

GLENORCHY CITY COUNCIL
ATTACHMENTS
MONDAY, 27 NOVEMBER 2017



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COMMUNITY

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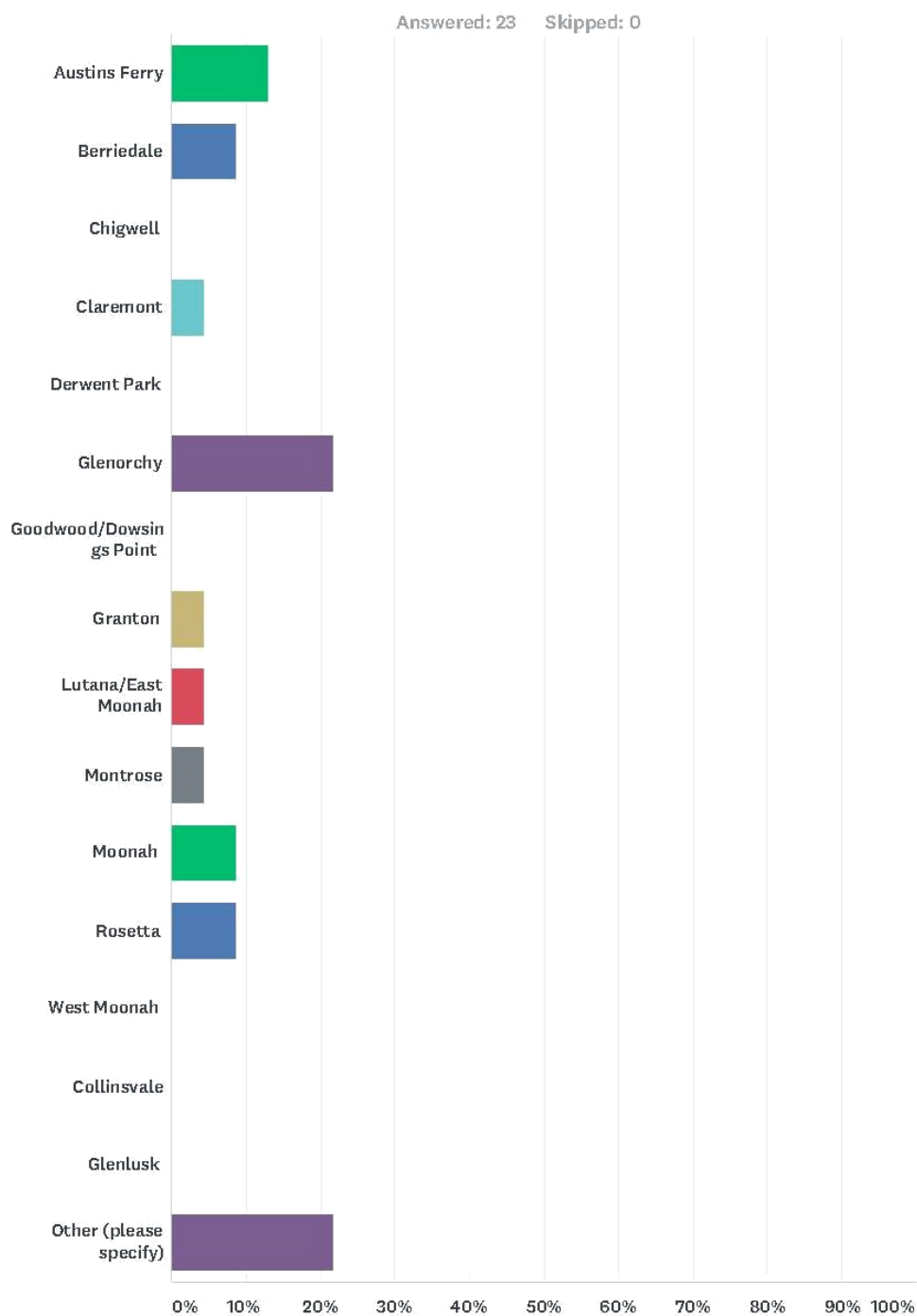
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Draft Glenorchy Parking Strategy 2017-2027

Q1 What suburb do you live in?



Answer Choices	Responses	
Austins Ferry	13.04%	3
Berriedale	8.70%	2
Chigwell	0.00%	0
Claremont	4.35%	1
Derwent Park	0.00%	0

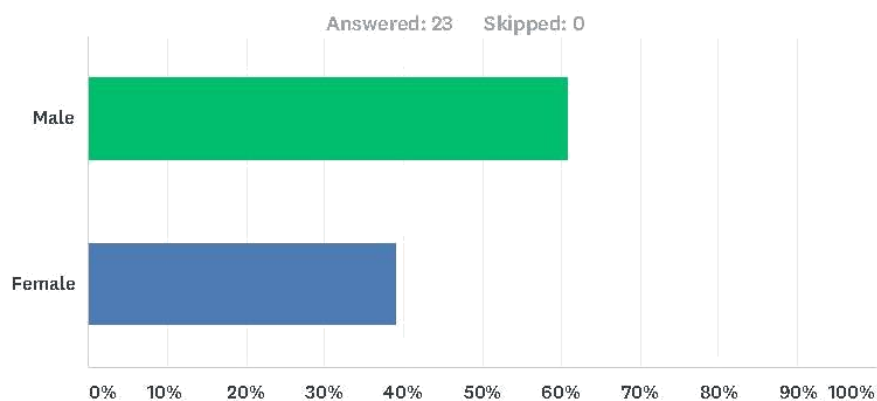
Draft Glenorchy Parking Strategy 2017-2027

Glenorchy	21.74%	5
Goodwood/Dowsings Point	0.00%	0
Granton	4.35%	1
Lutana/East Moonah	4.35%	1
Montrose	4.35%	1
Moonah	8.70%	2
Rosetta	8.70%	2
West Moonah	0.00%	0
Collinsvale	0.00%	0
Glenlusk	0.00%	0
Other (please specify)	21.74%	5
TOTAL		23

#	Other (please specify)	Date
1	Brighton	7/13/2017 4:20 PM
2	Granton	7/10/2017 2:51 PM
3	Midway Point	7/10/2017 11:18 AM
4	COLLINSVALE	7/7/2017 10:35 AM
5	Sorell	7/6/2017 11:50 AM

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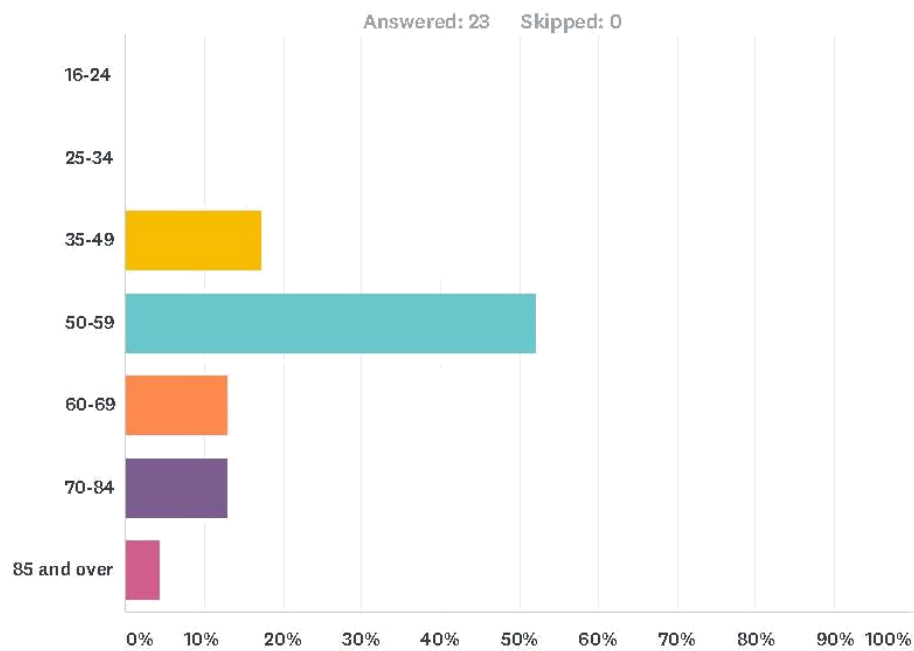
Q2 Please indicate your gender



Answer Choices	Responses	
Male	60.87%	14
Female	39.13%	9
TOTAL		23

Draft Glenorchy Parking Strategy 2017-2027

Q3 Please indicate your age group



Answer Choices	Responses
16-24	0.00% 0
25-34	0.00% 0
35-49	17.39% 4
50-59	52.17% 12
60-69	13.04% 3
70-84	13.04% 3
85 and over	4.35% 1
TOTAL	23

Q4 Comments on Strategy 1: Parking Infrastructure (pages 10-14) Provide adequate parking supply and supporting infrastructure for all modes of transport within Glenorchy municipality to assist the community to access facilities and to support economic growth of businesses and shops.

Answered: 14 Skipped: 9

#	Responses	Date
1	This should include attention to safer use/access of the existing bike track and its linkages to the CBD.	7/18/2017 10:54 PM
2	Provide many more 'disabled' parking spaces. For example there are only three spaces available at the northern end of Northgate. At least three more could be provided adjacent to the existing spaces. At Glenorchy Central there are three spaces available which are on a slight lean while at the main entrance on the level with many parking rows there are none. If extra 'disabled' spaces could be provided I am sure they would be well patronised.	7/18/2017 1:40 PM
3	• Page 7 Do we have 4P on-street spaces in Glenorchy? • Page 8 Table 1 Moonah & Glenorchy are the wrong way around. On street I think is ok but off street is wrong • Page 8 Table 1 Should the time restriction shown be reversed (eg. 5minP to 4P) to match how it is presented on page 7 • Page 10 Action 1.1 Should this read Review the Council's existing 'Commercial'? • Page 11 Should we have a disclaimer here that Council would need to ensure that providing park & ride facilities doesn't penalise Glenorchy's CBD areas (i.e. creating congestion and using valuable land for car parking) while providing other Council CBD areas benefits by reducing the parking demand for them. • Page 13 Action 1.7 I wonder if this really should be two actions. The first would look at car park design as a means to reduce vehicle and pedestrian accidents. The second would be to review design, lighting, linkages etc. from a public safety point of view i.e. undertake CPTED assessments.	7/13/2017 4:20 PM
4	Stop taking away street side parking. Stop putting random yellow lines everywhere	7/13/2017 12:07 PM
5	From living in the Northern Suburbs for the past 20 years, I do not see parking as a problem within the general municipality of Glenorchy - with the exception of Northgate shopping centre which is inadequate for the amount of people wanting to park there on the busy Saturday morning period.	7/13/2017 12:02 PM
6	I appear to be now outside the Glenorchy boundaries. Even so, parking should be administered on the premise that future rail to Hobart CBD can be provided, with a special area of Park'n'Ride be provided under supervision.	7/10/2017 2:51 PM
7	We need parking spaces for bikes, so they may be securely left. Minimum is railing to lock onto, but ideally lockers for the bikes.	7/9/2017 12:28 PM
8	The bus system that runs thru the area is not attractive. People don't like the bus mall set up, having to get off and on in the mall to get a connecting bus can be confronting at certain times of the day, particularly when it takes an hour to travel by bus or 15 minutes by car to get to and from work.	7/7/2017 10:35 AM
9	That is already supplied	7/6/2017 8:53 PM
10	Consider multi level parking & paid parking	7/6/2017 11:50 AM
11	Action 1.3 :Bike cages, bike lockers or bike rails are provided by States and Territory and offer greater flexibility as you can cycle to a interchange and securely park your bike before continuing your journey on public transport.	7/4/2017 10:35 AM
12	Need to have more free all day parking at transport hubs; Glenorchy and Moonah. I use public transport if I have an early start. If I have a later start I am often not able to get a parking spot.	7/4/2017 9:06 AM
13	Does not consider the redevelopment of the area away from a long road to a series of nodes mentions but does not adopt the demand style parking already in use overseas a lot of words and little in the way of action statements	7/4/2017 8:50 AM
14	There is a very distinct lack of Motorcycle parking in and around Glenorchy shopping and business areas. Have a look at what is available in HCC	7/3/2017 12:10 PM

Q5 Comments on Strategy 2: Parking Management (pages 15-19) Manage Council owned public car parks and on-street parking to maximise the use of parking facilities within Glenorchy municipality while ensuring that the available parking supply is adequate, safe and fair for all users.

Answered: 13 Skipped: 10

#	Responses	Date
1	This could include expansion of park and ride sites from Council owned land e.g. DEC to reduce parking congestion by 'all day' use of 4 hour zones in the CBD and to encourage spread of parking facilities. Increase the number of disabled parking areas and review layout and bay marking of existing parking supply.	7/18/2017 10:54 PM
2	• Page 17 Action 2.5 The development of a "Special Events" parking plan may cover it, but maybe we could/should mention facilitating parking agreements between major businesses/neighbours (eg. DEC, Showgrounds & Racecourse).	7/13/2017 4:20 PM
3	Stop taking away street side parking. Stop putting random yellow lines everywhere.	7/13/2017 12:07 PM
4	There are only two park and ride car parks in Glenorchy from what I can see. One of these car parks fills up by about 7.30 am and the other around 8. There needs to be more parking for those residents participating in a Park and Ride system. The park and ride system is one to enable commuters to leave their car there and not fill up the busy Hobart precinct. Consultation between Hobart and other suburbs needs to be in place to enable this to continue to happen.	7/13/2017 12:02 PM
5	It is good at present - just needs to be larger.	7/10/2017 2:51 PM
6	Need mixture of short term and all day, as now. All day needs to be near bus mall to facilitate park and ride.	7/9/2017 12:28 PM
7	The area in front of Northgate and around Glenorchy Central is awkward for Taxis drop off and pick ups . Taxis are using the public parking area in front of Northgate to queue along the main road for the taxi rank, sometimes it becomes quite an explosive between drivers.	7/7/2017 10:35 AM
8	Leave it alone, that is good too	7/6/2017 8:53 PM
9	Continue agreements with private owners and ensure signage is maintained	7/6/2017 11:50 AM
10	Encourage more park and ride at Glenorchy Claremont, introduce clear ways for transport buses,cycles at Moonah main road due to average occupancy of only 47% for on street parking, with large areas of off street parking under utilised	7/4/2017 10:35 AM
11	If you had more free all day parking people wouldn't need to park in Residential areas. In narrow streets only allow parking on one side to allow for free flow of traffic.	7/4/2017 9:06 AM
12	As above	7/4/2017 8:50 AM
13	There needs to be more unrestricted parking close to the Glenorchy and Moonah CBD's for day workers	7/3/2017 12:10 PM

Q6 Comments on Strategy 3: Parking Enforcement (page 20-22) Use effective and efficient parking enforcement methods to patrol and enforce parking restrictions within Glenorchy.

