



Government of **Western Australia**
Department of **Health**

Metropolitan Health Campus Traffic and Access Strategy 2025-2030

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Contents

Introduction	3
Objectives	3
Associated literature	3
Objective One - Patient and Carer Parking	4
Concessions	4
Objective Two - Staff Parking	5
Parking Policies	5
Objective Three – Mode Share	6
Travel Plans	6
Public Transport Subsidy	6
Objective Four - Efficiently Managed Infrastructure	6
Parking facility infrastructure	6
Objective Five – Collaboration	7
Key stakeholders	7
Next Steps	7

Introduction

The Metropolitan Health Campus Access and Traffic Strategy 2025-2030 (The Strategy) provides a cohesive set of guidelines for metropolitan health campuses to use best practice management for traffic and access.

Traffic, access and in particular parking are contentious topics around health campuses in Western Australia. We strongly encourage public authorities to embrace a shift away from single occupancy transport while recognising that health facilities cater to many of our communities most vulnerable groups and that the staff working on health campuses often have unique and diverse transport needs with a significant portion of the workforce undertaking shift work or holding on-call responsibilities.

Health Service Providers (HSPs) must continue to cater to patients, carers and staff who have the greatest need for parking while looking to minimise congestion by reducing single occupancy vehicle commutes, encouraging alternative mode share, and collaborating with relevant local and state authorities to improve surrounding infrastructure.

Objectives

The Strategy seeks to provide guidance for HSPs to develop their own policies that are consistent with and advance the following objectives.

1. Patient and Carer Parking - is available for those attending appointments at metropolitan health campuses.
2. Staff parking - is provided to meet operational requirements.
3. Mode share – that is less reliant on single occupant vehicles is promoted.
4. Efficiently managed infrastructure - that considers and is aligned with Infrastructure Western Australia's [State Infrastructure Strategy \(2022\)](#).
5. Collaboration – with key stakeholders to improve service delivery.

Associated literature

Document	Authority
Foundations for a Stronger Tomorrow – State Infrastructure Strategy (2022)	Infrastructure Western Australia
AS/NZS 2890.1:2004 – <i>Parking Facilities – Part 1: Off-street car parking</i>	Standards Australia
Australian Health Facilities Guidelines – Part C: Design for Access, Mobility, Safety and Security .	Australasian Health Infrastructure Alliance (AHIA)
WA Health Climate Action Plan 2023	Department of Health (Western Australia)
Guide to Road Design	Austroroads
AS/NZS 1158 Series: Lighting for roads and public spaces	Standards Australia

Objective One - Patient and Carer Parking

Local HSP traffic and access policies should consider the following factors to effectively respond to local requirements at each health campus, its patient needs, and the surrounding community.

- Convenient and wheelchair friendly access from car parking space to key locations.
- Disabled car parking space size requirements and volumes as determined by Australian Standards.
- Railings, footpaths, pedestrian crossings, lighting and other measures to support safety and mobility.
- The local environment surrounding the facility, including safety considerations.
- Opportunities to implement access arrangements in collaboration with surrounding jurisdictions including local councils and the Department of Transport such as shuttle buses or high frequency services.

Concessions

At the discretion of the HSP concessions may be made available to eligible patients and their carers in the following patient and carer categories:

- Experiencing financial hardship.
- Who need to attend health campuses for an extended period.
- Who are required to attend health campuses frequently.
- Those with special needs who require assistance.

There must be an associated procedure that aligns with HSP concession policies which includes, the application process, timeframes, contact information and standardised forms required to enable a patient or their carer to apply for the concession.

Objective Two - Staff Parking

When prioritising parking allocations between staff HSPs should ensure the following are considered.

- As a priority, car parking is provided to staff where their safety is at an escalated risk. For example, providing access to appropriately lit and located car parking for staff completing or commencing shifts between 6:00pm and 6:00am.
- Staff car parking is provided to meet operational requirements such as provision of car parking for on-call and recalled staff where ready workplace access is required for emergency needs.
- Access to public transport, cycling facilities and other alternative methods of transport and opportunities to improve access to these.
- Carpooling options and other arrangements to reduce car parking demand.
- Opportunities to change hospital operational arrangements that impact on car parking demand such as staggered shift change over times, scheduling of outpatient appointments and office accommodation locations.
- Arrangements for staff who require multiple same day access to parking to support clinical service delivery (e.g. staff using vehicles for home visits).
- The local environment surrounding the facility, including safety considerations.
- Security arrangements available (e.g. escorts, alarm systems, lighting and proximity to hospital entrances/exits).
- Opportunities to implement access arrangements in collaboration with surrounding jurisdictions including local councils and the Department of Transport such as shuttle buses or high frequency services.
- Staff recruitment, retention, and satisfaction.

Parking Policies

It is recommended that HSPs develop a suite of documents that outlines their current and future intent for traffic and access on their metropolitan health campuses.

