Who pays for minimum car parking policies?

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Car Parking: Ubiquitous but Unnoticed

• Cars are stationary 95% of the time (Vanderbilt 2008)

• “Expected but unnoticed” (Jakle & Sculle 2004)

• “We demand convenient parking everywhere we go, and then learn not to see the vast, unsightly spaces that result” (Ben-Joseph 2012)

• Car parking can occupy as much as 40% of land area
Car Parking: Ubiquitous but Unnoticed

Broadmeadows Vic

Carlton Vic
Canberra Civic
Canberra Civic – Surface parking
Cohabiting: Parking at Home
Why this much Car Parking?

We have lots of cars
• 18 million cars in Australia
• 600 million+ worldwide
• Most trips are made by car
• Car spaces take 18-25 square metres

And we drive them a lot
Why this much Car Parking?

Planning system sets Minimum Parking Ratios

<table>
<thead>
<tr>
<th>Use</th>
<th>Rate</th>
<th>Rate</th>
<th>Car Parking Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Display home</td>
<td>5</td>
<td></td>
<td>To each dwelling for five or fewer contiguous dwellings, plus</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
<td>To each additional contiguous dwelling</td>
</tr>
<tr>
<td></td>
<td>3.5</td>
<td></td>
<td>To each 100 sq m of floor area</td>
</tr>
<tr>
<td>Dwelling</td>
<td>1</td>
<td>1</td>
<td>To each one or two bedroom dwelling, plus</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2</td>
<td>To each three or more bedroom dwelling (with studios or studios that are separate room counted as a bedrooms) plus</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>0</td>
<td>For visitors to every 5 dwellings for developments of 5 or more dwellings</td>
</tr>
<tr>
<td>Education centre — other than listed in this table</td>
<td>0.4</td>
<td>0.5</td>
<td>To each student that is part of the maximum number of students on the site at any time</td>
</tr>
<tr>
<td>Food &amp; drink premises other than listed in this table</td>
<td>4</td>
<td>3.5</td>
<td>To each 100 sq m of leasable floor area</td>
</tr>
<tr>
<td>Freezing &amp; cool storage</td>
<td>1.5</td>
<td>1</td>
<td>To each 100 sq m of net floor area</td>
</tr>
<tr>
<td>Fuel depot</td>
<td>10</td>
<td>10</td>
<td>Per cent of site area</td>
</tr>
<tr>
<td>Funeral Parlour</td>
<td>0.3</td>
<td>0.3</td>
<td>To each patron permitted</td>
</tr>
<tr>
<td>Gambling premises other than listed in this table</td>
<td>0.4</td>
<td>3.5</td>
<td>To each 100 sq m of leasable floor area</td>
</tr>
<tr>
<td>Golf course</td>
<td>4</td>
<td>4</td>
<td>To each hole plus 50 per cent of the relevant requirement of any ancillary uses</td>
</tr>
</tbody>
</table>

Street Parking is often free or under priced
Parking Policy and “Free” Parking - Criticism

- One of the few reasons people will not drive is a lack of free and easy parking
- Critical view of ‘predict and provide’ parking policies
- Parking oversupplied by being under priced
- May appear ‘free’ but hides direct and indirect costs
- (Guo 2013; Hagman 2006; Pandhe and March 2012; Pierce and Shoup 2013; Shoup 2005; Wilson 2013…).

- Distorts transport choices
- Subsidises car use and externalities
- Contributes to congestion – ‘cruising’
- Is a “pseudo-science”
- Detracts from urban design
- Worsens environmental outcomes – run-off, heat islands
- Inefficiently allocates space
Parking Policy and “Free” Parking – Housing

- Car parking is physically part of the home
- In higher density housing: also linked through legal ‘bundling’ and planning regulations
- Difficult to build or buy without attached statutory rates of minimum car parking
- Critical view of minimum parking in housing markets (Guo and Ren 2013; McDonnell et al. 2010; Manville 2013; Stubbs 2002…)

- Reduce housing choice
- Reduce housing affordability
- Compete for space
- Traded off with housing supply
- Added to construction costs above and below ground
- Complex trade-offs (Stubbs 2002) but impact mainly in higher cost, accessible areas where parking demand is elastic
Parking Policy and “Free” Parking – Policy Changes

- Greater London removed residential parking requirements in 2004. Guo and Ren (2013): parking supplied reduced to 52% of prior requirement
- Los Angeles heritage areas (Manville 2013)
- New York – to remove residential parking requirements for affordable housing
- Melbourne and Sydney CBDs

