



## CP 3.1 | Kerbside Parking

### Objective

The objective of this policy is to manage limited kerbside space in a manner that supports an effective transport system and reflects the unique nature of each neighbourhood.

### Scope

This policy applies across the City of Perth local government area.

### Policy statement

#### Kerbside Changes

1. On street parking facilitates vehicle access to and within the City. As the City grows, scarce kerbside space that is currently used for on street parking may require to be re-allocated to accommodate a mix of uses including sustainable transport infrastructure, alfresco dining space, street trees, and servicing for businesses.
2. Accordingly, changes to the kerbside environment, including modifications to on street parking, must be carefully considered to ensure that the best and most appropriate use of kerbside space is achieved. Changes will be considered where the following factors (where relevant) are addressed satisfactorily:
  - a. Public transport and bicycle infrastructure requirements
  - b. Type of land frontage activity / land use patterns
  - c. Traffic / pedestrian flow characteristics
  - d. Availability of off-street parking
  - e. Safety for all users of the street
  - f. Road type and function
  - g. Road location
  - h. Service and emergency vehicle and driveway access requirements

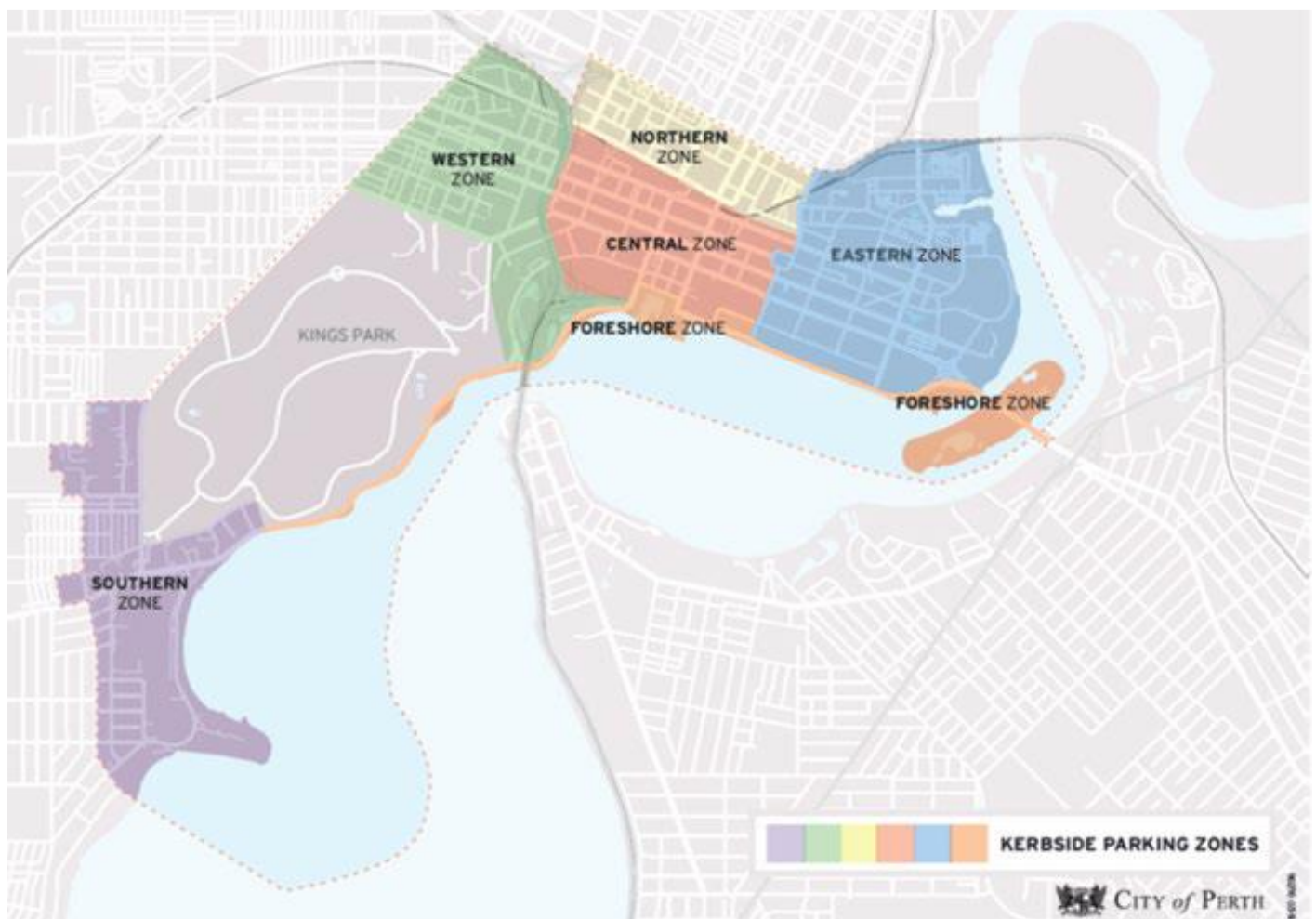
#### Kerbside Parking Zones

3. For the purposes of kerbside management, the City of Perth area is divided into a number of zones (as per figure 1), with each zone having a unique hierarchy of priority for the allocation of scarce kerbside space. These zones broadly reflect the City of Perth Neighbourhoods, with some exceptions, and are described below:



- a. Central zone – area bounded by Mitchell Freeway, Roe Street, Victoria Avenue, Terrace Road, Riverside Drive and Geoffrey Bolton Avenue.
- b. Foreshore zone – Mounts Bay Road to west of the Swan Brewery site, Elizabeth Quay, Riverside Drive and Heirisson Island.
- c. Northern zone – area bounded by Mitchell Freeway, Newcastle Street, Lord Street and Roe Street.
- d. Eastern zone – area bounded by Graham Farmer Freeway, Lord Street, Victoria Avenue, Riverside Drive and the Swan River to the east.
- e. Western zone – area bounded by Thomas Street, Mitchell Freeway, Riverside Drive, Fraser Avenue and Kings Park Road.
- f. Southern zone – the suburbs of Nedlands and Crawley within the City of Perth.