Answered: 14 Skipped: 9

#	Responses	Date
1	This would require investment in staffing and support resources - particularly if pay and park/metered parking is introduced. If metred parking is to be considered this should include a 3 hour free policy/practice to (a) minimise impact on local business, encourage appropriate use of parking to access business and services, deter all day parking and to allow for effective and cost efficient staffing and enforcement processes.	7/18/2017 10:54 PM
2	• Page 21 Typo in first 1st paragraph (last sentence) bush fire	7/13/2017 4:20 PM
3	Stop taking away street side parking. Stop putting random yellow lines everywhere.	7/13/2017 12:07 PM
4	There seem to be enough parking enforcement methods already in Glenorchy.	7/13/2017 12:02 PM
5	No - it will reduce us to the "meter maid" philosophy of the Hobart CBD - - slap a ticket at any cost. That will only reduce business to the Eastlands shopping mall, and take away vital business and work from Glenorchy.	7/10/2017 2:51 PM
6	This must include vehicles that are incorrectly parked so that they encroach upon adjacent spaces. I regularly notice vehicles extending into other spaces, or into the street beyond the bay. This is just laziness or bloody mindedness on the part of drivers, and inconveniences others.	7/9/2017 12:28 PM
7	Inappropriate parking ,that is people parking in loading zones or in sites that are not designated park on the main road and people that are queuing for a space before a car leaves, result congestion.	7/7/2017 10:35 AM
8	I obey parking restrictions so continue to enforce it	7/6/2017 8:53 PM
9	Provide better electronic surveillance - more effective, efficient	7/6/2017 11:50 AM
10	Inforce Public Health Act 1997. "Penalties and enforcement You risk an on-the-spot fine of at least \$260 if you smoke in a smoke-free area. The maximum fine for an offence is \$2600. The owner/manager of an establishment risks an on-the-spot fine of at least \$130 and/or prosecution for allowing people to smoke in smoke-free areas. The maximum fine for an offence is \$6500. Tobacco Control Officers, some council officers and police are all empowered to enforce smoke-free areas"	7/4/2017 10:35 AM
11	you need people monitoring the machines reguarly or its a waste of time , get more people on the streets	7/4/2017 9:41 AM
12	Amazing, still using fines and walking as methodology Hardly any mention of available cheap effective and revenue generating technology	7/4/2017 8:50 AM
13	Don't introduce payed parking. This would be a backward step	7/3/2017 12:10 PM
14	I would suggest not giving people infringements in front of their own house, its a complete slap in the face for paying our rents and owning our homes. The council shouldn't be stalking through residential streets looking for cars parked incorrectly, surely their parking attendants have more important things to be doing, like patrolling the car park areas at Big W and stopping or reporting vandals trying to break into cars!	7/3/2017 9:41 AM

Q7 Comments on Strategy 4: Parking Finance (page 23-26) Provide sustainable financial resources to offset the costs associated with parking infrastructure (including new and existing parking facilities), parking initiatives and parking enforcement.

Answered: 11 Skipped: 12

#	Responses	Date
1	The cost of running the parking section should not be at the expense of fair and equitable fines. we don't want people to accuse the council of revenue raising.	7/23/2017 10:05 AM
2	As for strategy 3: For all parking payments have a 3 hour free phase, followed by paid parking either by meter or pay/park machine (ticket issued would include the 3 hours free + cost per hour up to maximum of e.g. 6 hours). Staffing costs would need to be factored for any park and pay strategies and issues related to access/disability considered.	7/18/2017 10:54 PM
3	Leave it as is. Stop wasting money messing with things which work.	7/13/2017 12:07 PM
4	Paying for parking will not work. People of Glenorchy will not pay to park in carparks for their shopping. This will drive people out of the area and they will shop elsewhere. You shop in your area to encourage jobs and stimulate the economy in the local area, the enforcement of parking fees will only be seen as a money making enterprise for the council and they get enough revenue off council fees now from residents. This is a really bad idea.	7/13/2017 12:02 PM
5	Agreed.	7/10/2017 2:51 PM
6	If you want people to shop,work and use the services in the Glenorchy area, placing a cost on the user will only push cars further back in to residential areas for parking . Spreading resources further or increasing costs.	7/7/2017 10:35 AM
7	Fine people who don't obey the parking restrictions	7/6/2017 8:53 PM
8	The best part about parking in Glenorchy when shopping is that it's free. If 'paid parking' is introduced that will reduce shoppers, more will go to Hobart as if they have to pay they may as well pay where there are more shopping options.	7/5/2017 11:57 AM
9	Introduce parking meters along the main road, Glenorchy and Moonah	7/4/2017 10:35 AM
10	See above.....it should provide a revenue stream not a balance budget or worse	7/4/2017 8:50 AM
11	Yes. This should be council (ratepayers) funded.	7/3/2017 12:10 PM

Q8 Comments on Strategy 5: Parking Education (page 27-28) Develop educational programs to elevate the community's knowledge about parking related matters.

Answered: 11 Skipped: 12

#	Responses	Date
1	Signage is crucial to parking restrictions and should be a priority. There are areas where people have been fined with no visible restriction signage or line marking available. Seems too much like revenue raising	7/23/2017 10:05 AM
2	This is a useful strategy and could involve community workshops that also combine other current community issues and allow for broader community consultation and the establishment of new and more effective community/consumer groups that could provide Council with regular, ongoing community input/feedback on Council strategies and plans. e.g. 1-2 groups in total - not precinct based but whole of community focused. Established via EOI, volunteer based and application in response to selection criteria and reflecting community diversity/profile.	7/18/2017 10:54 PM
3	Rubbish!	7/13/2017 12:07 PM
4	It would be a good idea to educate about the parking facilities in Glenorchy. Send brochures out about that rather than recycling brochures which cost a fortune.	7/13/2017 12:02 PM
5	Of course - without that programme how will the community be aware?	7/10/2017 2:51 PM
6	Definitely, but won't work for all. A swift hit to the hip pocket nerve is sometimes the best 'education'.	7/9/2017 12:28 PM
7	You may develop it and print it but will they read it. Should be able to drive into parking that has extra space, these spaces were developed to help traffic flow, but most still try and reverse in and hold up traffic.	7/7/2017 10:35 AM
8	Unnecessary	7/6/2017 8:53 PM
9	Yes need to develop education plan, as rules and parking areas aren't clear enough.	7/4/2017 10:35 AM
10	Waste of time and money and hard to understand what is intended	7/4/2017 8:50 AM
11	Easy to interpret parking zone maps on your website	7/3/2017 12:10 PM

Q9 Comments on Action Plan (page 29-36)

Answered: 7 Skipped: 16

#	Responses	Date
1	The Action Plan is dependant on Council decisions about the future of parking as a free/part paid or fully paid service. This key issue needs to be addressed via further, targeted community consultation with key stakeholder groups, community members and include research on the impact of strategies across other/similar LGA's.	7/18/2017 10:54 PM
2	• Page 35 Strategy 4.2 I wonder if this should be given a high priority seeing it could have a major flow on effect to a number of the other strategies. Under the responsible section, should we also include CEDB- City Strategy & Economic Development?	7/13/2017 4:20 PM
3	Glenorchy shopping precinct is basically one main street, the parking is adequate at the moment. Everyone is aware of the busy peak periods, and make allowances for that. I dont think paying for parking within the municipality would be seen as a good thing, it would only be giving revenue to the Council and the majority of residents I am sure would be against it.	7/13/2017 12:02 PM
4	When planning for a new building parking is regulated by floor space requires x amount of parking . Why is it that later on down the track parking is turned into a business space. The carwash under northgate is a prime example , or Coles now filling up the car spaces with their click and collect trucks. Parking for these sites are barely able to cope now.	7/7/2017 10:35 AM
5	None	7/6/2017 8:53 PM
6	ALL OF THE PROPOSALS SEEM SOUND AND WELL BASED	7/5/2017 12:42 PM
7	Needs to also include more direct actions for example, Introduce Tobacco Control Officers, Park and ride, bike cages, bike lockers or bike rails.	7/4/2017 10:35 AM

Draft Glenorchy Parking Strategy 2017-2027

Q10 Any other comments on the Draft Parking Strategy.

Answered: 12 Skipped: 11

#	Responses	Date
1	This is a challenging strategy to address - Glenorchy has a history of no fee and accessible parking. This has seen local business thrive in recent years while the Hobart business community represents increasingly the 'dead' heart of Hobart in regards to shopping and business. Council need to move slowly and with solid research and community consultation on this strategy. Overall the draft strategy is reasonable but would need 'marketing' to the community.	7/18/2017 10:54 PM
2	Well done! It is a great document that once adopted should serve Council well into the future.	7/13/2017 4:20 PM
3	Stop taking away street side parking. Stop putting random yellow lines everywhere. Let people park where they want to.	7/13/2017 12:07 PM
4	When I began employment at GCC almost 26 years ago, I was advised that GCC provided free employee parking - at that time immediately at the rear of the Chambers building. Following realignment of Barry Street and provision of the current rear carpark, employee parking was at that time agreed to be transferred to the carpark off Terry Street (the one being currently extended). At one stage (and without employee consultation), the Parking section proposed to install a ticket meter in the Terry Street carpark - which was immediately abandoned (and the meter sold) since it was pointed out and recognised that this carpark had been provided to satisfy the GCC employee parking requirement. To avoid the need for any future GCC employee consultation or potential oversight of that historical agreement, I therefore suggest that the strategy include wording to satisfy the historical requirement to provide free parking for GCC employees within the existing carpark at Terry Street.	7/10/2017 11:18 AM
5	It seem that Glenorchy is not unlike any other city in that we seem to playing catch up in the parking game. We dont have a competent public transport system. People will not be separated from their cars. At the end of the day we need to work with it until something better comes along. Fines and penalties only enrage.	7/7/2017 10:35 AM
6	Do not charge for parking. People will just shop elsewhere and it will be detrimental to the business sector in Glenorchy	7/6/2017 8:53 PM
7	A VERY PROFESSIONAL AND IMPRESSIVE DOCUMENT. CONGRATULATIONS TO THE COUNCIL STAFF RESPONSIBLE.	7/5/2017 12:42 PM
8	I realise that creating a residential parking permit system is still in the wings, but as a resident of Florence Street I have a three vehicle family which often leaves one out on the street so all can come and go at any time. Some cars are left at home while public transport is accessed. I have had several parking tickets over the years, which I feel is very unfair for ratepaying residents. The 3 hour parking limitations seemed designed to stop workers from clogging up the road, but they just move their cars at lunchtime!	7/4/2017 3:48 PM
9	Review and talk more about "The Whole Journey Guide". Disability Discrimination Act 1992 and other documents need to be added and reviewed .	7/4/2017 10:35 AM
10	i am sick & tired of people parking outside my shop (15 minutes) then i ring the council then the car goes b4 you get here or you have to go thru procedure even though i have told you that the car has parked here for one hour or two hours (by this time the car has gone)	7/4/2017 9:41 AM
11	It is basically a do nothing report Kick the can down the road as most project might avenruate in 2019 No apparent integration with and future plans or discussion of them Amazingly with self driving cars expected to be a regular part of the picture by 2020 if not before, there is NO mention of this disruptive technology anywhere in the report that I can see Like most reports of recent times out of GCC a wordy justification for bureaucrats to sit around drinking coffe and doing little to prepare Glenorchy for the future	7/4/2017 8:50 AM
12	In regards to proposed suggested changes in parking in Bowden st As title holders of 70 Bowden we have had long term tenants (over ten years) it has been suggested that no parking be permitted at all on both side of the street this will cause ongoing problems , our tenants have said that the school and students have worked hard not to hamper the daily parking in the street if parking was to stop it would cause problems for residents that are elderly and otherwise in regards to medical professionals that call on a regular basis and family visitors as there is not enough off-street parking in the majority of properties .It is our belief that the current parking schedule is working well and should remain	7/3/2017 12:58 PM



Glenorchy Parking Strategy

2017-2027



EXECUTIVE SUMMARY

Council has recently recognised the need to review Council's parking strategy for commercial precincts (named '*Commercial Precincts Car Parking Plan*', November 2010) and develop a broader parking strategy for the City of Glenorchy.

The development of this parking strategy has been a collaborative effort between Aldermen, Council staff and business representation from the Moonah Glenorchy Business Association. A working group was convened in June 2015 to oversee the preparation of this strategy.

The development of the *Strategy* started with the review of all relevant documents and previous studies which had a focus on parking related issues in Glenorchy. Subsequent to the review phase, the issues in relation to parking in Glenorchy were discussed and investigated through the working group meetings and categorised into five different themes, being:

- Parking Infrastructure;
- Parking Management;
- Parking Enforcement;
- Parking Finance; and
- Parking Education.

Subsequent to categorising these issues, a strategy statement was developed for each theme. Each strategy statement is framed to show Council's vision of parking in Glenorchy in the future. Thereafter, issues associated with each strategy statement are detailed, followed by a list of actions to address those issues. Finally, each strategy is concluded by a summary of the objectives that the strategy is expected to achieve.

The *Parking Strategy* is applicable to the area of the Glenorchy City Council and covers the period up to 2027. The *Parking Strategy* will be reviewed after five years to assess the progress of implementation and to make any changes to the *Strategy* as required.

