

27. 10. 2011

23. ALL DAY PARKING FEE SCHEME FOR SELECTED PARKING METERS

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to gain Council approval to:
 - (a) Remove the maximum time limits on selected parking meters across the CBD;
 - (b) Charge a flat fee for parking all day within the selected parking meters;
 - (c) Delegate authority to set the all day fee to the General Manager Corporate Services and the General Manager City Environment;
 - (d) Delegate authority to set the area where the all day fee applies to the General Manager City Environment.

EXECUTIVE SUMMARY

2. Following the 22 February earthquake, enforcement of parking meters and time limited parking restrictions ceased due to higher priorities associated with the national state of emergency. Over time, some businesses in the CBD started to raise concerns claiming lack of turnover of parking spaces was having a detrimental effect on the viability of their businesses. Also, any loss of revenue associated with the suspension of parking meter fees had not been accounted for in the annual plan. For these reasons enforcement of parking restrictions and parking meter payment recommenced on 4 July 2011.
3. The parking landscape has changed significantly since 22 February as follows:
 - (a) The total number of Council owned/operated off-street parking spaces has reduced by around 2,800 spaces (3,199 to 405);
 - (b) Of the 2,420 metered on-street spaces, only about 880 (36 per cent) are currently accessible to the general public. This is a loss of 1,540 spaces. The balance are located within the red zone or within other cordoned areas associated with unsafe buildings;
 - (c) The total loss of pay for use parking (casual and reserved) has decreased from approximately 5,620 to 1,285 spaces;
 - (d) Nine parking buildings are currently inaccessible. The only off-street parking facilities available are the Hospital car parking building, the pay and display metered parking area within the hospital and the Rolleston Avenue car park.
4. **Attachment 1** illustrates the location of the currently available off-street parking facilities and accessible on-street parking metered areas.
5. The City has lost the ability to use over 3,400 pay for use casual parking spaces since 22 February 2011 (1,873 off-street and 1,540 on-street). Not only has this had a significant effect on revenue, but it has also had an impact on the ratio of short to long term parking provision. Off-street parking facilities provide an opportunity for both long term and short term parking whereas on-street provides short term easily accessible parking by being time limited from 30 minutes up to two hours maximum depending on location. Prior to the February earthquake the ratio of on-street to off-street casual paid parking spaces was around 50/50. Currently the ratio is around 70 per cent on-street and 30 per cent off street. Most of the 30 per cent off-street is being used by persons associated with the hospital so there is a significant reduction in the number of spaces available for all day parking associated with commuters working in offices and businesses within the CBD.

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6. Added to this imbalance, the demand for short term parking in some parts of the CBD is much lower than previously. This is evident in the revenue statistics from certain parking meters and observations reveal very low occupancy throughout the day in some metered parking areas. Conversely there is a strong demand for long term parking; less than prior to February but still significant. The private sector has been very active in this market and a number of off-street at-grade facilities have been emerging in recent months. Nonetheless there remains a significant imbalance to the equation with a very scarce supply of parking spaces for commuters or those wanting to park for longer than two hours.
7. An opportunity exists to help address the imbalance. This involves lifting the time limitations within on-street metered parking spaces experiencing low utilisation. This would effectively add to the long term parking supply. A competitive and attractive "all day fee" would apply to ensure high occupancy.
8. Investigations reveal that there are currently up to 300 on-street metered spaces that are experiencing low utilisation. For the spaces to be identifiable and enforceable as long term parking spaces they need to be grouped together rather than spread intermittently. Also it is important that there is a good balance between time limited and unrestricted parking within the street block. For this reason the all day fee would be applicable only on one side of the street within the selected area. The net result of this criteria is that an initial 244 spaces are currently deemed suitable for the application of the all day fee. This will result in the supply of unrestricted parking spaces being increased from 407 to 651. **Attachment 2** shows the proposed area where the initial 244 metered spaces are located.
9. This scheme will help support the recovery of the central city through the provision of more accessible and convenient parking for commuters. While the scheme would initially apply to the areas identified in **Attachment 2**, the area of application will require adjustment throughout the rebuild process as new buildings are built and businesses start to re-establish. After the red zone cordon is lifted it is anticipated that the scheme will extend into parts of this area once a pattern of meter utilisation can be established. The tenure of the scheme is difficult to predict, however it is envisaged that it would remain in place until substantial off-street facilities are available.
10. A comprehensive review of standard 'non-metered' parking restrictions throughout the CBD is underway. This review will identify which restrictions are still valid and the rationalisation of these restrictions may also present opportunities for increasing long stay parking.
11. Upon receipt of the all day fee the parking meter will issue a ticket that expires at the end of the period of operation of the parking meter. The ticket must be displayed on the dash board of the parked vehicle such is the current operation of pay and display tickets. Changes to the current time limit signage at either end of the meter bay will be required as will changes to the signage on individual meters.
12. For the scheme to be successful it needs to be competitively priced. In the Council's favour, the scheme merely has to generate at least the same revenue as the affected meters are currently producing. The average per space revenue from these 244 spaces is currently around \$47 per month. It follows that the day rate could be as low as approximately \$2.20 per day¹. Private providers are currently offering a day rate in off-street car parks of typically between \$6 to \$12 per day (however \$3 per day is evident at one central site at least). If Council support the proposal, the intention would be to launch the scheme at an initial \$4 per day which will be attractive and likely to lead to good utilisation.
13. No changes are proposed to the existing price schedule for those persons choosing not to pay the all day rate. A motorist may still pay for time as normal however once the fee reaches the equivalent of the all day fee the motorist will be permitted to park for the day at no additional cost.