As a guideline the Department of Health suggests:

- A staff parking priority policy that clearly demonstrates the equitable allocation of parking on the metropolitan health campus and considers the points outlined in the staff parking section of this strategy.
- An annual management plan signed by the HSP's delegated authority that defines key performance indicators with consideration given to achieving mode share goals, minimising congestion and peak utilisation levels matching industry best practice.
- A travel plan for each metropolitan health campus that is reviewed and updated every four years.

Objective Three – Mode Share

Historically, the primary form of transportation to metropolitan health campuses has been single occupant vehicles, this has a substantial impact on the demand for parking, stresses the surrounding road network, causes congestion and damages the environment.

Travel Plans

HSPs should develop and update travel plans that establish clear objectives and outline who is responsible for their delivery. Mode share targets and the actions intended to achieve them should be listed and linked to annual management plans held by that HSP. The method for measuring and monitoring objectives should be clearly stated along with any financial implications.

Public Transport Subsidy

Historically, staff working for HSPs who have met certain criteria have been granted a subsidy when commuting to and from work on public transport. HSPs should continue to provide incentive through public transport subsidisation to promote a mode share that is not as reliant on single occupant vehicles.

Objective Four - Efficiently Managed Infrastructure

Where new infrastructure is proposed on health campuses it is recommended the HSP:

- Consider car parking allocation and quantities as a part of planning.
- Include a suitable quantity of disabled parking spaces as per AS/NZS 2890.
- Adhere to the recommendations of the [State Infrastructure Strategy \(2022\)](#).

Parking facility infrastructure

It is expected that HSPs will manage parking infrastructure using a best practice approach and as part of their organisational level capital and operational plans including the appropriate maintenance of these assets in accordance with relevant legislation and Work Health and Safety obligations.

Objective Five – Collaboration

With everyone who visits, travels, lives, or works near a metropolitan health campus being a stakeholder, engagement and collaboration are essential to the effective delivery of services. Collaborating with stakeholders is essential to effectively delivering the first four objectives of this strategy.

Key stakeholders

A Traffic and Access Working Group (TAWG) should be established with key stakeholders to allow for regular communications, networking and information sharing. The Department of Health will coordinate the TAWG and seek representation from the HSPs, the Department of Transport, the Department of Communities and local councils as required.

The TAWG members will share reporting on their travel plan and management plans along with successes and lessons learned from initiative implementation.

Next Steps

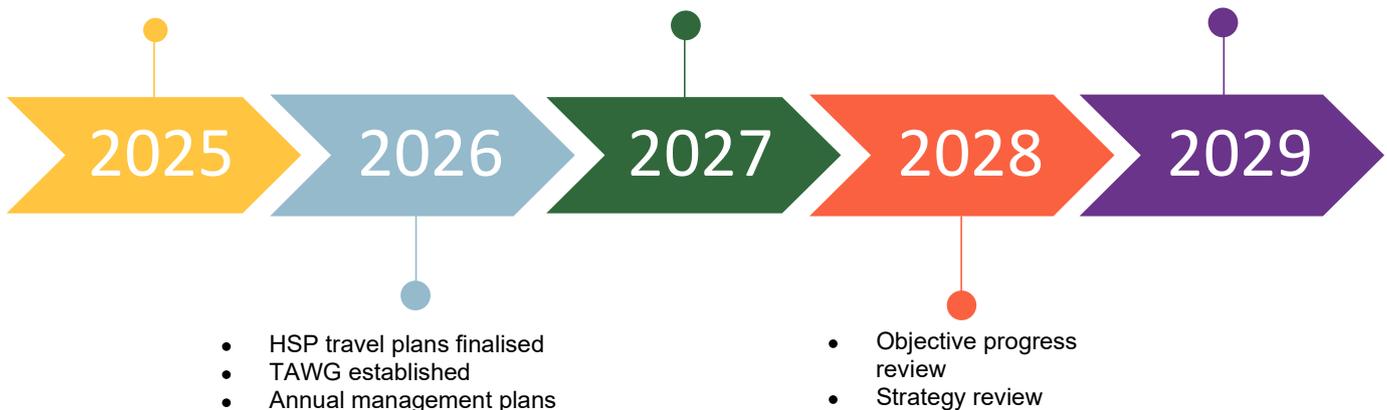
The Metropolitan Health Campus Traffic and Access Strategy 2025-2030 provides direction for the next five years.

The objectives of the Strategy will be implemented through ongoing engagement with our key stakeholders and Western Australians. Implementation will be driven through the travel plans, staff priority parking policies and annual management plans developed by HSPs. It is anticipated that implementation of the Strategy will be iterative and allow for a responsive and agile approach to maximise efficacy and take advantage of opportunities as they occur.

- Development of the Strategy
- Decentralisation of parking to the HSPs
- Development of HSP Staff priority parking policies

- Annual management plans review

- Strategy revision commences
- Travel plan reviews



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