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1. INTRODUCTION

Nestled between the stunning icons of Mt Wellington and the Derwent River, Glenorchy is Tasmania's fourth largest city and home to 46,397 people.

Glenorchy has a rich indigenous heritage and has been home to the Mouheeneener Aboriginal people for over 40,000 years. Today, Glenorchy has a vibrant multicultural community with people from over 100 nations now calling our city home.

Originally settled as an agricultural district, Glenorchy is a major economic centre in Tasmania, with a mix of traditional industries, innovative high-tech enterprises and dynamic small businesses.

The City of Glenorchy has a prominent retail sector, with commercial centres in Glenorchy, Moonah and Claremont, along with the full range of modern services and facilities you would expect in a contemporary City.

The Brooker Highway runs north-south through the city, providing the main road link between Hobart and the rest of Tasmania (and mainland Australia) via the National Highway network. A disused railway line also runs north-south through Glenorchy. The Intercity Cycleway runs parallel to the railway line between Claremont and the Hobart CBD.

The 2016 Census found that, 11% of all households in Glenorchy do not own a vehicle (compared with 7.7% in Greater Hobart), whilst 14.2% of all households in Glenorchy have three or more vehicles (compared with 16.7% in Greater Hobart).

The 2016 journey to work data for Glenorchy showed there were 1,178 people who used public transport to journey to work, compared with 14,314 who used private vehicles. 641 people used non-motorised forms of transport to travel to work (walking or cycling) and 427 people worked from home. 7,500 people employed in Glenorchy also reside in the city. The next highest proportion of people working in Glenorchy lives in Clarence (3,220), Hobart (2,301), Brighton (1,908) and Kingborough (1,181).

Glenorchy City Council has responsibility for the planning, provision, management and regulation of parking in the City of Glenorchy. Council has recently recognised the need to review Council's parking strategy for commercial precincts (named '*Commercial Precincts Car Parking Plan*¹', November 2010) and develop a broader parking strategy for the City of Glenorchy.

¹ This document was rescinded when the current strategy was adopted.

This document details the development of the parking strategy for the City of Glenorchy, including objectives and measures to address the parking related issues and a set of actions to assist Council in the improvement of parking efficiency and operation, now and into the next 10 years.

2. SCOPE OF THE STRATEGY

This *Strategy* is applicable to the area of the Glenorchy City Council, which is bounded by the Derwent River in the north and east; Hobart City in the south-east; the Kingborough Council area in the south and the Derwent Valley Council area in the west (refer to **Figure 1**). The Strategy covers the 10 year period, 2017-2027.

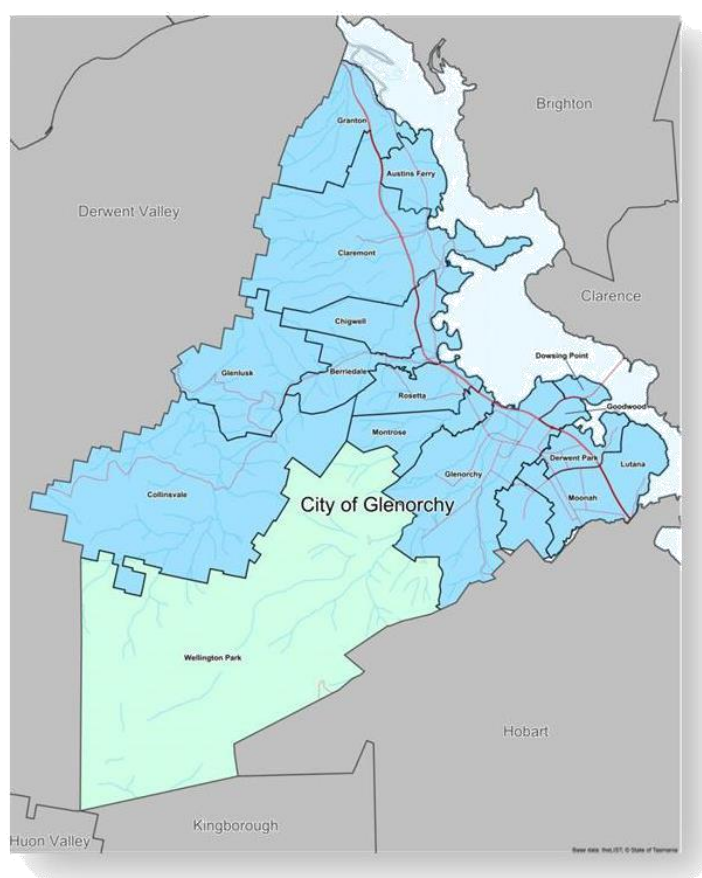


Figure 1: The Glenorchy City Council boundary

The *Parking Strategy* will be reviewed after five years to assess the progress of the implementation and to make any changes to the Strategy as required.

3. STUDY PROCESS

The development of this *Parking Strategy* has been a collaborative effort between Aldermen, Council staff and business representation from the Moonah Glenorchy Business Association. A working group was convened in June 2015 to oversee the preparation of this *Strategy*. The working group members included an Alderman, the General Manager, Coordinator Planning Services, Coordinator City Strategy and Economic Development, Acting Compliance Coordinator, Transport Engineer, Development Engineer, Senior Parking Officer, Positive Ageing & Access Officer and a representative of Moonah Glenorchy Business Association.

The development of the *Strategy* started with a review of all relevant documents and previous studies which had a focus on parking related issues in Glenorchy. The reviewed documents include:

- Southern Integrated Transport Plan 2010;
- State Government Draft Transport Access Strategy;
- City of Glenorchy Community Plan 2015-2040;
- Glenorchy Interim Planning Scheme & Single Planning Scheme for Tasmania (draft documents for consultation);
- Commercial Precincts Car Parking Plan;
- Glenorchy CBD Strategic Framework;
- Main Road Corridor Master Plan;
- Council's Parking Occupancy Survey Reports;
- Council's Positive Ageing Strategy;
- Access Action Plan 2016-2021.

The review of the above documents culminated in the preparation of a Parking Review Paper which helped to define and clarify the key parking issues in Glenorchy.

Subsequent to the review phase of the study process, the issues in relation to parking in Glenorchy discussed and investigated through the working group meetings were categorised in five different themes, being Parking Infrastructure, Parking Management, Parking Enforcement, Parking Finance and Parking Education. A strategy statement was then framed for each theme and a number of objectives and measures were considered to address the identified issues. Finally, a set of actions were developed to assist Council to achieve these objectives.

Through the working group a *Draft Parking Strategy* was prepared, for use in public consultation. The public consultation was undertaken in July 2017. Following public consultation, the *Glenorchy Parking Strategy 2017-2027* was finalised, to include

strategic responses to feedback from the public consultation and was adopted by Council at the Council meeting of 27th November 2017.

4. CONTEXT OF PARKING IN GLENORCHY MUNICIPALITY

Glenorchy City Council provides and maintains parking facilities as a community service to provide on and off street parking for shoppers, workers and residents. Well-designed parking improves road safety, traffic safety and pedestrian safety, user convenience, and environmental and residential amenity. Council's current role in parking covers a range of responsibilities but can be broadly categorised as managing the supply and use of parking as follows:

- Supplying and maintaining public on and off street parking facilities throughout the city;
- Regulating and enforcing the use of this public parking through time limits;
- Regulating and enforcing the use of private parking through management agreements (although this does not occur consistently in the city at present); and
- Regulating the supply of private parking through the Planning Scheme which requires developments to provide a certain number of car park spaces.

Currently, within the Glenorchy CBD, there are 248 on-street car parking spaces in 8 main roads/streets with time restrictions ranging from 5_{min}P to 4P as well as some unrestricted spaces. There are also 15 off-street car parking areas with 2,114 car parking spaces including 815 Council owned spaces and 1,299 private spaces. 1,766 of the off-street car parking spaces are subject to time restriction from 1P to 4P and are regularly enforced by Council, while the remaining off-street car parking spaces are unrestricted.

Within the Moonah CBD, there are 183 on-street car parking spaces in 5 roads/streets with time restrictions ranging from 5_{min}P to 1P as well as some unrestricted spaces. There are also 7 off-street car parking areas with 774 car parking spaces, including 266 council owned spaces and 508 private spaces. 412 of the off-street car parking spaces are subject to time restrictions from ½P to 3P and regular enforcement patrol, while the remaining off-street car parking spaces are unrestricted.

For the Claremont CBD, there are 49 on-street car parking spaces in 3 roads/streets with time restrictions ranging from ¼ P to 1Pas well as some unrestricted spaces.

There is also one private off-street car parking area with 303 car parking spaces with a time restriction of 2P, which is regularly enforced by Council.

Table 1 shows a summary of the available parking supply within commercial precincts.

Table 1: Parking Supply in the Glenorchy's Commercial Precincts

Commercial Precinct	On-street Parking Supply		Off-street Parking Supply	
	No. of Parking Spaces	Time Restriction	No. of Parking Spaces	Time Restriction
Moonah	183 (in 5 roads)	5 _{min} P to 1P + unrestricted	774 (in 7 car parks)	½ P to 3P (412 spaces)
Glenorchy	248 (in 8 roads)	5 _{min} P to 4P + unrestricted	2,114 (in 15 car parks)	1P to 4P (1,766 spaces)
Claremont	49 (in 3 roads)	¼ P to 1P + unrestricted	303 (in 1 car parks)	2P (all spaces)

Over the past 12 years, Council has undertaken regular parking occupancy surveys in the commercial precincts within the City, in order to gain an understanding of parking conditions and usage. A review of the results of the most recent parking occupancy surveys in Moonah, Glenorchy and Claremont CBDs shows that the average occupancy of both on-street and off-street car parking spaces was not higher than 70%, while the maximum occupancy during the peak hours were less than 85%² (see **Table 2**).

Table 2: Parking Occupancy Survey Results in the Glenorchy's Commercial Precincts

Commercial Precinct	Parking Type	Average Occupancy	Maximum Occupancy
Moonah (2016)	On-street	49.7%	57%
	Off-street	58%	72%
Glenorchy (2015)	On-street	54%	60.9%
	Off-street	61.1%	74.3%
Claremont (2016)	On-street	33.3%	47%
	Off-street	67.9%	82%

² 85% parking occupancy is generally accepted as full, given that there will be a percentage of circulating traffic looking to park

A review of past Parking Occupancy Survey Reports also reveals that the demand for parking within the commercial precincts has remained almost steady in the past 10 years. This indicates that parking supply is adequate in the commercial precincts within the City of Glenorchy and no additional parking supply is necessarily required at this stage.

In terms of the installation of parking controls on public streets, Council's Transport Engineer has Delegation of Power to Approve Traffic Control Devices (Parking Controls) under Section 10 of the *Transport Act 1981* for public streets in the Glenorchy municipality, but excluding State maintained roads where the speed limit is 70km/h or greater (this being the Brooker Highway and Goodwood Road). This delegated authority allows the Transport Engineer to approve the following traffic control devices:

- Time limited parking;
- No parking;
- Stopping restrictions;
- Angle parking;
- Parking for people with a disability; and
- Parking zones.

Once in place, parking restrictions are controlled and enforced by Council's parking officers. Time restricted parking is monitored by the 'walk and chalk' method, while all other restrictions are monitored through observation (whilst 'walking and chalking'). Weekend enforcement is not routinely undertaken in the City of Glenorchy. Irregular weekend patrols of the Brooker Highway and outer lying residential areas are conducted from time to time to deter parking on footpaths and nature strips and cars being parked on roadside areas and advertised for sale. On-street parking in the outer CBD is also enforced on a complaints basis.

5. PARKING STRATEGIES

The issues in relation to parking in Glenorchy were categorised into five main themes, being:

- Parking infrastructure;
- Parking management;
- Parking enforcement;
- Parking Finance;
- Parking Education.

Below are the strategies associated with each theme. Each strategy starts with a statement which is framed to show Council's vision of parking in Glenorchy for the future. Thereafter, issues associated with the strategy are detailed, followed by a list of actions to address those issues. Finally, the strategy is concluded by a summary of the objectives that the strategy is expected to achieve.

5.1 STRATEGY 1: PARKING INFRASTRUCTURE

Provide adequate parking supply and supporting infrastructure for all modes of transport within Glenorchy municipality to assist the community to access facilities and to support economic growth of businesses and shops.

Glenorchy City Council provides and maintains parking facilities as a community service to provide on and off street parking for shoppers, workers and residents. Well-designed parking improves road safety, traffic safety and pedestrian safety, user convenience, and environmental and residential amenity. One of the main roles of Council in relation to parking is to supply and maintain public on and off street parking facilities throughout the City.

Currently, Council has 84 car parking areas (including those within parks and reserves); 15 of them are public car parks in the Glenorchy and Moonah CBDs. Council maintains all these car parking areas (in addition to on-street parking) on a regular basis, to ensure that all parking facilities are functional. Council also undertakes regular parking occupancy surveys in the commercial precincts to monitor and understand the issues with parking demand and supply.

The availability and location of parking facilities is more significant in commercial precincts as they tend to support business operators, shopping centres and transport

hubs. Access from parking facilities to businesses, shopping centres and transport hubs should also be designed to required standards.

The development of a comprehensive plan is essential for our commercial precincts so as to plan for future parking infrastructure and parking management, including the preparation of maintenance schedules. The number of on and off street parking areas for all modes of transport and all user groups (e.g. commuters, employees, shoppers, etc.) and the parking restrictions within each commercial precinct will be reviewed as part of the development of the parking plans. The possible implications of future autonomous vehicle technologies will also be taken into account as part of the review of parking demand and supply.

The plan will also strategically optimise the location of parking, for purposes such as supporting public transport efficiency, by reviewing parking restrictions along bus routes.

It should be noted that, according to the *Glenorchy Interim Planning Scheme 2015*, approved car parking plans will also enable Council to require cash-in-lieu for car parking shortfalls, where developments do not provide required off-street car parking spaces.