¹ \$2.20/day and 22 operating days/month = \$48.40

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14. No changes are proposed to the current parking fees within the Council owned/operated parking facilities.
15. For the scheme to be effective it needs to be sufficiently agile in pricing and in area of application. For this reason staff seek the delegated authority to set and adjust the day rate in accordance with demand and market conditions. The Council has previously delegated their authority in this regard for new off-street at grade parking facilities from \$0-\$25 per day (June 2011) and the same delegation is sought for the on-street all day fee scheme. Delegation is also sought with respect to area of application of the scheme. This will allow a swift response to either increase or decrease the extent of the scheme as businesses re-establish and cordons are reduced.

FINANCIAL IMPLICATIONS

16. The average per space revenue from these 244 spaces is currently around \$47 per month generating a monthly income of some \$11,500. If the day rate was introduced at \$4 it is anticipated that an additional \$6,751² of revenue per month could be achieved lifting the average per space per month revenue of these space to around \$75. There will be operational costs associated with minor changes to signage however this will be covered through existing operational budgets. It follows that the proposal is cost effective.

² 244 spaces at 85 per cent occupancy and 22 operating days/month minus \$11,500

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

17. As above.

LEGAL CONSIDERATIONS

18. Currently all on street parking meters have been formally resolved as pay and display with an associated period of operation and a maximum time limit. Pricing is irrelevant to these resolutions; however the fees for on-street metered parking are set as part of the LTP process. The proposed all day fee for selected meters would be a change from that decision but this is not a legal consideration. The legal obligations incurred by this proposal merely amount to rescinding the maximum parking time limit within the selected parking metered areas.
19. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

20. As above. The actual sign wording requires a legal opinion which is currently under action.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. Aligns with the Streets and Transport Activity Management Plan – Parking 10.3 Metered On-Street Parking Revenue Performance, Usage and Customer Satisfaction

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

22. As above.

ALIGNMENT WITH STRATEGIES

23. There are no current strategies relevant to this proposal, however it is aligned with the general thrust to support the re-establishment of business activity in the central city.

Do the recommendations align with the Council's Strategies?

24. As above.

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CONSULTATION FULFILMENT

25. No consultation has been carried out with affected property owners or business operators adjacent the 244 spaces. Rather it is proposed to launch this scheme and adjust its area of application in response to feedback. A modest publicity campaign will precede any physical changes. The chamber of commerce raised concerns associated with the current imbalance and are looking to Council to address the matter, so from this perspective they are supportive. The proposal is supported by the Team Leader Parking Enforcement.

