

Parking Local Law 2026

Proposed Changes and Why They Matter

The City of Cockburn has been reviewing its local laws, with the aim of renewing and aligning with best practice.

The purpose of a parking local law is to manage where, when, and how you can stop or park a vehicle on a road or verge, so as to ensure the safety and protect the amenity of the community. It also provides rules around the stopping, parking and use of City owned or managed parking lots or parking spaces, as well as providing for rules around parking permits.

The proposed new Parking Local Law 2026 is a revision and update of the current City of Cockburn Parking and Parking Facilities Local Law 2007. Due to the changes proposed, an amendment local law is not recommended, and instead it is proposed that the current Parking Local Law is repealed and replaced with the City of Cockburn Parking Local Law 2026.

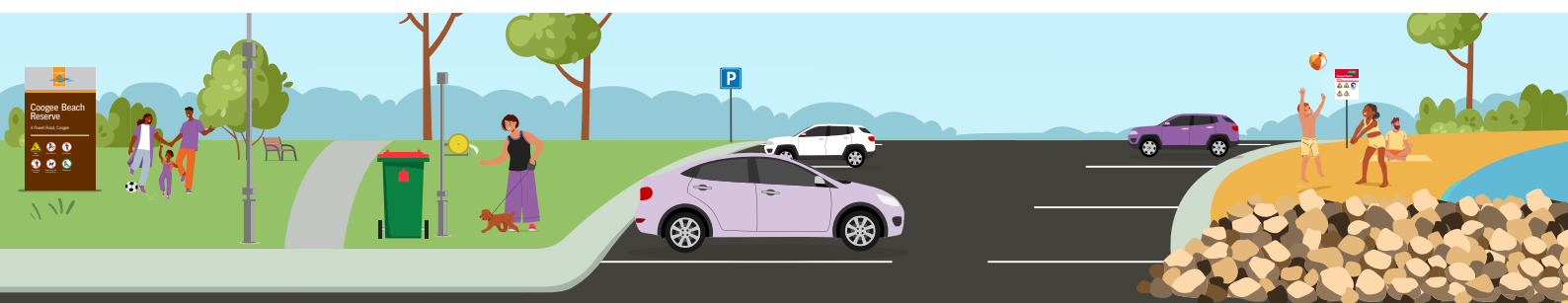
The key changes are:

Amendment	Reason
Merging the 'Parking Stations' and 'Metered Zones' Parts.	To simplify the local law.
Expanding the payment of fees clause so it captures pay by phone applications (i.e. EasyPark).	To futureproof the local law.
Introduction of a clause to make clear that the payment of a fee does not exempt the driver from compliance with other rules in the parking local law.	To remove ambiguity in the local law.
Introduction of a clause that provides that where a fee free period applies to a parking space (or multiple parking spaces in one area), that once the fee free period expires, the person must pay to continue to park in that space (or another space in that parking area).	To remove ambiguity in the local law.
Removal of the following prohibitions to do with parking stations: a. sleeping in a car in a parking station b. hooning.	Covered by State legislation.
Removal of the prohibition on carrying out a business activity/selling or hiring in a parking station.	This is already regulated by the proposed Public Places Local Law 2026.

Amendment	Reason
Removal of the clause prohibiting the removal of a vehicle from a parking station before the fee has been paid.	The City can already infringe for failure to pay the required fee.
Moving the clause to do with interference or damage to parking facilities to a new 'Enforcement' part of the local law. This clause has also been expanded to provide the local government the power to issue a notice requiring a person who damages a parking facility to reinstate the property or replace that property. A failure to do so means the City may do it themselves and then recover the costs from that person.	To expand enforcement options.
Removing reference to trailers and caravans in the clause to do with stopping certain vehicles in built-up areas.	This is already covered by the clause dealing with 'no parking of vehicles in certain circumstances'.
Removing the clause to do with ACROD Parking and instead referring to the Local Government (Parking for People with Disabilities) Regulations 2014.	Covered by State legislation.
Amending the loading zone clause to introduce a two-minute time limit when it comes to picking-up or dropping-off passengers in a loading zone.	To discourage waiting by taxis and Uber drivers in loading zones.
Introducing the power for the local government to restrict parking in any parking station, parking space, metered zone or metered bay where the City needs to carry out urgent, essential, or official functions.	To ensure the City is able to effectively carry out its urgent, essential, or official functions.
Amendment of the clause to do with parking near a fire hydrant or public post box clause to allow an exemption for buses and taxis which are not left unattended.	To be consistent with the Road Traffic Code.
Amendment to the clause to do with clearways to provide an exemption to public buses picking up or dropping off passengers.	To be consistent with the Road Traffic Code.
Amendment to the clause to do with double parking to make clear that angle parking is not double parking, with a diagram added to illustrate.	To improve clarity of the local law.
Amendment to the verge parking clause to remove reference to the 24-time limit and requirement for trailers and caravans to be attached to a vehicle.	These rules are already provided in the 'no obstruction' and 'no stopping and parking of vehicles in certain circumstances' clauses respectively.
Further amendment to the verge parking clause to make clear that an authorised person or other person acting under the authority of a written law may park on a verge, even without the consent of the owner/occupier.	To ensure the City is able to effectively carry out its functions.
Adding a clause banning parking on a carriageway marked with a keep clear marking.	To ensure Keep Clear areas are kept clear.

Amendment	Reason
Re-structure of the 'Parking Permits' Part so that there are general rules applying to all permits (such as the application process) and then rules specific to each type of permit.	To improve clarity of the local law.
Introducing the power for the local government to make determinations about new classes of parking permits (and their eligibility).	To futureproof the local law.
Standardising the permit process.	To improve clarity, consistency, and provide greater transparency on the process.
Removing the Part to do with electric rideable devices.	The broad determination power in the proposed Public Places Local Law 2026 already provides for this.
Removal of the offence for obstructing an authorised person.	This is already provided for in the Local Government Act 1995.
Adding a clause saying that a number of clauses don't apply to the drivers of emergency or special purpose vehicles, authorised persons, or persons engaged in roadworks or maintenance of a thoroughfare, where the driver is exercising reasonable care and it is reasonable for the clauses to not apply.	To ensure sufficient flexibility for those engaging in urgent, essential, or official functions.
Standardising enforcement rules.	To improve clarity, consistency, and provide greater transparency.
Review of the modified penalties to align with a three-tier approach.	To ensure the modified penalties better reflect the seriousness of the offence.
Removing a number of notices from the Schedule and instead referring to the same forms contained in the Local Government (Functions and General) Regulations 1996.	To simplify the operation of the local law.

Please visit the [Proposed Parking Local Law 2026 'Comment on Cockburn' page](#) for a copy of the complete [proposed new City of Cockburn Parking Local Law 2026](#).



While local governments have the ability to make local laws under the Local Government Act 1995, there are limits to this power. Any local law must be fair, reasonable, and proportionate. It should be necessary for the good government of the district. Local laws cannot conflict with State legislation, and they shouldn't introduce major new policies or big changes to existing policies. That is the role of State Government.