Action 1.1:

Review the Council's existing '*Commercial Precincts Car Parking Plan*' and develop separate car parking plans for each commercial precinct.

Glenorchy has more people with a disability living in the municipality than other Council areas in Southern Tasmania; 7.5% of people in Glenorchy as compared to 6.0% in the Greater Hobart region. Figures also show that the proportion of older persons (85 years old and older) has grown from 2.3% in 2011 to 2.5% in 2016³, and is predicted to continue to increase with the ageing demographics. Over half of the older residents (58%), use their own car for transport.

Given the ageing population and the proportion of people living with a disability in our area, this indicates the need to provide more designated accessible parking spaces near key services and facilities throughout our municipality. The results of a parking occupancy survey in 2016 associated with accessible parking spaces in the

³ Figures extracted from *id Community Profile* website (<http://profile.id.com.au/glenorchy/home>)

Glenorchy CBD⁴, shows that there is a need for additional accessible parking spaces in specific locations (e.g. near the entrance to commercial complexes).

In addition, Council regularly receives requests from members of the public for the provision of bicycle and motorcycle parking facilities. There is a lack of sufficient parking facilities for bicycles and motorcycles, both in Council owned car parks, and on the roads within the commercial precincts.

Bicycle parking should be located according to need, rather than simply where space is available and should consider movement patterns throughout the Council's bicycle network. Bicycle parking should also be both prominent and convenient so as to promote use.

There is the potential to selectively convert on-road car parking spaces for bicycle and motorcycle use, allowing multiple riders to park at a single location. Up to three motorcycles and ten bicycles can be accommodated within a single standard car parking space.

Council is committed to providing parking facilities for all modes of transports and to support the aged demographic. To do so, we will need to provide adequate bicycle and motorcycle parking facilities as well as accessible parking spaces within Commercial Precincts and in Council owned car parks.

Action 1.2:

Review Council owned car park layouts to accommodate adequate accessible parking spaces.

Action 1.3:

Develop a plan to identify appropriate locations for providing motorcycle/bicycle parking facilities.

Council's off-street parking infrastructure has the potential to be used as park and ride facilities. Park-and-Ride is a system for reducing urban traffic congestion, in which drivers can leave their cars in car parks on the outskirts of a city and travel to the city centre on public transport. Accordingly, Park-and-Ride facilities are parking lots with public transport connections that allow commuters and other people heading to city centres to leave their vehicles (including bikes and motorbikes) and transfer to a bus, rail system or carpool for the remainder of the journey. The benefit

⁴ Accessible Parking Occupancy Survey Report (Glenorchy Commercial Precinct) – Glenorchy City Council – June 2016

of Park-and-Ride is greatest when facilities are located in outer areas, close to journey origin and adjacent to frequent public transport services.

To date only one Park-and-Ride commuter survey was undertaken in the Glenorchy CBD area, November 2006. This survey information is now outdated and the results of the survey are not reliable. Prior to developing designated Park-and-Ride facilities, additional surveys need to be undertaken to gain an understanding of the level of informal Park-and-Ride that already occurs within Glenorchy commercial precincts.

Council will investigate to identify whether appropriate Park-and-Ride facilities are needed in the vicinity of the transport hubs and the major transit corridors including the existing bus services and possible future light rail and ferry transport systems. Council will need to ensure that providing Park-and-Ride facilities does not penalise Glenorchy's CBD areas and other commercial areas (e.g. by creating congestion and using valuable land for car parking).

Action 1.4:

Explore the feasibility of Park-and-Ride facilities in commercial precincts and develop a plan for Park-and-Ride facilities for each commercial precinct (i.e. Moonah, Glenorchy and Claremont) if required.

As part of the 'Parking Strategy' review, the importance of providing appropriate infrastructure for new technologies was acknowledged, including electric cars and bikes. In this regard, the options for parking facilities for electric cars and bikes should be explored together with developing a plan for providing electric car/bike parking spaces.

We will consider the provision of parking facilities for electric cars/bikes and for future technologies (e.g. driverless cars) in Council owned car parks.

Action 1.5:

Explore the options for parking facilities for electric cars and bikes and develop a plan for providing electric car/bike parking spaces in Council owned car parks.

Good parking information tends to reduce motorist delay and frustration and can improve the efficiency and uptake of drivers parking in an area. Providing convenient and accurate information on parking availability typically results in reducing traffic volumes on the road network (i.e. by reducing the circulating traffic looking to park).

The use of parking signage is one of the most common ways to provide information on parking availability. Parking signs may also be able to provide real-time

information on the location of available parking spaces (similar to those used for the Hobart multi-storey car parks). However, the provision of real-time information requires the public car parks to be managed through mechanical and/or electronic devices (e.g. boom gates, ticket machines, etc.), there needs to be some means of recording entering and exiting cars.

Currently, static parking direction signage has been installed on the approaches to the commercial precincts within Glenorchy. However, the existing parking direction signs need to be reviewed to ensure that accurate information on parking availability is provided for parking users. Signs should meet the criteria set out in the Australian Standard 'AS1742.11 Manual of Uniform Traffic Control Devices – Part 11: Parking Controls', to ensure clarity and consistency. This will be undertaken through the development of a comprehensive plan for parking directional signs for all Council owned public car parks.

Action 1.6:

Develop a plan for parking directional signs within Glenorchy.

Research shows that a safer environment in off-street car parks will result in higher use of parking facilities. Parking facilities should be designed to minimise crash risk to vehicles and pedestrians and to provide personal security with appropriate visibility, lighting and patrols. Appropriate and safe pedestrian linkages between carparks/park & ride facilities and businesses/shopping centres facilities should also be considered in the design of parking facilities.

We will provide a safe environment for parking facilities within Glenorchy through the review of Council owned car park layouts in order to identify and address safety issues. The review will not only include car park design review as a mean to reduce vehicle and pedestrian accidents, but also will be the review of linkages, lighting, etc. by undertaking a 'Crime Prevention Through Environmental Design' assessment.

Action 1.7:

Review Council owned car park layouts in order to identify safety issues and to identify solutions for rectifying the issues.

The maintenance of existing parking infrastructure (including signs and linemarking) is significant. Clear and visible signs and linemarking will help all road users to easily identify parking locations and parking restrictions, and is in fact required, for effective enforcement. However, Council does not have a procedure to provide

guidance on when and where the existing parking infrastructure should be maintained. Currently, a large number of parking related signs and linemarking are significantly faded and worn and there is no system in place to inspect and replace worn signs or linemarking. Council essentially relies on reports from car park users or staff to identify the locations needing maintenance.

The development of a long term plan for parking infrastructure maintenance will help Council to approach maintenance in a systematic and more efficient way.

Action 1.8:

Develop a long term plan for parking infrastructure maintenance.

The Australian Standard 'AS1742.11 Manual of Uniform Traffic Control Devices – Part 11: Parking Controls' provides information in relation to the minimum requirements for the installation of parking related signs and linemarking. However, the Standard is silent in some areas, such as the distance between consecutive signs, type of linemarking for parking bays (i.e. full or partial linemarking), combined signs and the like.

The development of a guideline for the installation of parking related signs and linemarking will help Council to install consistent parking infrastructure in Glenorchy and to avoid unnecessary signs and linemarking, which may make our built environment visually unpleasant.

Action 1.9:

Develop a guideline for the installation of parking related signs and linemarking.

It is envisaged that through the implementation of this strategy, Council will not only maintain the existing and future parking infrastructure sustainably but will also provide parking facilities for all mode of transports, support the aged demographic, enhance environmental and economic outcomes and investigate parking facilities for future technologies.

5.2 STRATEGY 2: PARKING MANAGEMENT

Manage Council owned public car parks and on-street parking to maximise the use of parking facilities within Glenorchy municipality while ensuring that the available parking supply is adequate, safe and fair for all users.

Several initiatives were considered by the working group for managing parking within Glenorchy municipality. However, it is understood that any changes to the existing parking arrangements such as parking supply reductions, restrictions and pricing may result in parking problems in nearby areas as motorists seek additional or cheaper parking.

Where parking availability is reduced within a commercial precinct, or a cost is applied to the user, it is envisaged that the on-street parking supply within the nearby residential areas will be used more frequently. This in turn will increase complaints from residents in relation to all day parking in residential areas. There are various ways to mitigate these problems as part of an area parking management program. One approach to this issue is to restrict on-street parking within the nearby affected residential areas (e.g. 1 or 2 hours parking restriction) in conjunction with the implementation of 'Residential Parking Permit Schemes'. However, this will require new administrative responsibilities with inherent costs. It is noted that there have been some requests from residents for the introduction of 'Residential Parking Permit Schemes' in the past.

We will consider the introduction of 'Residential Parking Permit Schemes' to manage the demand for all day parking and to make the parking supply fair for all users (i.e. by preventing overstaying).

Action 2.1:

Explore the options for 'Residential Parking Permit Schemes' and develop a procedure for implementing, if it is feasible and cost effective.

Changes to the existing parking management arrangements may also result in increased use of private car parks (i.e. those car parks which are provided by the businesses for their customers) by long-stay parkers. Consequently, it is important to have a plan for both public and private parking areas and to manage them simultaneously in order to ensure that the actions associated with the future strategy work effectively. This may require agreements with the private car park owners to manage/patrol these parking areas by Council.

Currently, there are 10 private car parking areas within the commercial precincts (i.e. Glenorchy, Moonah and Claremont CBDs), 5 of them have agreements with Council for the patrol and enforcement of car parking restrictions. Most of the other 5 private car parks are in the Moonah commercial precinct (i.e. 4 out of 5 car parks); all of them are unrestricted off-street parking areas and are not patrolled or enforced by Council. It would be beneficial for those businesses that have private car parking to enter into a management agreement with Council to ensure that sufficient parking supply remains available for their customers. Parking restrictions should be established and enforced to meet the businesses' requirements.

We will start discussion with private car park owners to promote management agreements in order to manage private car parks, consistent with the strategy's objectives and initiatives.

Action 2.2:

Promote management agreements between Council and private car park owners to ensure consistent parking restrictions and enforcement within commercial precincts.

In terms of off-street parking areas, the existing Council owned public car parks are at grade parking facilities and tend to be scattered around the Glenorchy and Moonah CBDs. The '*Glenorchy CBD Strategic Framework*⁵' recommends moving carparks to the edge of the CBD (possibly in the form of multilevel carparks). This concept was supported by the recommendations in the '*Main Road Corridor Master Plan*⁶' – to mask parking and to reduce the "sprawl" of asphalt car parks around the CBD. However, shifting from scattered at grade carparks to centralised multilevel carparks requires a large amount of investment.

We will investigate the feasibility of constructing multi-storey car parks in Glenorchy and Moonah CBDs in order to provide adequate parking supply in commercial precincts to meet parking demand in the future. It is expected that the consolidation of car parks will be funded through the revenue gained from the disposal of lands associated with some of the existing at grade car parks.

⁵ *Glenorchy CBD Strategic Framework* can be accessed from [http://gcc.tas.gov.au/content/upload/Appendix K Draft Glenorchy CBD Strategic Framework Volume 2 14 Mar 2014 4895.pdf](http://gcc.tas.gov.au/content/upload/Appendix_K_Draft_Glenorchy_CBD_Strategic_Framework_Volume_2_14_Mar_2014_4895.pdf)

⁶ *Main Road Corridor Master Plan* - Annand Alcock Consultants - 2004

Action 2.3:

Explore the options for consolidating Council owned scattered car parks in commercial precincts.

In addition, cash-in-lieu for car parking can be used as a management tool to encourage developers to find other solutions to overcoming parking shortfalls. It is noted that the initial rationale for cash-in-lieu for parking was to provide a 'reserve' to fund future public parking provisions when parking is not provided directly on development sites.

The concept of cash-in-lieu for car parking is based on the Town Planning philosophy that where commercial developments have a shortfall of car parking, it is reasonable for the Council to assist by accepting money for this shortfall, to provide car parking bays in an adjacent or nearby existing, or proposed public 'car park'. The cash-in-lieu system involves the payment for shortfall in the number of parking spaces required on-site for the proposed land use.

The '*Glenorchy Interim Planning Scheme 2015 - Parking and Access Code*⁷' allows discretion in the taking of cash-in-lieu for car parking shortfalls where a 'parking plan' has been developed and adopted by Council. The decision as to whether to apply cash-in-lieu, based on planning grounds, is then made by the '*Glenorchy Planning Authority*'. A decision to waive payment on non-planning grounds is required to be made by full Council, as set by the Council decision of 7th December 2009.

Currently, Council does not have a policy associated with cash-in-lieu for car parking. The development of a policy will make it clear for Council staff, the *Planning Authority* members and developers, as to when and where cash-in-lieu for car parking will be applied.

Action 2.4:

Review the current application of cash-in-lieu for car parking and develop a 'Cash-in-lieu for Car Parking' policy.

Parking demand peaks over occasional periods such as busy shopping days, special events, emergencies, etc. In such cases, establishing plans to manage occasional peak parking demands is vital. The plans may include prioritising the use of parking (e.g. for customers), information for motorists on where to find additional parking,

⁷ Section E6.6.1 Number of Car Parking Spaces – Acceptable Solutions A1
(<http://www.ipan.tas.gov.au/pages/plan/book.aspx?exhibit=gccips>)

the provision of shuttle bus services between remote parking and key destinations, special programs to encourage the use of alternative travel modes, provision of adequate accessible parking spaces for people with a disability and special agreements for Christmas period and facilitating parking agreements between major businesses (e.g. Showgrounds, DEC and Racecourse). The development of overflow parking plans can be a quick and cost effective solution to occasional parking problems.

The development of a '*Special Events Parking Plan*' will enable Council to manage the occasional peak parking demands during a special event.

Action 2.5:

Develop a 'Special Events' parking plan for the provision of overflow parking where required.

A regular monitoring program for Council's parking areas (both on and off street) will allow Council to identify the issues associated with parking occupancy (i.e. parking supply and demand). This information helps Council to identify deficiencies (or over supply) in parking supply and, consequently, the requirement to investigate solutions. It also provides useful data that can feedback into the review of this Parking Strategy.

