

**POLICY STATEMENT – PARKING LEVIES**

**Position**

Parking Australia advocates for a traffic (parking) management and a transport planning regime that is performance based, equitable, and sustainable and focuses on the social and economic costs of personal mobility. Parking Australia acknowledges that road and parking infrastructure cannot and should not be built to cope with peak demand conditions nevertheless a selective tax on one aspect of travel is unreasonable.

**Policy Principles**

Since the introduction of the Parking Bay Levy in Sydney in 1992 state governments have used dubious logic to levy a parking fee and as a result introducing a new business tax. The logic which Parking Australia refutes is that by effectively increasing the cost of commuting into city CBDs by private motor vehicle then motorists will use public transport or seek some other mode of movement.

The same governments claim that revenue raised via the levy is being directly reinvested in facilities and services that improve access to and within a city. Little publically available evidence supports that commitment meaning that greater transparency is required.

- Parking Australia is of the view that parking levies (introduced in Sydney, Perth and Melbourne) are poorly targeted, “parking business selective” and therefore do little to assist efficient movement. For example, roads are used by through traffic as well as those whose destination is the CBD and it is additionally unfair that the ‘parkers’ only pay
- Roads and parking benefit the community as a whole not just the direct users, therefore all should contribute through general taxation
- It needs to be acknowledged that people need to have a choice of personal mobility to satisfy their particular lives

**Policy Objectives**

Parking Australia appreciates the strategic and objectives of the various state government parking policies. There are however more equitable ways to address CBD congestion and the consequential detrimental effects.

Encouraging motorists to carefully consider and plan their journeys is a behaviour we should all aspire to. It is the view of Parking Australia that integrated solutions which are fair and equitable should be on the political agenda with regard to congestion, personal mobility and transport services and safety generally, for example:

- Strategies for locating parking on the periphery of the CBD whereby users are distributed to destination by free public transport
- Recognition and financial encouragement to potential property developers to design and build car parks as multi-modal transit hubs nodal
- Multi objective parking reform program which recognises the role parking plays in supporting cultural, commercial, social and religious pursuits against the reality of emerging new life style patterns
- Consideration to broader based revenue/expenditure streams including GST, vehicle registration, stamp duty, emissions standards could already be covered in governments plans for congestion
- Examination of road pricing charges which Parking Australia would suggest are revenue neutral as part of a demand management strategy
- Public perception – there should be the widest possible public support for any revenue raising system
- Revenue raising through selective business application should be implemented when there is a well-researched expectation they will achieve their intended outcome
- Appropriate accountability to ensure that essential objectives of parking levies are achieved
- There should be no additional impost on business with regards over regulations and red tape.

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