STAFF RECOMMENDATIONS

That the Council:

- (a) Supports the introduction of an all day parking fee to selected on street parking areas currently operating as pay and display parking meters;
- (b) Delegates to the General Manager City Environment the authority to revoke and/or re-impose the maximum parking time limits on parking meters affected by (a) above;
- (c) Delegates to the General Manager City Environment and the General Manager Corporate Services the setting of fees for all day parking in metered spaces in the areas affected. These fees to be set from \$0-\$25 per day.

Should the Council decide not to delegate their authority to set the fee and area of application of the all day rate scheme then the staff recommendations are as follows:

- (d) That the Council sets the fee for the all day rate scheme described in the body of this report to \$4;
- (e) That the following parking resolutions pertaining to the application of on-street parking spaces controlled through the use of Pay and Display meters be revoked:
 - (i) P60, Monday – Sunday 9am – 6pm
 - a. The west side of Cambridge Terrace commencing at a point 35.6m north of the Hereford Street intersection and extending 58m in a northerly direction
 - b. The east side of Cambridge Terrace commencing at a point 20.1m south of the Gloucester Street intersection and extending 49.7m in a southerly direction
 - (ii) P60, Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm
 - a. The north side of Armagh Street commencing at a point 98.2m west of the Durham Street intersection and extending 38.6m in a westerly direction
 - (iii) P60, Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm, Saturday 9am – 1pm
 - a. The east side of Colombo Street commencing at a point 29.9m north of the Peterborough Street intersection and extending 64.3m in a northerly direction
 - (iv) P60, Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm, Saturday & Sunday 9am – 5pm
 - a. The south side of Kilmore Street commencing at a point 81.9m west of the Durham Street intersection and extending 91.6m in a westerly direction
 - b. The north side of Peterborough Street commencing at a point 20.7m east of the Victoria Street intersection and extending 23.6m in an easterly direction

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- c. The south side of Peterborough Street commencing at a point 56.4m west of the Victoria Street intersection and extending 40.4m in a westerly direction
 - d. The south side of Peterborough Street commencing at a point 18.3m west of the Colombo Street intersection and extending 23.9m in a westerly direction
 - e. The west side of Victoria Street commencing at a point 124.3m north of the Salisbury Street intersection and extending 121.4m in a northerly direction
 - f. The east side of Victoria Street commencing at a point 69.9m south of the Beale Avenue intersection and extending 97.3m in a southerly direction
 - g. The west side of Victoria Street commencing at a point 60.9m north of the Salisbury Street intersection and extending 37.1m in a northerly direction
- (v) P120, Monday – Friday 9am – 5pm
- a. The west side of Montreal Street commencing at a point 59.6m north of the Salisbury Street intersection and extending 35.9m in a northerly direction
 - b. The east side of Montreal Street commencing at a point 9.0m north of the Peterborough Street intersection and extending 35.5m in a northerly direction
 - c. The north side of Salisbury Street commencing at a point 42.1m east of the Montreal Street intersection and extending 20.1m in an easterly direction
 - d. The south side of Salisbury Street commencing at a point 32.8m east of the Montreal Street intersection and extending 38.7m in an easterly direction
 - e. The north side of Tuam Street commencing at a point 6.7m east of the Montreal Street intersection and extending 91.9m in an easterly direction
 - f. The north side of Tuam Street commencing at a point 114.9m east of the Montreal Street intersection and extending 38.5m in an easterly direction
 - g. The south side of Tuam Street commencing at a point 5.7m west of the Montreal Street intersection and extending 138.0m in a westerly direction
- (vi) P120, Monday – Sunday 9am – 6pm
- a. The north side of Gloucester Street commencing at a point 48.2m east of the Montreal Street intersection and extending 69.1m in an easterly direction
 - b. The north side of Gloucester Street commencing at a point 126.2m east of the Montreal Street intersection and extending 51.8m in an easterly direction
 - c. The north side of Gloucester Street from a point 27.9m east of the Montreal Street intersection and extending 11m in an easterly direction
 - d. The west side of Montreal Street commencing at a point 5.6m north of the Gloucester Street intersection and extending 41.6m in a northerly direction
 - e. The east side of Rolleston Avenue commencing at a point 21.4m south of the Armagh Street intersection and extending 53.4m in a southerly direction
- (vii) P120, Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm, Saturday 9am – 1pm
- a. The east side of Durham Street South commencing at a point 36.6m south of the Lichfield Street intersection and extending 30.4m in a southerly direction