To date, Council has undertaken parking occupancy surveys in the Glenorchy and Moonah Commercial Precincts on a rotating annual basis, so that each area is surveyed once every two years. The most recent parking occupancy surveys in the Glenorchy and Moonah Commercial Precincts were undertaken in 2015 and 2016 respectively. A parking occupancy survey in the Claremont Commercial Precinct was also undertaken in 2016.

We will continue undertaking regular parking surveys within the Glenorchy municipality to keep parking data up to date.

Action 2.6:

Continue undertaking regular parking surveys within the Glenorchy municipality to keep parking data up to date.

Similar to parking directional signs, convenient and accurate information on parking availability will not only reduce traffic within the commercial precincts, but will reduce motorist delay and frustration. This information can be distributed to the community through brochures, pamphlets or Council's website.

The development of a parking guide for each commercial precinct (including details on parking availability for all modes of transport) will help people to plan for their trip (i.e. selection of the mode of transport and the route to the destination) based on the availability of parking facilities.

Action 2.7:

Prepare information booklets/pamphlets and website content for each commercial precinct, including information on the different types of parking facilities available in the area.

As part of the 'Parking Strategy' review, it was identified that a parking database (including parking infrastructure and time restrictions) is required to enable Council to better undertake parking related initiatives (e.g. reviewing Council owned car park layouts, preparing parking guide booklets, reviewing parking restrictions within commercial precincts, etc.). This database will also enable Council to review the condition of the existing parking infrastructure on a regular basis and to repair/replace parking infrastructure as required.

We will develop a database for parking restrictions and parking infrastructure and will maintain the database regularly in order to keep the database current.

Action 2.8:

Develop a database for parking restrictions and parking infrastructure.

During the public consultation period, a suggestion was made to establish a procedure for the issue of parking permits and for leasing Council owned car parking spaces. The suggestion is considered to have merit as it will provide clarity for both Council's staff and customers to understand when and where a parking permit can be issued and/or a parking space can be leased.

Action 2.9:

Develop a procedure for assessing the requests for the issuing of parking permits and leasing Council's owned car parking spaces.

Overall, this strategy will enable Council to provide a safer environment for parking facilities within the Glenorchy municipality, make parking supply fairer for all users, provide adequate parking supply to meet the parking demand in the future and manage the demand for all day parking.

5.3 STRATEGY 3: PARKING ENFORCEMENT

Use effective and efficient parking enforcement methods to patrol and enforce parking restrictions within Glenorchy.

Parking enforcement plays a vital role in ensuring that parking resources are used efficiently and in the best interests of the community.

In accordance with the 'Traffic (Road Rules) Regulations 1999'⁸, the use of approved parking spaces may be policed by those Councils participating in the joint Police/Council Parking Enforcement Program. As a participant in this scheme, Council conducts this role through enforcement procedures adopted for parking enforcement.

Currently, time restricted parking is monitored by the 'walk and chalk' method. All other restrictions are monitored through observation (whilst walking and chalking). Walking and chalking is an inefficient method of parking overstays detection; it is labour intensive, antiquated in an information technology era, difficult to apply in bad weather and is easy to defeat. However, there are other technologies available and under development that can improve enforcement efficiencies markedly, including:

- 'Automated chalking' (through integrating licence plate recognition, digital photographs and Global Positioning System (GPS) technology);
- Parking meters;
- PODS (electronic device to allow for time restrictions without paid parking); and
- Voucher machines.

We will investigate available technologies to increase the efficiency of parking enforcement throughout the City of Glenorchy.

Action 3.1:

Explore the options for using voucher machines, pods or parking meters in parking enforcement.

Effective enforcement is an important component of parking management. In order to ensure that the desired outcomes of the parking strategy are achieved, an appropriate level of enforcement is required.

⁸ Traffic (Road Rules) Regulations 1999 can be accessed from http://www.thelaw.tas.gov.au/print/index.w3p;doc_id=+131+1999+AT@EN+20080510000000;rec=0

Surveys have shown that the current enforcement regime has not been wholly effective in targeting vehicles overstaying the time limit in the commercial precincts. A review of the enforcement regime is necessary to ensure that parking turnover is maintained for the use of customers. This improved enforcement will result in long-stay vehicles being displaced from the available time restricted car parking spaces in preference to off-street all day parking areas.

Action 3.2:

Review the current parking enforcement regime and develop a plan for regular parking enforcement including a 'Standard Operating Procedure' manual.

Adequate human resources for parking enforcement is crucial to ensure that other parking initiatives (e.g. using voucher machines, pods or parking meters) achieve the anticipated goals. Inadequate parking enforcement will result in such parking related projects failing to achieve the desired outcome in most cases.

Currently, Council's parking section is part of a bigger group named 'Compliance Section'. This group is responsible for a wide range of duties including animal management, parking enforcement, bush fire hazard control and the like. The reason for combining several duties under one group is to allow Council to use its human resources more efficiently through resource sharing. This enables flexibility for Council to use staff in the areas where there are higher workloads and vary individual duties from time to time. However a consequence is that, in some cases, parking enforcement and parking related matters may become the lower priority when there is an urgent need for more staff in other areas (e.g. animal management or bush fire hazard control).

There are currently 2.3 full time equivalent officers working in the Compliance section as parking officers. However, this does not mean that there are 2.3 parking officers available for parking enforcement every day. With the existing human resources available for parking enforcement, in the best situation, the focus of the parking section is to only enforce parking in Glenorchy and Moonah CBD during weekdays; other areas are not proactively enforced.

Parking compliance for the areas other than Moonah and Glenorchy CBDs is conducted in a complaint basis. However, there is no guarantee that the complaints can be responded on the same day. After hours and weekend parking restrictions are enforced by Tas Police, only on a complaints basis as Council does not have sufficient

or committed human resources for systematic after hours or weekend parking compliance.

To address the lack of human resources for parking enforcement and to meet the targeted enforcement regime, we will plan to ensure that a certain number of human resources are available at any time for parking enforcement. We will also investigate making the parking section a separate group within the Compliance Section. These actions will allow parking restrictions and public car parks within the Glenorchy municipality to be enforced on a regular basis and to a targeted level.

It should be noted that the concept of providing additional human resources for parking enforcement is for a more effective enforcement regime rather than simply to generate more revenue.

Action 3.3:

Investigate the required number of human resources for an agreed enforcement regime.

Action 3.4:

Explore the options for making parking section a separate group within the Compliance Section.

In conclusion, by applying this strategy, Council will increase parking officers' efficiency and will provide adequate human resources for parking enforcement and investigate new technologies for better parking compliance.

5.4 STRATEGY 4: PARKING FINANCE

Provide sustainable financial resources to offset the costs associated with parking infrastructure (including new and existing parking facilities), parking initiatives and parking enforcement.

Currently, parking related initiatives are funded through the normal budgetary process (i.e. by preparing budget bids based on priorities). However, in the past few years, budgetary constraints have made the parking related initiatives and the employment of additional human resources for parking enforcement harder to implement.

Currently, parking fines and cash-in-lieu for car parking are the only revenue sources related to parking. However, income from fines and cash-in-lieu are not reliable resources, as income from these sources will vary from year to year. Currently income from fines, at approximately \$340,000 per year, only covers the cost of staffing and is linked directly to the level of enforcement. Review of the income from cash-in-lieu for car parking also shows that Council did not receive any contributions from developers in the form of cash-in lieu for car parking in the past three years.

Based on the above information and alongside the 29 actions identified with this strategy document, it is recognised that lack of adequate funding for implementing these identified actions may cause significant delays to implementation of the overall strategy. As a result, it is considered that it is necessary to make Council's parking section financially sustainable and self-reliant, by exploring other alternatives for generating income.

We will investigate sustainable income sources for use in parking related initiatives with a view to making parking related activities and initiatives financially self-reliant by exploring other alternatives for generating income.

Action 4.1:

Explore the options for alternative sources of income for parking related initiatives.

'Price parking' is one of the options available to Council for generating income. This solution involves charging motorists directly for using parking facilities. Paid parking is not only a more reliable source of income compared to fines and cash-in-lieu, but also is an efficient way to manage parking demand, and support objectives to reduce private vehicle travel. The impact of paid parking on the reduction of private vehicle

usage has been acknowledged in the Tasmanian Government's *Draft Transport Access Strategy*⁹ (the *Draft Strategy*). The *Draft Strategy* indicates that:

"Parking pricing provides another mechanism for incentivising effective public transport usage both in general and for particular groups (for example, commuters). Low cost or free parking in and around Tasmania's urban centres has been identified as a factor that contributes to on-going dependency on private cars for transport."¹⁰

The *Draft Strategy* also states that, based on the results of the *Hobart Passenger Transport Case Study*¹¹, an increase in the price of car parking would result in a decrease in car vehicle kilometres travelled and an increase in public transport share.

The concept of paid parking involves charging parking users directly, rather than subsidising parking infrastructure and management costs via other income sources such as general rates revenue. A robust enforcement regime is required to be conducted simultaneously to ensure that the concept of paid parking will achieve its objectives.

It should be noted that the introduction of paid parking does not mean that all parking users should pay for parking. For example, free parking can be kept in the off-street car parks for the first 1½ hours, similar to the approach adopted by Hobart City Council. Parking prices can also be structured to achieve particular objectives (e.g. more convenient parking spaces priced to favour customers and clients, while other parking can be priced to favour long-term parkers).

It is important to note however, that the provision of free parking is seen as being a marketing advantage for businesses in the City of Glenorchy. In other words, there is a perception that the introduction of paid parking will result in people going elsewhere for shopping and this will have a negative impact on the economy of Glenorchy. However, this impact highly depends on the price of parking (i.e. a lower parking fee will not necessarily deter shoppers from using the commercial areas in their locality). It is recommended that an Economic Impact Assessment be undertaken into the advantages and disadvantages of paid parking, including a full investigation of the likely consequences of implementing different approaches to paid parking.

⁹ *Draft Transport Access Strategy* can be accessed from http://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0010/135775/Draft_Transport_Access_Strategy.pdf

¹⁰ *Draft Transport Access Strategy* – page 20

¹¹ Cited in the Tasmanian Government's *Draft Transport Access Strategy*

We will investigate whether paid parking is appropriate to be implemented in Glenorchy and if so, the most equitable way to implement it. It should be noted that any future intention to introducing 'Paid Parking' in Glenorchy would require 'stand-alone' targeted community consultation with key stakeholder groups and community members. Research would be required on the impact of strategies across other similar Local Government Areas.

The establishment of a 'Business Parking Permit' within the commercial precincts may also be investigated as part of the implementation of the 'Paid Parking' in order to minimise the impact of 'Paid Parking' on business owner/ operators.

Action 4.2:

Undertake an Economic Impact Assessment of paid parking in Glenorchy to investigate the advantages and disadvantages of paid parking, including a full investigation of the likely consequences of implementing different approaches to paid parking.

While cash-in-lieu for car parking is considered to be generally, an unreliable financial resource, it can also be considered as a management tool (i.e. a disincentive for developments which do not provide adequate on-site parking facilities). It is recommended that the cash-in-lieu amount be reviewed and the circumstances where cash-in-lieu can be applied be reviewed (noting that under current controls income from cash-in-lieu can only be spent in the areas which have approved parking plans¹²).

The determination of the cash-in-lieu rate is a critical task. The amount of cash-in-lieu can have a direct impact on the developers' decision making, in terms of whether or not the proposed development proceeds and the form in which it proceeds. While a higher cash-in-lieu rate, in some cases, may lead to withdrawal of an application due to cost implications, alternatively it may encourage the developer to find other solutions to overcome the parking shortfall (e.g. re-arrangement of parking layout to provide more parking spaces, agreement for shared parking arrangement with adjacent businesses and the like) or adopt a smaller building footprint.

On the other hand, having a lower cash-in-lieu rate may result in placing pressure on public car park supply. In other words, a lower cash-in-lieu rate may lead developers to make the decision to pay cash-in-lieu rather than providing adequate on-site

¹² Refer to Section E6.6.1 Number of Car Parking Spaces – Acceptable Solutions A1 of the *Glenorchy Interim Planning Scheme 2015* (see <http://www.iplan.tas.gov.au/pages/plan/book.aspx?exhibit=gccips>)

parking. In such situations, a developer might choose to develop up to the maximum building footprint (which also results in higher parking demand based on floor area), and thus place undue pressure on the supply of public parking, which then becomes the responsibility of Council to address. This cycle can be translated as transferring the developers' responsibility for on-site parking provision to Council through the provision of additional public car parking.

As a general comment, the determination of cash-in-lieu rate should be balanced such that investment is not widely discouraged but that parking needs are appropriately assessed and provided for in conjunction with development.

We will review the current cash-in-lieu amount and the circumstances in which it is applied.

Action 4.3:

Review the current cash-in-lieu amount and the circumstances in which it is applied.

In addition, as part of the 'Parking Strategy' review, it was identified that a defined procedure needs to be in place to set parking related fees and charges including cash-in-lieu for car parking and parking charges.

Based on feedback from public consultation of the Draft Strategy document, the parking fees and charges could be set such that the raised funds cover the administration costs and provide a dividend to Council so all funds are reinvested in parking infrastructure and staffing.

The procedure will define the frequency and the way parking related fees and charges are reviewed and approved for implementation.

Action 4.4:

Develop a procedure to set parking related charges and fees.

It is expected that by undertaking the above actions, Council will provide sustainable income resources for parking related initiatives and will make parking related activities and initiatives financially self-reliant.

5.5 STRATEGY 5: PARKING EDUCATION

Develop educational programs to elevate the community's knowledge about parking related matters.

As part of the 'Parking Strategy' review, it was identified that a high number of parking related complaints are in relation to parking on footpaths and incorrectly parking in cul-de-sacs and over driveways. It may be that this high number of parking related complaints are a result of misunderstanding or misinterpretation of the road rules. As a result, it is necessary to consider undertaking parking related educational initiatives as part of this strategy to increase the community's understanding about appropriate parking related behaviour. Transport related matters could also be combined with the parking educational initiatives.

