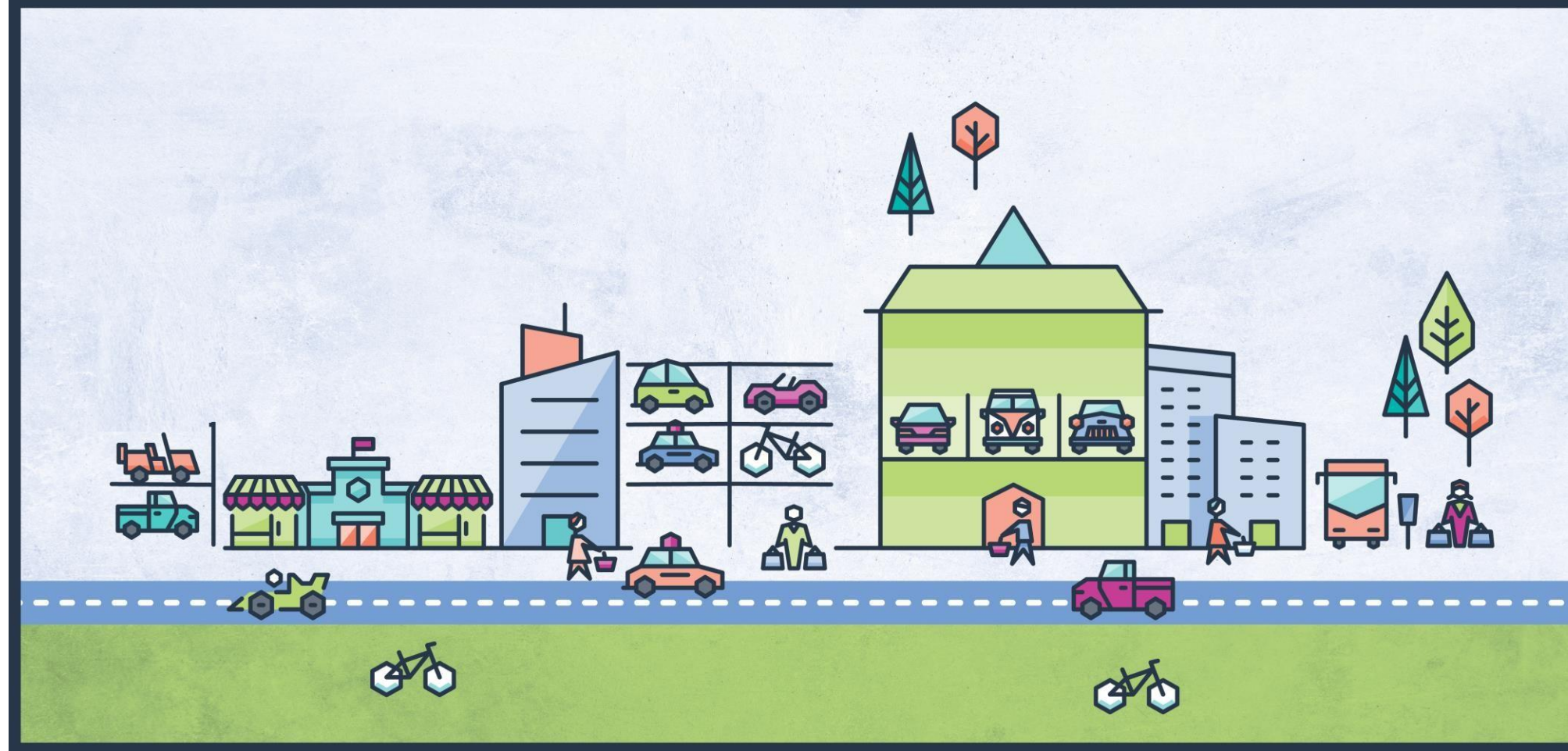
↑
Option 3



Where to next for car parking policy?

Parking Policy Approach Spectrum

OPEN OPTION



Considerations

- A range of parking spaces can be provided appropriate to local context and individual businesses needs.
- Creates opportunities for more compact development that is walkable in scale.
- Businesses have more choice and flexibility to expand and grow (ie increase their trading area or venue capacity and employ more people without the burden of parking restrictions)

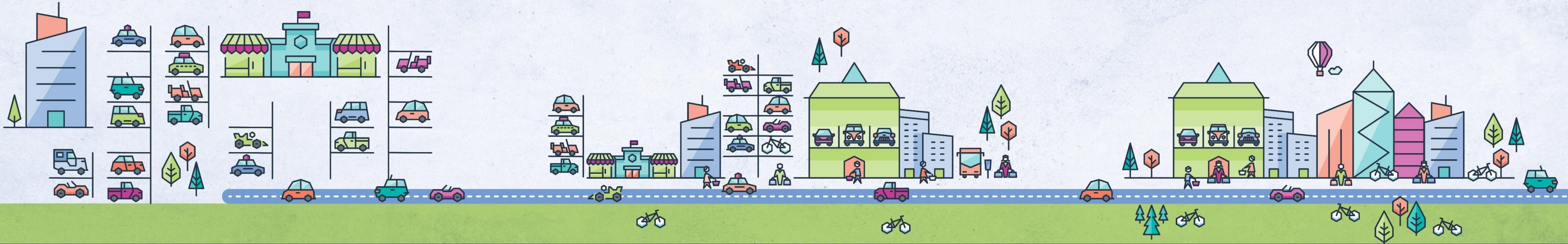


Where to next for car parking policy?