Shoup: ‘performance parking’
1. Set the right price for ‘curb’ (street) parking (adjusted by availability and time of day)
2. Return the parking revenue to pay for public services
3. Remove minimum parking policies
Something completely Different: Japan

• Some minimum requirements, but low and many exemptions (Barter 2010)
• (Enforced) ban on overnight on-street parking since 1957
• “Proof of parking” requirement
• Commercial market for parking
• ‘Park once’ neighbourhoods
Removing Minimum Parking Requirements: Does not Pass ‘Pub Test’
Paying for Street Parking: Does not Pass ‘Pub Test’

Extended paid parking in Canberra’s CBD to make ‘life difficult’ for businesses, workers

Small business owners say extended parking charges in Canberra’s CBD will hurt their workers and their bottom lines.

From today motorists parking in Government-owned car parks in Civic and Acton will be hit with extended parking fees until 10:30pm on weekdays and all day on weekends.

Car parks affected include the Canberra Institute of Technology (CIT) site at Reid, Civic Pool, Canberra Theatre and the car park opposite Bailey’s corner.

Motorists will now have to pay up to $5 to park in those areas from 5.30pm Monday to Thursday and from 9.00pm Friday, after midday on Saturday and all day Sunday.

Previously parking during these times has been free.

Part-owner of London Grill Cafe Sammy Marjan said the changes would hurt.

“This is unbelievable. I can’t even think about them doing it in Canberra,” he said.

“It hurts small business and it hurts everybody relying on night trade.”

Assistant manager of Smoke restaurant Bruce Green said the extended times for parking fees would make “life very, very difficult for a lot of people”.

New parking meters jammed in Yarraville protest

New parking meters in Yarraville have been put out of use by vandals a day before they were to be turned on for the first time.

At least seven machines have had their coin and credit card slots jammed and screens smeared with a glue-like substance.

It comes after months of protest from locals opposed to Maribyrnong Council installing the machines.

Yarraville Village says No to Paid Parking convenor Megan Darling said people were angry.

“I completely understand why this has been done but I obviously don’t support it,” she said.

“This is costing the ratepayers even more money, it’s throwing good money out to bad.

“It’s obviously an horrific thing that people have felt this is their only way to approach this topic.”

Ms Darling said 15 parking meters were installed in Yarraville yesterday.

She said 3000 residents signed a petition opposing the meters, while more than 100 people spoke against them at a council meeting.

The CEO of Maribyrnong Council, Stephen Wall, said the council expected the parking meters to be operational on Friday in line with the rollout plan.

“We understand the majority of parking meters have been damaged and these are currently being repaired. Damaging parking meters is criminal damage and council has reported the vandalism to Victoria Police for investigation,” he said.
(Free) Parking – Is Understood as a Right

- Maintaining certain standards for all
- Fundamental or collective views
- Individual, human, civil, democratic, property
- Social constructs with real world outcomes
- Planning allocates and reallocates
- Varying and constantly contested, asserted, perceived
- Legal materiality
- Marusek (2012)

"You cannot take away people's right to have a car," he said. "We do our best as good citizens not to drive but there's a limit."

("South Yarra Residential Parking Permits Under Threat", The Age, September 2nd 2015)
Planned Research

• Compact city, intensification, population (and car) growth

• Traditional parking approaches, but under pressure

• In intensifying Australian cities, parking and housing in increasing competition

• Limited evidence of costs and benefits

• Explore conflict in development approval processes

• Develop evidence base of impacts of changes

• Housing focus
Planned Research

1. In what ways are minimum car parking requirements embedded into Australian housing development processes?

2. What are the spatially varying effects of minimum parking policies on housing supply, density, quality and affordability?

3. How are car parking policies contested by existing residents, developers, and local governments, and what are the implications for local implementation of policy change?

4. How can research inform better planning policy and practice around provision of car parking in Australian urban development?
Planned research

• Spatial and demographic patterns of demand for parking (including new shifts – sharing economy, and ‘peak car’)

• Policy analysis – barriers and gatekeepers in parking implementation

• Spatial Hedonic Modelling of Parking and Housing (unit-record sales data)

• Post-occupancy survey – observed effects of housing with reduced parking provision

‘Better Block’ – trialled parking re-allocations

Possibly: retail impacts, other issues (train stations, clearways)…
Some publications:


References