It is recommended that parking related educational initiatives be developed for different target groups and in different languages, given the multicultural community within the City of Glenorchy. The initiatives can be undertaken in different ways such as preparing of brochures for education on parking, providing parking related information on Council's website and conducting information sessions for schools and the like.

We will provide road rules' information relevant to parking to the community to increase the community's understanding about appropriate parking related behaviours.

Action 5.1:

Develop a plan for parking related educational initiatives for different target groups and identify the areas of focus for education.

Misunderstanding or misinterpretation of the road rules is not an exclusive matter to the City of Glenorchy. For this reason, it is considered that parking related educational initiatives should be conducted in conjunction with other neighbouring Council's to distribute the knowledge about parking related behaviours to a wider range of residents within Southern Tasmania.

To do this, we will engage State Government bodies, adjoining Councils, other transport service providers and interested groups, such as RACT, LGAT, Metro, Migrant Resource Centre and the like, to undertake parking related educational initiatives collectively.

Action 5.2:

Collaborate/negotiate with relevant state government bodies, adjoining local governments and other transport agencies and interested parties to undertake parking related educational initiatives collectively.

In addition, adequate funding should be secured for conducting the parking related educational initiatives. This can potentially be achieved through various grant programs, both Federal and State Government to fund the proposed initiatives.

We will liaise with the Federal and State Government to seek funding for parking related educational initiatives.

Action 5.3:

Identify appropriate grant programs for undertaking parking related educational initiatives.

Council will increase the community's understanding about road rules and appropriate parking related behaviours by undertaking the above actions.

6. IMPLEMENTATION

An Action Plan has been compiled and includes the 29 actions identified throughout this strategy document, along with an assessment of the priority and timing of these actions.

The projects identified in the Action Plan will be implemented in order of priority and subject to staffing and funding availability. The Action Plan will be funded through the normal budgetary process – with budget bids being prepared based on the actions and priorities as set out in the plan.

It should be noted that successfully implementing this Action Plan to the nominated program is very dependent on allocating adequate funding and human resources to the identified actions.

7. ACTION PLAN AND PRIORITIES

Strategy 1: Parking Infrastructure

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
1.1	Review the existing Council's 'Commercial Precincts Car Parking Plan' and develop separate car parking plans for each commercial precinct.	High	Plans approved by Council	-Commercial Precincts Dec 2019 -Other Localities Dec 2021	CSI - Transport	Results from Action 4.2 may have significant impact on this action
1.2	Review Council owned car park layouts to accommodate adequate accessible parking spaces.	High	Car Parks for additional accessible parking identified and plans prepared	Jun 2020	CSI – Transport CSI – Engineering Projects GCCG - Property	This action requires parking occupancy survey for accessible parking spaces in each commercial precinct
1.3	Develop a plan to identify appropriate locations for providing motorcycle/bicycle parking facilities.	High	Bicycle and motorcycle parking facilities approved as part of Car Parking Plans	Dec 2019	CSI – Transport	Proposed locations can be considered as part of Action 1.1 A Bicycle Strategy may require to be developed in conjunction with this action
1.4	Explore the feasibility of Park-and-Ride facilities in commercial precincts and develop a plan for Park-and-Ride facilities for each commercial precinct (i.e. Moonah, Glenorchy and Claremont) if required.	High	Park & Ride facilities approved as part of Car Parking Plans	Dec 2019	CSI - Transport	To be considered as part of Action 1.1

Strategy 1: Parking Infrastructure (Continued)

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
1.5	Explore the options for parking facilities for electric cars and bikes and develop a plan for providing electric car/bike parking spaces in Council owned car parks.	Medium	Preliminary study undertaken, project specification developed and plans approved as part of Car Parking Plans	-Preliminary Study March 2018 -Project Specification Dec 2018 -Plans Dec 2019	CSI - Transport	Proposed locations can be considered as part of Action 1.1
1.6	Develop a plan for parking directional signs within Glenorchy.	Medium	Plans approved as part of Car Parking Plans	Dec 2019	CSI - Transport	To be considered as part of Action 1.1
1.7	Review Council owned car park layouts in order to identify safety issues and to identify solutions for rectifying the issues.	High	Car Parks with safety issues identified and plans prepared	Jun 2020	CSI – Transport CSI – Engineering Projects	To be considered as part of Action 1.2
1.8	Develop a long term plan for parking infrastructure maintenance.	Medium	Plan complete	Mar 2020	CSI – Transport CSI – Asset Management CSI - Maintenance	Action 2.8 is a prerequisite for this action
1.9	Develop a guideline for the installation of parking related signs and linemarking.	Low	Guideline complete	Jun 2018	CSI – Transport GCCG - Compliance	Should be finished prior to Action 1.1

Strategy 2: Parking Management

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
2.1	Explore the options for 'Residential Parking Permit Schemes' and develop a procedure for implementing, if it is feasible and cost effective.	Medium	Feasibility study complete and procedure developed and approved by Council	-Feasibility Study Jun 2019 -Procedure development Jun 2020	CSI – Transport GCCG - Compliance	
2.2	Establish management agreements between Council and private car park owners to ensure consistent parking restrictions and enforcement within commercial precincts.	High	Parking management agreements completed	Mar 2020	CSI – Transport	Can be undertaken as part of public consultation for Action 1.1
2.3	Explore the options for consolidating Council owned scattered car parks in commercial precincts.	High	Plans approved as part of Car Parking Plans	Dec 2019	CSI – Transport	To be considered as part of Action 1.1
2.4	Review the current application of cash-in-lieu for car parking and develop a 'Cash-in-lieu for Car Parking' policy.	High	Policy approved by Council	Sep 2018	CSI – Transport CSI – Planning GCCG – Legal & Property	To be done in conjunction with Action 4.3
2.5	Develop a 'Special Events' parking plan for the provision of overflow parking where required.	High	Plans approved by Council	Jun 2019	CSI – Transport	

Strategy 2: Parking Management (Continued)

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
2.6	Continue undertaking regular parking surveys within the Glenorchy municipality to keep parking data up to date.	High	Final report(s) prepared each year	Ongoing	CSI – Transport GCCG - Compliance	
2.7	Prepare information booklets/pamphlets and website content for each commercial precinct including information on the different types of available parking facilities available in the area.	Medium	Booklets / pamphlets prepared and distributed and Council website updated	Sep 2019	CSI – Transport CEDB – Business & Finance	Information to be updated every two years
2.8	Develop a database for parking restrictions and parking infrastructures.	Medium	Database developed	Jun 2019	CSI – Transport CSI – Asset Management CEDB – GIS	
2.9	Develop a procedure for assessing requests for the issuing of parking permits and leasing Council's owned car parking spaces.	Medium	Procedure developed and approved by Council	Jun 2019	CSI – Transport GCCG – Compliance GCCG – Legal & Property	

Strategy 3: Parking Enforcement

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
3.1	Explore the options for using voucher machines, pods or parking metres in parking enforcement	Medium	Preferred option approved by Council for implementation	Dec 2019	CSI – Transport GCCG - Compliance	
3.2	Review the current parking enforcement regime and develop a plan for regular parking enforcement including a 'Standard Operating Procedure' manual.	Medium	Parking enforcement regime approved as part of Car Parking Plans	-Standard Operating Procedure Jun 2018 -Parking Enforcement Plan Dec 2019	CSI – Transport GCCG - Compliance	Parking enforcement plan can be considered as part of Action 1.1
3.3	Investigate the required number of human resources for an agreed enforcement scheme.	Medium	Number of human resources approved as part of Car Parking Plans	Dec 2019	CSI – Transport GCCG - Compliance	To be considered as part of Action 1.1
3.4	Explore the options for making parking section a separate group within the Compliance section.	High	Adequate human resources for an agreed parking enforcement provided at any time	Jun 2020	CSI – Transport GCCG - Compliance	

Strategy 4: Finance

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
4.1	Explore the options for alternative source of income for parking related initiatives.	Medium	Accepted option approved by Council	Jun 2019	CSI - Transport	
4.2	Undertake an Economic Impact Assessment of paid parking in Glenorchy to investigate the advantages and disadvantages of paid parking, including a full investigation of the likely consequences of implementing different approaches to paid parking.	Medium	Assessment complete and recommendation approved by Council	-Economic Impact Assessment Nov 2018 -Plans Dec 2019	CSI - Transport CEDB – City Strategy & Economic Development	Plan for the areas appropriate for paid parking can be considered as part of Action 1.1
4.3	Review the current cash-in-lieu amount and the circumstances in which it is applied.	High	New amount for Cash-in-lieu adopted by Council	Sep 2018	CSI - Transport	To be done in conjunction with Action 2.4
4.4	Develop a procedure to set parking related charges and fees.	Medium	Procedure approved by Council / Management team	Jun 2020	CSI – Transport CEDB – Business & Finance	

Strategy 5: Education

No.	Action	Priority	Measure	Timing	Responsible Section	Comment
5.1	Develop a plan for parking related educational initiatives for different target groups and identify the areas of focus for education.	Medium	Plan developed and approve by Council / Management team	June 2018 Subject to grant opportunities	CSI – Transport GCCG - Compliance CEDB – Community Development	
5.2	Collaborate/negotiate with relevant state government bodies, adjoining local governments and other transport agencies and interested parties to undertake parking related educational initiatives collectively.	Medium	Agreement signed with other parties	ongoing	CSI – Transport CEDB – Community Development	
5.3	Identify appropriate grant programs for undertaking parking related educational initiatives.	Medium	Applications submitted to the funding program	ongoing	CSI – Transport CEDB – Community Development	

Glenorchy Parking Strategy 2017-2027

Budget Estimation (for the period between 2018/19 and 2020/21)

The budget estimation below is indicative only and may be amended based on the quotation from external contractors.

Milestone	Estimated Budget	Expected Financial Year
- Implementation of Action 4.2 - Undertake an Economic Impact Assessment of paid parking in Glenorchy	\$80,000	2018-19
- Implementation of Action 4.3 - Review the current cash-in-lieu amount and the circumstances in which it is applied	\$70,000	2019-20
- Implementation of Action 1.1 - Develop car parking plans for each commercial precinct*		
Glenorchy Commercial Precinct	\$150,000	2019-20
Moonah Commercial Precinct	\$100,000	2020-21
Claremont Commercial Precinct	\$50,000	2020-21
- One full time employee (Traffic Technical Officer – Grade 10)	\$80,000 per year	Ongoing

* It is expected that Actions 1.3, 1.4, 1.5, 1.6, 2.3, 3.1, 3.2, 3.3 and 4.2 are implemented as part of Action 1.1.



Glenorchy City Council

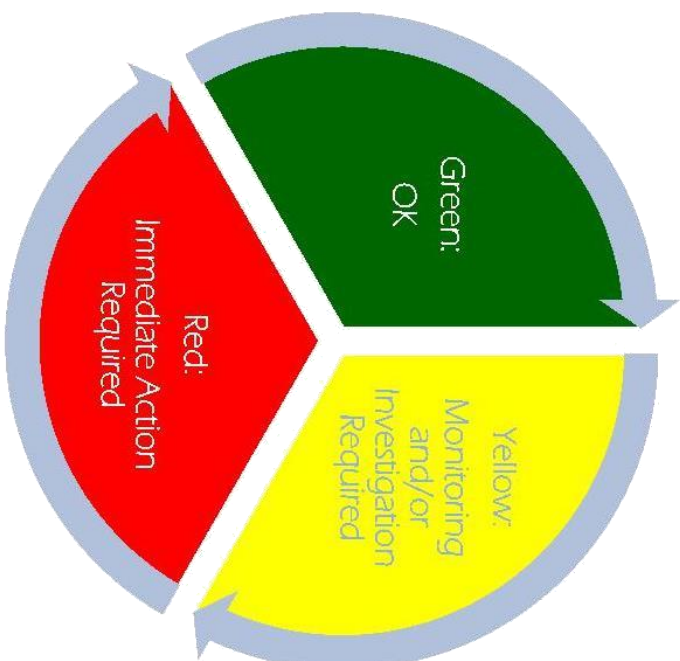
Glenorchy City Council Corporate Performance Indicators

October 2017

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Corporate Performance Indicator Legend



Considerations when reviewing performance statistics:

- » Indicators for previous months may change in the future as adjustments are made to the accounting system after that month's reporting period.
- » Scales on the charts vary within indicator groups



Glenorchy City Council

Profit and Loss

Corporate Performance Indicators

October 2017

Monthly Profit and Loss Summary								
Revenue \$'000	Actual Month	Budget Month	Variance Month	Actual YTD	Budget YTD	Variance YTD	% Variance	
Rates Income (Includes SFL)	2	24	(22)	35,300	35,322	(22)	(22)	0%
Statutory Charges	151	149	2	1,174	1,064	110	110	10%
User Charges	683	442	241	5,575	5,485	90	90	2%
Grants Subsidies	66	41	25	581	848	(266)	(266)	-31%
Investment Income	121	122	(1)	377	476	(99)	(99)	-21%
Water Wastewater Charges	14	22	(8)	63	92	(29)	(29)	-31%
Reimbursements	(40)	27	(67)	132	190	(58)	(58)	-31%
Other Income	45	226	(181)	423	427	(4)	(4)	-1%
Internal Income	176	172	4	2,600	2,586	14	14	1%
Total Revenue	1,219	1,227	(8)	46,225	46,490	(265)	(265)	-1%

**REVENUE - COMMENTS FOR MONTHLY VARIANCE:
(\$'000)****Rates - \$22 under budget**

No supplementary rates raised (\$15), reduced interest on overdue amounts (\$5) and administration fees for the SFL remission not yet received (\$2).

Statutory Charges - \$2 over budget

Revenue from building applications (\$6), plumbing applications (\$5), section 132 certificates (\$2) and food related licences (\$1) offset by reduced dog registrations (\$9), building governance (\$3) and public compliance (\$2).