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- (viii) P120, Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm, Saturday & Sunday 9am – 6pm
- a. The east side of Cambridge Terrace commencing at a point 111.1m south of the Rolleston Avenue intersection and extending 38.8m in a southerly direction
 - b. The north side of Cambridge Terrace commencing at a point 20.3m east of the Montreal Street intersection and extending 24.8m in an easterly direction
 - c. The west side of Cambridge Terrace commencing at a point 131.8m north of the Montreal Street intersection and extending 38.6m in a northerly direction
 - d. The north side of Chester Street West commencing at a point 12.4m west of the Durham Street intersection and extending 43.9m in a westerly direction
 - e. The east side of Manchester Street commencing at a point 10.4m north of the Eaton Place intersection and extending 60.6m in a northerly direction
 - f. The east side of Manchester Street commencing at a point 5.7m north of the Allen Street intersection and extending 30.8m in a northerly direction
 - g. The east side of Manchester Street commencing at a point 15.4m north of the Southwark Street intersection and extending 12.8m in a northerly direction
 - h. The east side of Manchester Street commencing at a point 34.5m north of the Southwark Street intersection and extending 38.3m in a northerly direction
 - i. The east side of Montreal Street commencing at a point 28.7m south of the Cashel Street intersection and extending 72.4m in a southerly direction
 - j. The west side of Montreal Street commencing at a point 7m north of the Oxford Terrace intersection and extending 49.1m in a northerly direction
 - k. The west side of Montreal Street commencing at a point 7.8m north of the Cashel Street intersection and extending 53.6m in a northerly direction
 - l. The west side of Montreal Street commencing at a point 38.3m north of the Worcester Street intersection and extending 41.3m in a northerly direction
 - m. The north side of Oxford Terrace commencing at a point 35.7m east of the Montreal Street intersection and extending 80.9m in an easterly direction
- (f) That the following parking areas be controlled through the use of Pay and Display meters during the defined periods without an associated maximum parking time limit
- (i) Monday – Sunday 9am – 6pm
 - a. on the west side of Cambridge Terrace commencing at a point 35.6m north from its intersection with Hereford Street and extending in a northerly direction for a distance of 58m
 - b. on the east side of Cambridge Terrace commencing at a point 20.1m south from its intersection with Gloucester Street and extending in a southerly direction for a distance of 49.7m
 - (ii) Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm
 - a. on the north side of Armagh Street commencing at a point 98.2m west from its intersection with Durham Street and extending in a westerly direction for a distance of 38.6m

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- (iii) Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm, Saturday 9am – 1pm
 - a. on the east side of Colombo Street commencing at a point 29.9m north from its intersection with Peterborough Street and extending in a northerly direction for a distance of 64.3m
- (iv) Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm, Saturday & Sunday 9am – 5pm
 - a. on the south side of Kilmore Street commencing at a point 81.9m west from its intersection with Durham Street and extending in a westerly direction for a distance of 91.6m
 - b. on the north side of Peterborough Street commencing at a point 20.7m east from its intersection with Victoria Street and extending in an easterly direction for a distance of 23.6m
 - c. on the south side of Peterborough Street commencing at a point 56.4m west from its intersection with Victoria Street and extending in a westerly direction for a distance of 40.4m
 - d. on the south side of Peterborough Street commencing at a point 18.3m west from its intersection with Colombo Street and extending in a westerly direction for a distance of 23.9m
 - e. on the west side of Victoria Street commencing at a point 124.3m north from its intersection with Salisbury Street and extending in a northerly direction for a distance of 121.4m
 - f. on the east side of Victoria Street commencing at a point 69.9m south from its intersection with Bealey Avenue and extending in a southerly direction for a distance of 97.3m
 - g. on the west side of Victoria Street commencing at a point 60.9m north from its intersection with Salisbury Street and extending in a northerly direction for a distance of 37.1m
- (v) Monday – Friday 9am – 5pm
 - a. on the west side of Montreal Street commencing at a point 59.6m north from its intersection with Salisbury Street and extending in a northerly direction for a distance of 35.9m
 - b. on the east side of Montreal Street commencing at a point 9.0m north from its intersection with Peterborough Street and extending in a northerly direction for a distance of 35.5m
 - c. on the north side of Salisbury Street commencing at a point 42.1m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 20.1m
 - d. on the south side of Salisbury Street commencing at a point 32.8m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 38.7m
 - e. on the north side of Tuam Street commencing at a point 6.7m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 91.9m
 - f. on the north side of Tuam Street commencing at a point 114.9m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 38.5m