The Town of Vic Park's chosen approach

More parking, less walkable

Less parking, more walkable



High Minimum
Parking Requirements

Low Minimum
Parking Requirements

Open Option
Approach

Setting Maximum
Parking Caps

Recommended
Approach

+

Only apply in high growth areas
if deemed appropriate through
precinct planning



Where to next for car parking policy?

What 'Open Option' looks like in policy

5.2 Car Parking

5.2.1 Car Parking – Provision

On-site car parking bays shall be provided in accordance with the 'Open Option' car parking provision rates set out in *Table 3*.

Table 3. Open Option car parking provision rates

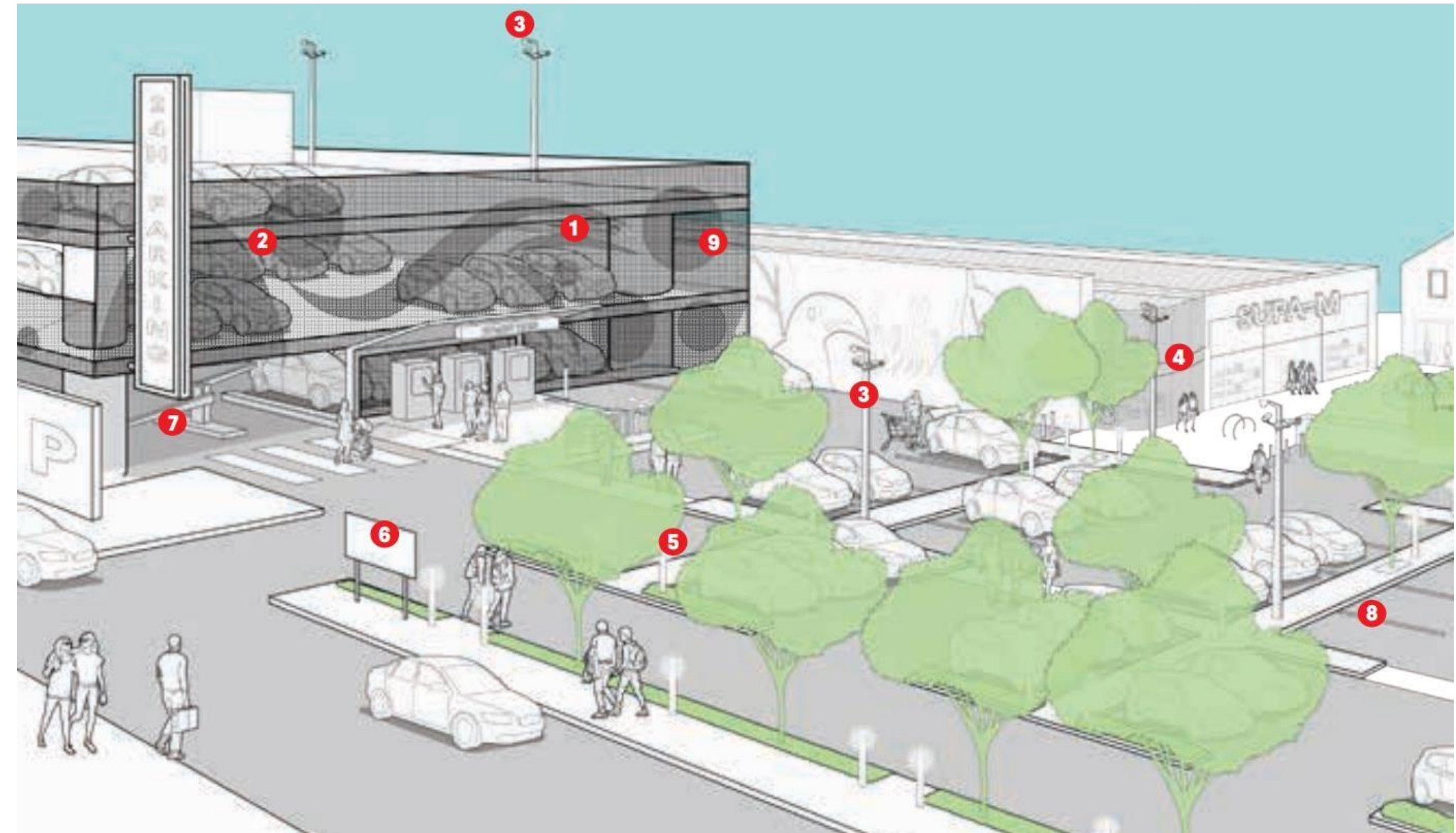
Land Use	Minimum number of bays required	Maximum number of bays permitted
All	Not applicable unless in accordance with a provision of a local development plan or structure plan.	Not applicable unless in accordance with a provision of the scheme or a precinct structure plan. ¹