User Charges - \$241 over budget

Revenue from Derwent Entertainment Centre events (\$232), childcare centre fees (\$12) and KGV user fees (\$5) offset by reduced landfill fees (\$8).

Grants Subsidies - \$25 over budget

Grants for childcare centres (\$19), AEDC Action Reflection Project (\$3) and Carols-by-Candlelight (\$3).

Investment Income - \$1 under budget

Substantially on budget for the month.

Water Wastewater Charges – \$8 under budget

Reduced sales from Derwent Park Water Reuse facility (\$8).

Reimbursements - \$67 under budget

Derwent Entertainment Centre events (\$60), reimbursement on KGV commercial leases not billed (\$9), lower aquatic centre reimbursements (\$3) and stormwater private works not undertaken (\$2) offset by recovered land tax on Derwent Park Water Reuse facility (\$11).

Other Income - \$181 under budget

Administration fees for the SFL billing not yet received (\$53), contribution for Southern Water not yet received (\$39), Derwent Entertainment Centre sponsorship not received (\$30), delayed vehicle changeover trade-ins (\$53) and no land & property sales (\$5).

Internal Income - \$4 over budget

Substantially on budget for the month.

**REVENUE - COMMENTS FOR YTD VARIANCE:
(\$'000)**

Rates - \$22 under budget

No supplementary rates raised (\$15), reduced interest on overdue amounts (\$5) and administration fees for the SFL remission not yet received (\$2).

Statutory Charges - \$110 over budget

Increased revenue from planning services (\$33), building applications (\$27), plumbing applications (\$27) and building governance (\$67) offset by reduced dog registrations (\$46) and public compliance (\$4).

User Charges - \$90 over budget

Revenue from Derwent Entertainment Centre events (\$221), KGV soccer (\$15), kerbside waste collection (\$13), car parking licence (\$12) and many smaller variances in the range \$1-\$5 (\$66) offset by lower landfill fees (\$118), KGV commercial leases (\$96).

Grants Subsidies - \$266 under budget

Capital grant funding not yet received (\$380) offset by childcare centres (\$75), blackspot funding (\$39), AEDC Action Reflection Project (\$7) and Carols-by-Candlelight (\$6).

Investment Income - \$99 under budget

TasWater tax dividend is yet to be received (\$88) and reduced return on interest from term deposits (\$11).

Water Wastewater Charges – \$29 under budget

Reduced Derwent Park Water Reuse sales.

Reimbursements - \$58 under budget

Derwent Entertainment Centre events (\$39), KGV commercial leases (\$36) offset by reimbursed stormwater private works (\$4) and recovered land tax on Derwent Park Water Reuse facility (\$8).

Other Income - \$4 under budget

Derwent Entertainment Centre sponsorship not yet received (\$30), planning services miscellaneous (\$8) and no revenue from Elwick road flats (\$4) offset by fleet & equipment sales (\$21) and childcare centres (\$17).

Internal Income - \$14 over budget

Substantially on budget YTD.

Monthly Profit and Loss Summary								
Expenditure \$'000	Actual Month	Budget Month	Variance Month	Actual YTD	Budget YTD	Variance YTD	% Variance	
Finance Charges	24	50	26	98	130	31	24%	
Employee Costs	1,772	1,660	(112)	6,899	6,589	(310)	-5%	
Admin Office Costs	245	431	185	2,343	2,495	152	6%	
Materials, Contractors & Other	792	853	61	2,867	3,258	391	12%	
Depreciation	1,142	1,197	55	4,568	4,790	223	5%	
Rates Expenses	0	0	0	1,333	1,333	(0)	0%	
Internal Expenses	154	148	(5)	2,474	2,484	9	0%	
Total Expenditure	4,129	4,338	210	20,582	21,079	497	2%	
Total Surplus (Deficit)	(2,910)	(3,112)	202	25,642	25,411	232	1%	

**EXPENDITURE - COMMENTS FOR MONTHLY VARIANCE:
(\$'000)**

Finance Charges - \$26 under budget

Derwent Park Water Reuse loan interest budgeted quarterly in advance but accrued monthly (\$22) and GCC loan interest (\$2) will align when December repayments are made offset by lower bank charges (\$2).

Employee Costs - \$112 over budget

Costs relating to filling positions on an acting basis (\$43) and casual placements (\$32) offset by lower overtime (\$2). Possible over-recovery of on-costs charged to the relevant cost centres is also being investigated.

Admin Office Costs - \$185 under budget

Software support (\$49), electricity supply (\$31), internal audit (\$18), insurance (\$12), rates legal costs (\$10), staff development (\$14) and many smaller variances in the range \$1-\$5 (\$66) offset by unbudgeted legal costs (\$14).

Materials, Contractors & Other - \$61 under budget

Several larger projects and many smaller projects contribute to the overall variance with the larger contributors being kerbside waste disposal (\$25), office rental (\$20), greenwaste (\$16) well workforce (\$16), water & sewer rates (\$15), safety training (\$14) offset by waste services (\$34), kerbside recycling (\$32) Derwent Entertainment Centre (\$44) and aquatic centre (\$17).

Depreciation and Asset Write-off - \$55 under budget

Some projects for which depreciation has been budgeted are still on-going and have not yet been capitalised.

Rates Expenses - \$0

Substantially on budget for the month.

Internal Expenses - \$5 over budget

Substantially on budget for the month.

**EXPENDITURE - COMMENTS FOR YTD VARIANCE:
(\$'000)**

Finance Charges - \$31 under budget

Derwent Park Water Reuse loan interest budgeted quarterly in advance but accrued monthly (\$20) and GCC loan interest (\$11) will align when December repayments are made.

Employee Costs - \$310 over budget

Costs relating to filling positions on an acting basis (\$157) and casual placements (\$123) offset by lower overtime (\$39). Possible over-recovery of on-costs charged to the relevant cost centres is also being investigated.

Admin Office Costs - \$152 under budget

Aldermanic savings (\$120), GASP Contribution Jan-Jun yet to be paid (\$47), Derwent Park Water Reuse savings (\$60), electricity supply savings (\$33), EMPCA fee not yet paid (\$30), STC Secretariat fees not yet paid (\$24), regional waste membership not yet paid (\$28), internal audit yet to be incurred (\$29), software support savings (\$25) and many smaller variances in the range \$1-\$5 (\$52) offset by higher than budgeted insurance premiums (\$180), legal expenses (\$54) and Technology One upgrade paid early (\$82).

Materials, Contractors & Other - \$391 under budget

Kerbside waste disposal (\$79), Derwent Park Water Reuse savings (\$50), landfill rehabilitation (\$35), greenwaste mulching (\$33), leachate monitoring (\$30), office rental (\$29), well workforce (\$26), stormwater long term modelling (\$25) and many smaller variances in the range \$1-\$20 (\$269) offset by local road maintenance (\$49), rural roads (\$39), recycling depot (\$37), service level review (\$36), aquatic centre (\$35).

Depreciation and Asset Write-off - \$223 under budget

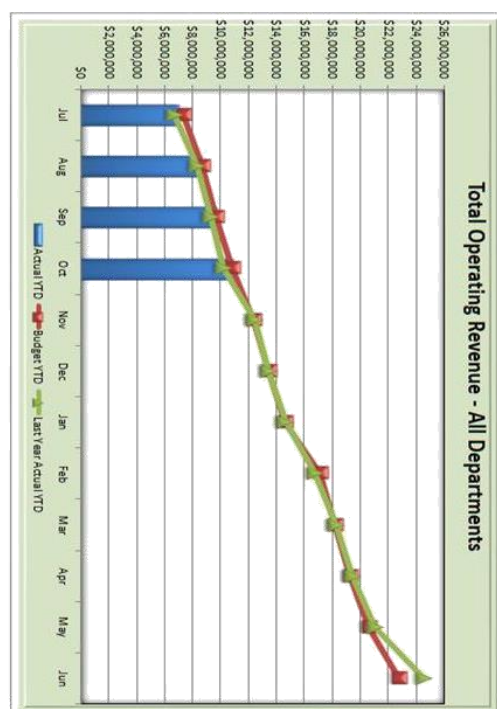
Some projects for which depreciation has been budgeted are still on-going and have not yet been capitalised.

Rates Expenses - \$0

Substantially on budget for the month.

Internal Expenses - \$9 under budget

Substantially on budget for the month.

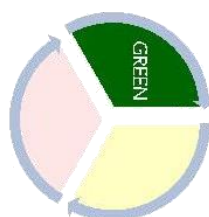


Total Operating Revenue - Graph 1
Total revenue earned by all areas of the council compared to budget – excluding Rates and Fire Levy.

Responsible: Executive Leadership Team

-	Actual YTD	\$'000
-	Budget YTD	\$10,907
-	Over Budget	\$10,893
-		\$14

Refer to comments on page 6-7.

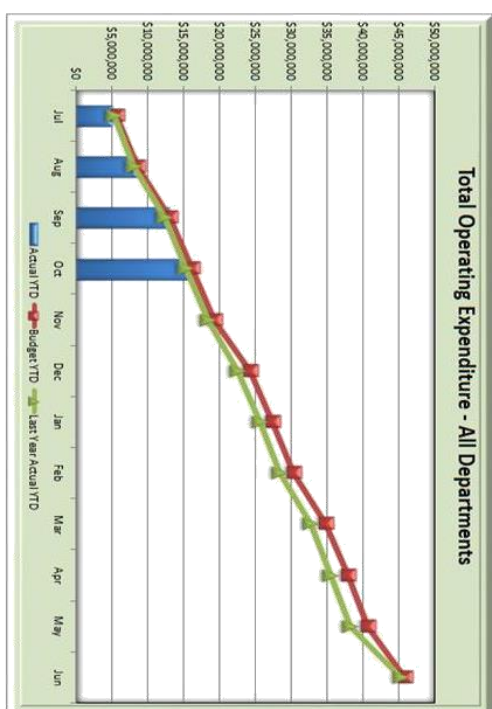
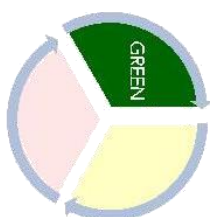


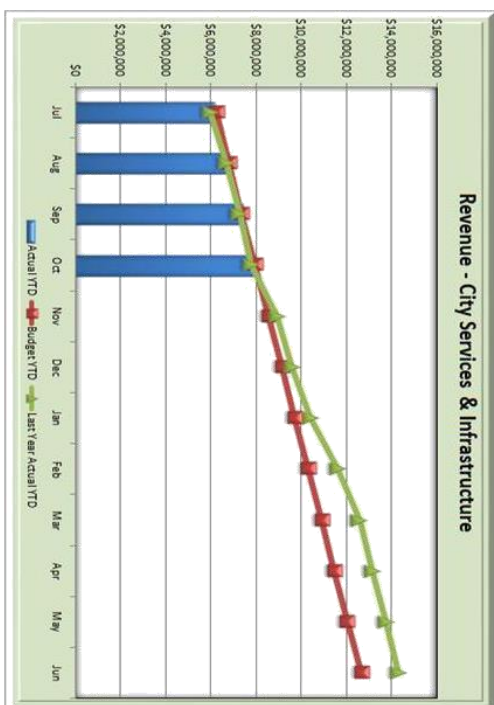
Total Operating Expenditure – Graph 2
Total operating expenditure for all areas of the council compared to budget – excluding Depreciation.

Responsible: Executive Leadership Team

-	Actual YTD	\$'000
-	Budget YTD	\$16,003
-	Under Budget	\$16,289
-		\$286

Refer to comments on page 9-10.



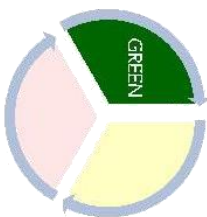


City Services and Infrastructure Revenue - Graph 3
Total revenue for City Services and Infrastructure compared to budget.

Responsible: Director City Services and Infrastructure

	\$'000
- Actual YTD	\$8,032
- Budget YTD	\$7,980
- Over Budget	\$52

Refer to Comments on page 6-7.



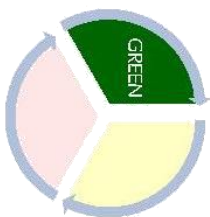
City Services and Infrastructure Expenditure - Graph 4

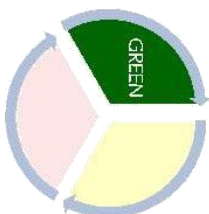
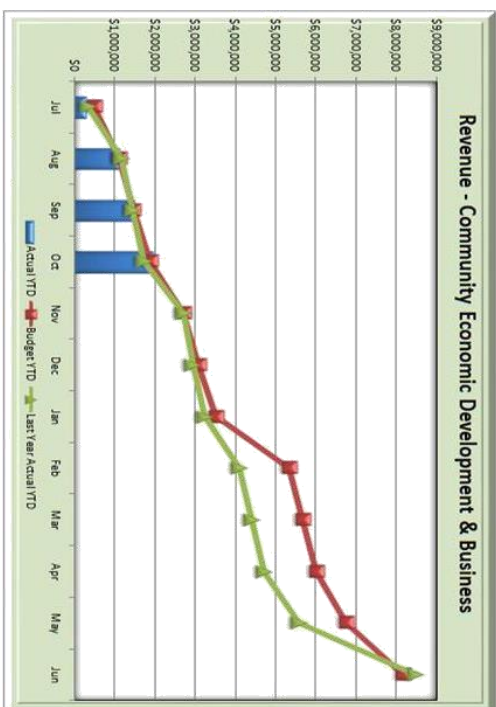
Total expense for City Services and Infrastructure compared to Budget.

Responsible: Director City Services and Infrastructure

	\$'000
- Actual YTD	\$8,219
- Budget YTD	\$8,666
- Under Budget	\$447

Refer to comments on page 9-10.