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- g. on the south side of Tuam Street commencing at a point 5.7m west from its intersection with Montreal Street and extending in a westerly direction for a distance of 138.0m
- (vi) Monday – Sunday 9am – 6pm
- a. on the north side of Gloucester Street commencing at a point 48.2m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 69.1m
 - b. on the north side of Gloucester Street commencing at a point 126.2m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 51.8m
 - c. on the north side of Gloucester Street commencing at a point 27.9m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 11m
 - d. on the west side of Montreal Street commencing at a point 5.6m north from its intersection with Gloucester Street and extending in a northerly direction for a distance of 41.6m
 - e. on the east side of Rolleston Avenue commencing at a point 21.4m south from its intersection with Armagh Street and extending in a southerly direction for a distance of 53.4m
- (vii) Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm, Saturday 9am – 1pm
- a. on the east side of Durham Street South commencing at a point 36.6m south from its intersection with Lichfield Street and extending in a southerly direction for a distance of 30.4m
- (viii) Monday – Thursday 9am – 5pm, Friday 9am – 8.30pm, Saturday & Sunday 9am – 6pm
- a. on the east side of Cambridge Terrace commencing at a point 111.1m south from its intersection with Rolleston Avenue and extending in a southerly direction for a distance of 38.8m
 - b. on the north side of Cambridge Terrace commencing at a point 20.3m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 24.8m
 - c. on the west side of Cambridge Terrace commencing at a point 131.8m north from its intersection with Montreal Street and extending in a northerly direction for a distance of 38.6m
 - d. on the north side of Chester Street West commencing at a point 12.4m west from its intersection with Durham Street and extending in a westerly direction for a distance of 43.9m
 - e. on the east side of Manchester Street commencing at a point 10.4m north from its intersection with Eaton Place and extending in a northerly direction for a distance of 60.6m
 - f. on the east side of Manchester Street commencing at a point 5.7m north from its intersection with Allen Street and extending in a northerly direction for a distance of 30.8m
 - g. on the east side of Manchester Street commencing at a point 15.4m north from its intersection with Southwark Street and extending in a northerly direction for a distance of 12.8m

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- h. on the east side of Manchester Street commencing at a point 34.5m north from its intersection with Southwark Street and extending in a northerly direction for a distance of 38.3m
- i. on the east side of Montreal Street commencing at a point 28.7m south from its intersection with Cashel Street and extending in a southerly direction for a distance of 72.4m
- j. on the west side of Montreal Street commencing at a point 7m north from its intersection with Oxford Terrace and extending in a northerly direction for a distance of 49.1m
- k. on the west side of Montreal Street commencing at a point 7.8m north from its intersection with Cashel Street and extending in a northerly direction for a distance of 53.6m
- l. on the west side of Montreal Street commencing at a point 38.3m north from its intersection with Worcester Street and extending in a northerly direction for a distance of 41.3m
- m. on the north side of Oxford Terrace commencing at a point 35.7m east from its intersection with Montreal Street and extending in an easterly direction for a distance of 80.9m.

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BACKGROUND

Off-Street Parking

26. Prior to the 22 February earthquake, the Council operated 11 off-street parking facilities. These facilities contained some 2,229 parking spaces available for casual use by the general public and 950 reserved spaces as shown in the table 1 below.