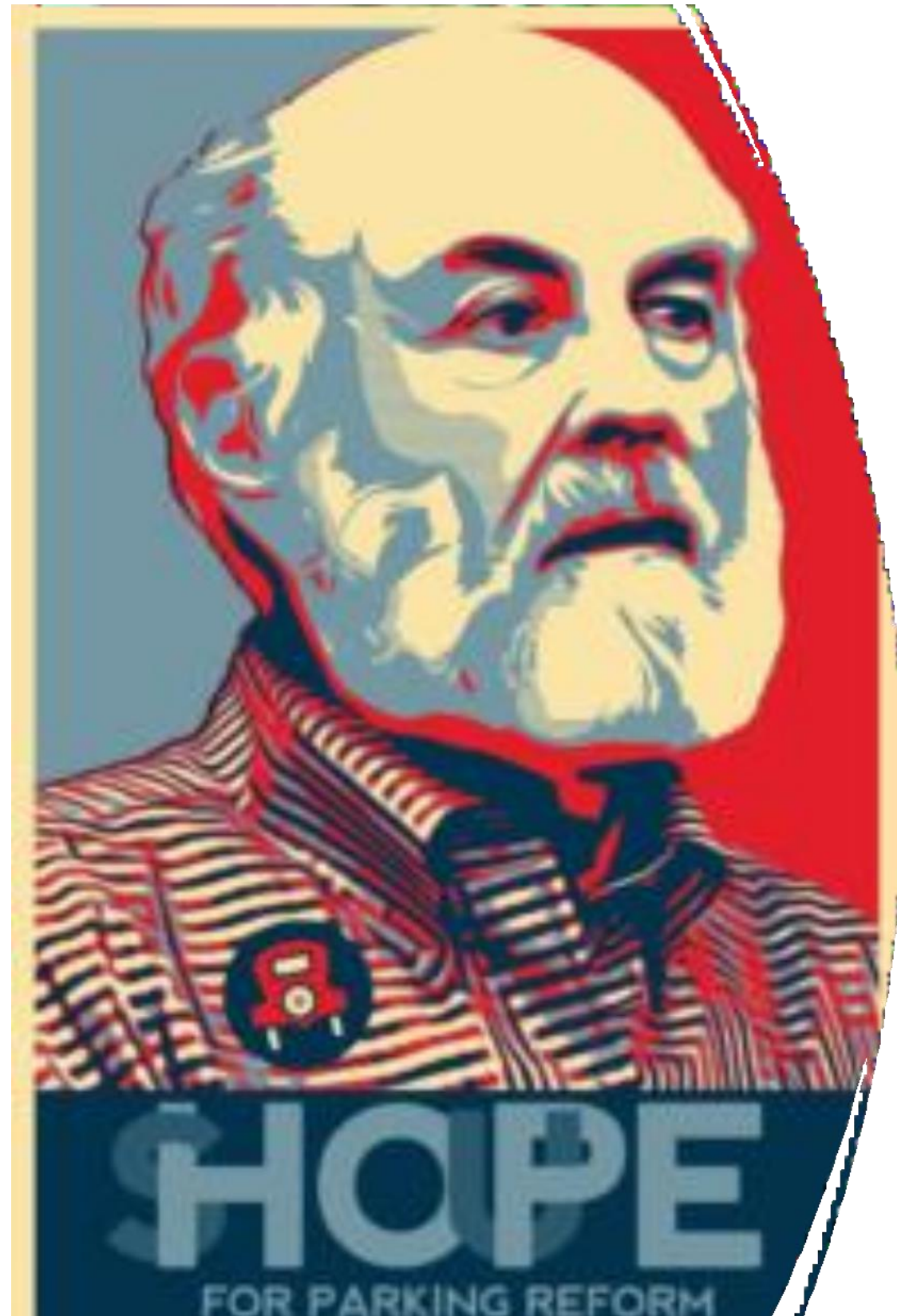


Where to next for car parking policy?

More than just parking ratios

- **Bicycle Parking and End of trip facilities**
- **ACROD bays**
- **Loading bays**
- **Design of car parks**
 - Siting and screening
 - Trees, landscaping and WSUD
 - Access
 - Accessibility and safety
 - Encouraging adaptive re-use





*"I suspect that, looking backward a century from now, urban planners will see minimum parking requirements to have been no better than physicians now see lead therapy: **a poison prescribed as a cure**. Like many discredited and abandoned medical practices, minimum parking requirements are an institutionalized folly".*

**Donald Shoup -
The High Cost of Free Parking**





**WE'RE OPEN
VIC PARK**

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