Figure 1 – Kerbside Parking Zones



### Kerbside Space Hierarchy

4. The Kerbside Space Hierarchy provides a framework to balance the competing requirements for the use of limited kerbside space. The hierarchy of 'need/priority' allows for the transparent and consistent



determination of the most appropriate use. The hierarchy will be considered in the context of surrounding land uses and the allocation of other kerbside space in the locality.

5. The allocation of kerbside space will be determined based on the following criteria:
  - a. Sustainable transport modes, including walking, cycling and public transport, will be assigned the highest priority.
  - b. Functionality of the street (transport function, business operations and residential and visitor amenity).
  - c. Demand for on-street parking in the vicinity, in the form of utilisation rates and revenue.
  - d. Private vehicle parking will be awarded the lowest priority, with short stay parking being ranked above long stay and commuter parking.
6. The above criteria reflect the City's strategic priorities and have been applied to each zone with consideration given to the unique characteristics of the zones and their diverse nature in the development of the following hierarchy of priority.

*Table 1 - Hierarchy for Priority of Kerbside Space Provision*

Kerbside Parking Zone	Hierarchy for Priority
Central and Foreshore Zones	Pedestrian (universal) access On-road cycling infrastructure (on designated cycle routes) Public bus services Universal access parking Loading zones Short stay car/motorcycle parking
Northern, Eastern and Western Zones	Pedestrian (universal) access On-road cycling infrastructure (on designated cycle routes) Public bus services Universal access parking Loading zones Resident/commercial parking Short stay car/motorcycle parking Vehicles parked for recreational purposes
Southern Zone	Pedestrian (universal) access On-road cycling infrastructure (on designated cycle routes)



	Public bus services Universal access parking Loading zones Resident parking Vehicles parked for recreational purposes Short stay car/motorcycle parking Long term / student parking
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### Guidelines

7. This policy is supported by the ‘Guidelines for the use of Kerbside Space’ (the Kerbside Guidelines). These address the operational and technical aspects applicable to kerbside space allocation within the City of Perth. Together, the policy and the guidelines will govern the future provision and management of kerbside facilities across the City.
8. This policy is also supported by the ‘Guidelines for the Issue of Residential Parking Permit’ (the Permit Guidelines). These address the process for the issue of residential parking permits within the City of Perth. Together with the City of Perth Parking Local Law 2017, the guidelines will govern the future provision and management of residential parking permits.
9. The kerbside guidelines and the permit guidelines shall be adopted, amended or revoked by the Chief Executive Officer.

### Residential Parking Permits

10. The Permit Guidelines shall establish:
  - a. The eligibility for a residential parking permit
  - b. The types of residential parking permits
  - c. The conditions of residential parking permits
  - d. The term of a permit
  - e. The process for application or renewal of a permit
11. The Permit Guidelines should be consistent with this policy and the Kerbside Guidelines to ensure the effective use of kerbside space.
12. Notwithstanding any other provisions which restrict the issuing of a permit, the CEO may, in unusual or exceptional circumstances approve the issue of a permit under whatever conditions the CEO considers necessary.



### Urban Design Considerations

13. Signage controlling kerbside parking and other uses will be reduced in number so far as practical by implementing area-wide parking controls, rather than requiring all bays to be individually signed.
14. Parking bays will not be built on footpaths.

### Stakeholder Engagement

15. Localised consultation with stakeholders including businesses and residents should be undertaken for projects that include significant changes to the kerbside environment. This should occur on a project-by-project basis as required.

## Document control

### Policy context

<b>Legislation, standards &amp; external guidelines</b>	<i>City of Perth Act 2016</i> <i>City of Perth Parking Local Law 2017</i> <i>Road Traffic Code 2000</i> <i>Road Traffic Act 1974</i>
<b>Policies and procedures</b>	
<b>Strategies, plans and frameworks</b>	City of Perth Transport Strategy City of Perth Local Planning Strategy City of Perth Long Term Cycle Network Plan Perth Greater CBD Transport Plan Guidelines for the use of Kerbside Space Guidelines for the Issue of Residential Parking Permit

### Document custodian

<b>Alliance</b>	Planning and Sustainability	<b>Service unit</b>	Transport and Urban Design
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### Review management

<b>Next review due</b>	November 2026	<b>Document management ref.</b>	EDRMS-1336483316-951
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### Document management

Version	Adopted by	Adoption date	Synopsis of changes
1.0	Ordinary Council Meeting	30 March 2021	New Council policy adopted. Supersedes Revoked Council policies 22.9 - on Street Parking and 22.6 – Residential on Street Parking
2.0	Ordinary Council Meeting	21 November 2023	Council Policy amended – minor changes