Casual Parking	Pre Feb 22	Post Feb 22	loss
Lichfield - General Revenue	520	0	-520
Tuam - General Revenue	106	0	-106
Manchester - General Revenue	128	0	-128
Oxford - General Revenue	328	0	-328
Rolleston - General Revenue	51	48	-3
Art Gallery - General Revenue	113	0	-113
Kilmore - General Revenue	120	0	-120
Hospital - General Revenue	328	328	0
Farmers - General Revenue	350	0	-350
Centennial - General Revenue	39	0	-39
Crossing - General Revenue	166	0	-166
Sub Total	2,249	376	-1,873
Reserved Parking			
Lichfield - Reserved Parking	343	0	-343
Tuam - Reserved Parking	25	0	-25
Manchester - Reserved Parking	207	0	-207
Oxford - Reserved Parking	104	0	-104
Rolleston - Reserved Parking	29	29	0
Art Gallery - Reserved Parking	80	0	-80
Kilmore - Reserved Parking	72	0	-72
Farmers - Reserved Parking	90	0	-90
Sub Total	950	29	-921
Total	3,199	405	-2,794

Table 1 Parking Facility Status

27. Post 22 February all facilities were unavailable to the general public. The Art Gallery parking facility was used for authorised vehicles only and the balance were either damaged or located within the red zone. Recently, following repairs, the Hospital facility has opened. The Art Gallery facility has since closed while the neighbouring Gallery Apartments is deconstructed.
28. With only some 405 spaces currently available, the loss of off-street car parks within Council parking facilities equates to around 2,794 spaces. Monthly Revenue from off-street parking has dropped by around 92 per cent compared to the 2009/10 financial year as shown in Table 2 below. Last year has not been used as a comparison due to the effects of the September earthquake.

Off-Street Performance			
Year	Ave. Net Monthly Revenue Off-Street	Number of Casual Spaces	Ave. Revenue per Space per Month
2009/10	440,000	2,249	195.6
2011/12	35,400	376	94.1
Change %	-92.0%	1873	-51.9%

Table 2 Off-Street Casual Parking

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On-Street Parking

29. Prior to 22 February there were approximately 2,420 on-street metered parking spaces. Post 22 February this has reduced to about 880 spaces. This represents a reduction of about 64 per cent. Average monthly revenue from on-street parking meters is down from \$373,000 to \$81,000 and the average revenue per space per month is down from \$154 to \$92 approximately. Details are shown in Table 3 below:

On-Street Performance			
Year	<u>Ave. Net Monthly Revenue On-Street</u>	<u>Number of Metered Spaces</u>	<u>Ave. Revenue per Metered Space per Month</u>
2009/10	373,000	2,420	154.1
2011/12	81,000	880	92.0
Change %	-78.3%	1540	-40.3%

Table 3 On-Street Parking

Off-Street/On-Street Ratio

30. The Off-Street/On-Street ratio prior to 22 February was about 50/50. Currently it is around 70 per cent on-street to 30 per cent off-street. The on-street spaces can only be used for a maximum of one to two hours whereas the off-street spaces can be used all day if needed. Overall there are far fewer spaces available in total, and in a relative sense, for people requiring a car park for greater than one to two hours. Added to this the demand for short term parking is lower now than previously so many of the metered spaces are lying idle. Details are shown in Table 4 below:

Off Street/On-Street Casual Supply			
Year	<u>Off-Street</u>	<u>On-Street</u>	<u>%</u>
2010/11	2,282	2,420	48.5%
2011/12	407	880	31.6%

Table 4 Off-Street/On-Street Ratio

Increasing the Supply of All Day Parking Spaces

31. By allowing selected poorly utilised metered spaces to be used for long stay parking (all day) it is possible to address the imbalance and at the same time increase meter utilisation and revenue. Table 5 shows a possible scenario for an initial 244 poorly utilised meters. The forecast revenue is based on 85 per cent occupancy over 264 operating days/year.

On-Street Performance (selected All Day Fee meters)			
Year	<u>Ave. Net Monthly Revenue On-Street</u>	<u>Number of Metered Spaces</u>	<u>Ave. Revenue per Metered Space per Month</u>
Existing	11,500	244	47.1
Forecast	18,251	244	74.8
Change	6751	0	28

Table 5 All Day Fee Forecast Performance

CONCLUSION

32. The City has lost a vast amount of parking spaces since 22 February. While demand for parking has dropped, the supply has dropped disproportionately across short and long term spaces. This has resulted in very few parking opportunities for those wanting to stay longer than one to two hours. Lifting the maximum time limits on some currently under-utilised parking meters will provide greater opportunities for long stay/all day parking and is cost effective.