

parking enforcement activity plan



Why we do it

To maximise the availability of parking during working/shopping hours to ensure the CBD area has a regular turnover of parking spaces, and that parking is carried out in a safe manner.

What we do

- Ensure there is a turnover of traffic in all areas of parking.
- Ensure that drivers adhere to road rules.
- Check meters and pay-and-display machines.
- Check that vehicles are compliant and have a current certificate of vehicle inspection and current licence label when being used in a public place.
- Ensure that mobility parking spaces are available for genuine users.

Community outcomes

Community Outcome	How the Council contributes
 Safe & Caring	<ul style="list-style-type: none"> ■ By enforcing the parking regime and ensuring that vehicles are roadworthy.
 Prosperity	<ul style="list-style-type: none"> ■ By encouraging more businesses to invest in the area due to the availability of parking for customers and workers alike.

parking enforcement activity plan **cont.**

What does the council plan to do in the future

What is the Council currently doing?	What will we do in years 1 to 3?	What will we do in years 4 to 10?	How will we know if we achieve our objective? (key result areas)
Administer and enforce parking related statutes, regulations and bylaws as required by the government and Council.	Continue to administer and enforce parking related statutes, regulations and bylaws. Be cognisant of any changes to parking regulations over time.		Customers and retailers in the CBD are satisfied with parking availability management.

Measuring our achievements

Level of Service	Performance measures	Current performance	Performance targets									
			09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19
Ensure CBD retailing is provided with a regular turnover of parking spaces for potential customers.	% average parking availability (1 in 7 spaces available between 10am and 3pm as measured by periodic survey*).	15%	15%									
Ensure parking restrictions are enforced.	Number of days enforcement is undertaken	5.5 days/week	5.5 days/week									

* a number of blocks are surveyed each year in response to feedback from parking enforcement officers or queries from retailers and shoppers.

Negative effects

Negative effects	Mitigation options
People dislike receiving infringement notices.	CBD and shopping areas are kept free of vehicles that park for long periods thus making parking available for visitors to the town. Money generated from all aspects of parking enforcement goes back into the upkeep of the CBD and the cost of the enforcement team.
Animosities from some people receiving large infringement fees.	Fewer unwarranted and unlicensed vehicles parked on the streets. This leads to a safer community. Mobility parks are kept free for the use of the disabled.

parking enforcement activity plan **cont.**



Funding considerations

Who benefits from the activity?

The community as a whole benefits from accessibility of the city and ease of transportation throughout the city.

What is the period of benefit?

Benefits are ongoing as long as the infrastructure is maintained.

Who creates the need for the activity?

The community as a whole creates the need for an accessible urban environment where transport links are readily available for both business and public use.

Funding Source

Individuals derive a direct benefit from this activity and costs are therefore recovered 100% by user fees and charges.

Asset management

Though there are no significant land or building assets in the parking enforcement area, hand held ticket writers are a key asset of this activity and are scheduled for replacement within two years.

Major changes planned for assets

Reason for change	What will be done?	Year 1 cost (\$000s)	Year 2 cost (\$000s)	Year 3 cost (\$000s)	Year 4 - 10 (\$000s)
Renewals and replacements.	It is estimated that in 2010 we will need to replace hand held ticket writers.	-	72	-	-

parking enforcement activity plan cont.

Financial summary (plan 2009/10 and forecast 2010/11 to 2018/19)

Parking Enforcement (\$000s)	Actual 2007/08	Annual Plan 2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Operating Expenses												
Direct Costs	990	988	937	959	983	1,007	1,034	1,060	1,085	1,116	1,147	1,180
Financial Costs	-	-	1	1	1	1	1	1	1	1	1	1
Depreciation	13	15	13	13	12	12	11	11	11	8	7	7
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Costs	1,003	1,003	951	973	996	1,020	1,046	1,072	1,097	1,125	1,155	1,188
Revenue												
Capital Revenue	-	-	-	-	-	-	-	-	-	-	-	-
Fees and Charges	1,691	1,486	1,486	1,531	1,576	1,624	1,672	1,723	1,774	1,828	1,882	1,939
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Subsidies and Grants	-	-	-	-	-	-	-	-	-	-	-	-
Targeted Rates	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	1,691	1,486	1,486	1,531	1,576	1,624	1,672	1,723	1,774	1,828	1,882	1,939
Internal Recoveries												
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-	-
Total Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-	-
Net Cost of Service	(688)	(483)	(535)	(558)	(580)	(604)	(626)	(651)	(677)	(703)	(727)	(751)
Capital Costs												
Renewals	-	-	-	72	-	-	-	-	-	-	-	-
Growth	-	-	-	-	-	-	-	-	-	-	-	-
Backlog	-	-	-	-	-	-	-	-	-	-	-	-
Level of Service	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital	3	-	-	72	-							
Operational Funding												
Net Cost of Service	-	-	(535)	(558)	(580)	(604)	(626)	(651)	(677)	(703)	(727)	(751)
Plus Capital Revenue	-	-	-	-	-	-	-	-	-	-	-	-
Less Depreciation	-	-	(13)	(13)	(12)	(12)	(11)	(11)	(11)	(8)	(7)	(7)
Add back Depreciation Funded by Rates	-	-	-	72	-	-	-	-	-	-	-	-
Operations Funded by General Rates	-	-	(548)	(498)	(592)	(616)	(637)	(662)	(688)	(711)	(734)	(758)
Capital Funding												
Funding from Depreciation (Rates)	-	-	-	72	-	-	-	-	-	-	-	-
Loans from/(to) Corporate Fund	-	-	-	-	-	-	-	-	-	-	-	-
Capital Grants	-	-	-	-	-	-	-	-	-	-	-	-
Development Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital	3	-	-	72	-							

Minor roundings may occur in above totals