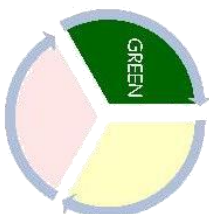
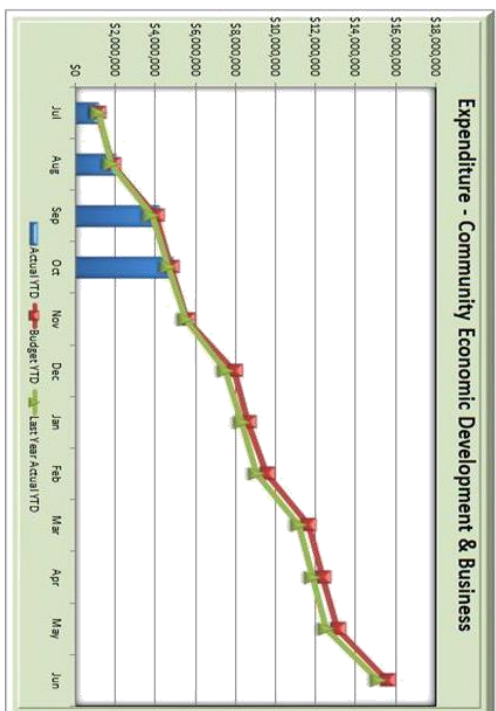


Community Economic Development and Business
Revenue – Graph 5
Total revenue of Community Economic Development and Business, compared to budget

Responsible: Director Community Economic Development and Business

-	Actual YTD	\$1,996
-	Budget YTD	\$1,899
-	Over Budget	\$97

Refer to Comments on page 6-7.

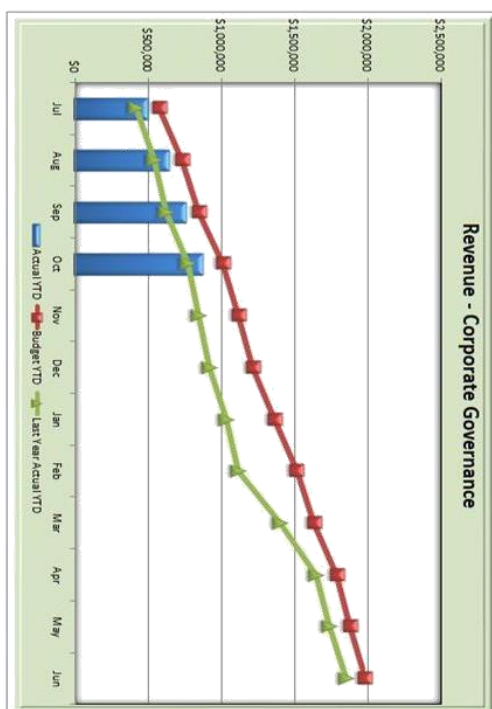


Community Economic Development and Business
Expenditure – Graph 6
Total expense for Community Economic Development and Business compared to budget

Responsible: Director Community Economic Development and Business

-	Actual YTD	\$4,934
-	Budget YTD	\$4,789
-	Over Budget	\$145

Refer to comments on page 9-10.

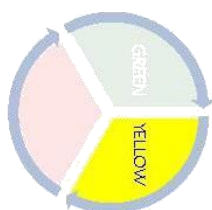


Corporate Governance Revenue - Graph 7
Total revenue for Corporate Governance compared to budget.

Responsible: Director Corporate Governance

-	Actual YTD	\$'000
-	Budget YTD	\$879
-	Under Budget	\$1,013
-		\$134

Refer to Comments on page 6-7.

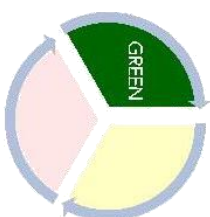


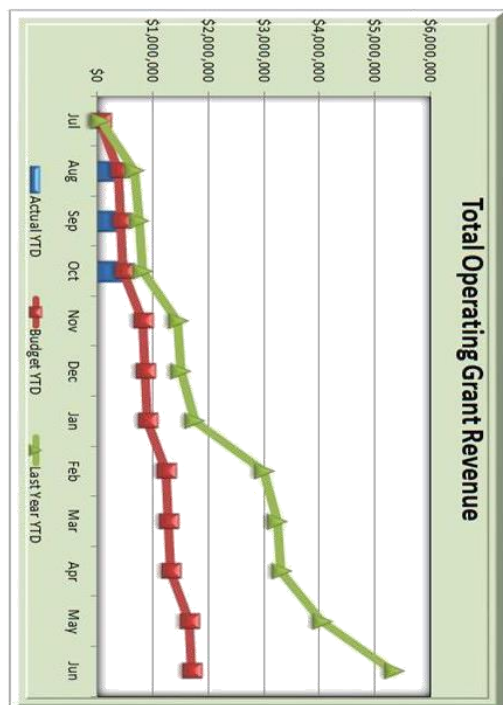
Corporate Governance Expenditure - Graph 8
Total expense for Corporate Governance compared to budget.

Responsible: Director Corporate Governance

-	Actual YTD	\$'000
-	Budget YTD	\$2,849
-	Over Budget	\$2,834
-		\$15

Refer to comments on page 9-10.





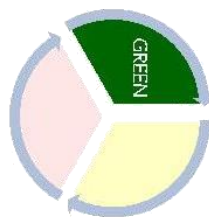
Operating Grants Revenue - All Departments – Graph 9

The total of operating grants revenue received from Government

Responsible: Executive Leadership Team

-	Actual YTD:	\$'000
-	Budget YTD:	\$542
-	Over Budget:	\$468
-		\$74

Refer to comments on page 6-7.



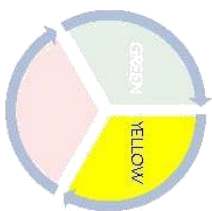
Capital Grants Revenue - All Departments – Graph 10

The total of capital grants revenue received from Government

Responsible: Executive Leadership Team

-	Actual YTD:	\$'000
-	Budget YTD:	\$39
-	Under Budget:	\$380
-		\$341

Refer to comments on page 6-7.

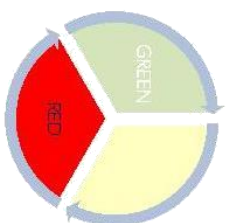
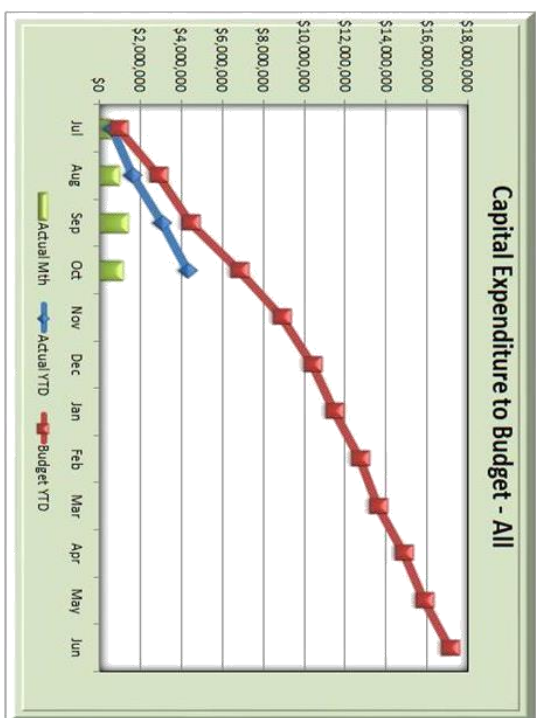




Glenorchy City Council

Balance Sheet Corporate Performance Indicators

October 2017

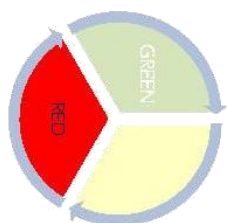
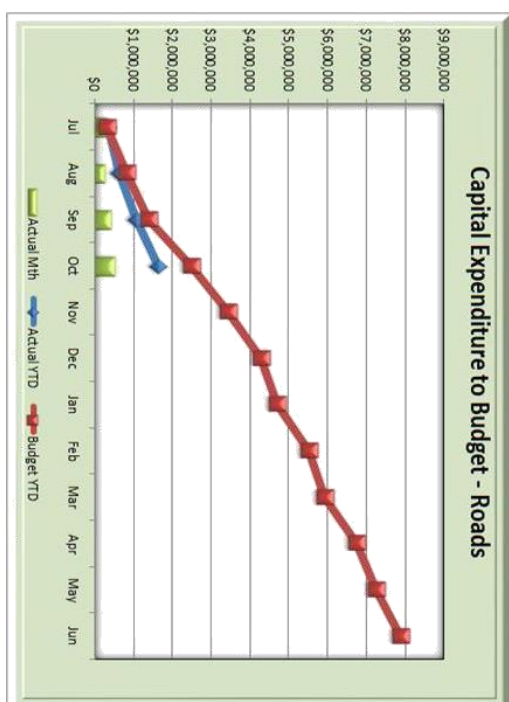


Total Capital Expenditure – Graph 11
Total Capital expenditure compared to budget.

Responsible: Executive Leadership Team

-	Actual YTD	\$'000
-	Budget YTD	\$4,296
-	Under Budget	\$6,810
		\$2,514

Refer pages 18-19. Additional information regarding capital variances is contained in Appendix B.

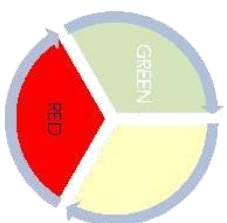
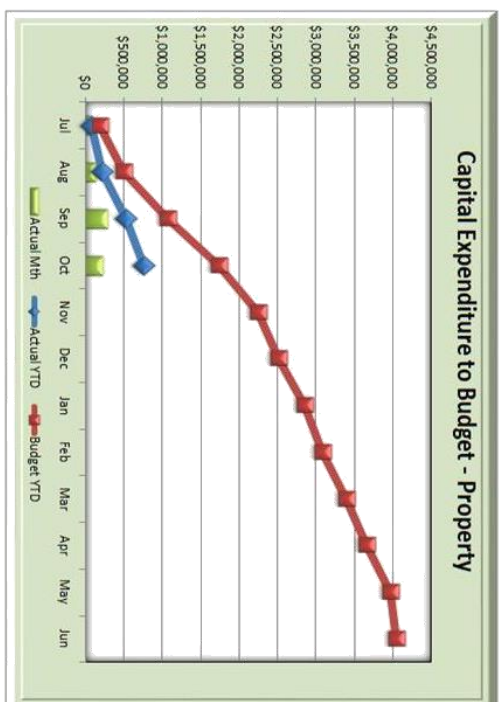


Capital Expenditure - Roads – Graph 12
Total expenditure for roads compared to budget

Responsible: Director City Services and Infrastructure

-	Actual YTD	\$1,637
-	Budget YTD	\$2,499
-	Under Budget	\$862

Additional information regarding capital variances is contained in Appendix B.

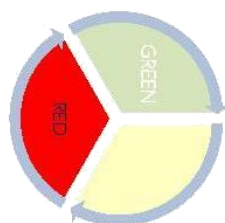
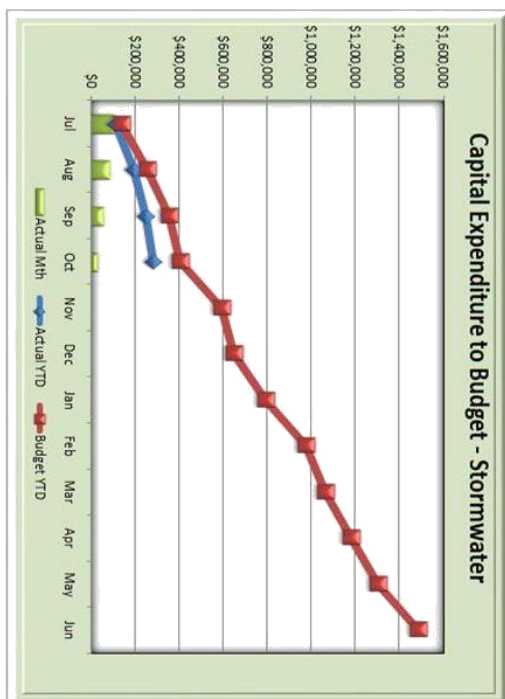


Capital Expenditure – Property – Graph 13
Total expenditure for property compared to budget

Responsible: Director Corporate Governance

-	Actual YTD	\$772
-	Budget YTD	\$1,735
-	Under Budget	\$963

Additional information regarding capital variances is contained in Appendix B.



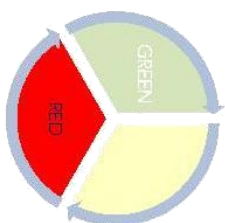
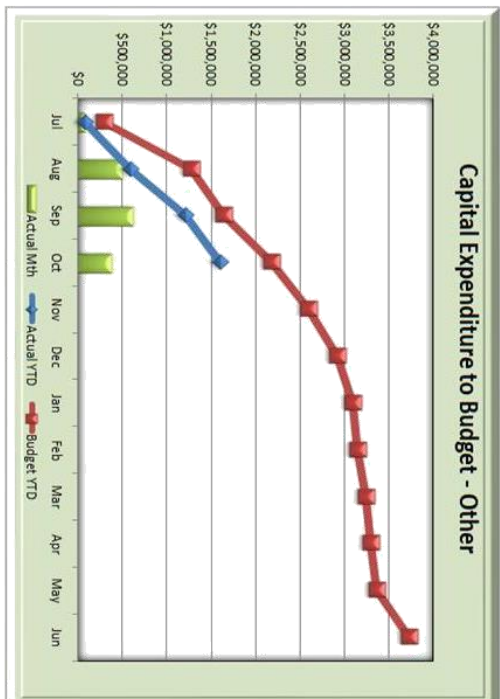
Capital Expenditure – Stormwater – Graph 14

Total expenditure for storm water compared to budget

Responsible: *Director City Services and Infrastructure*

-	Actual YTD	\$'000
-	Budget YTD	\$401
-	Under Budget	\$119

Additional information regarding capital variances is contained in Appendix B.



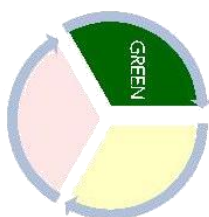
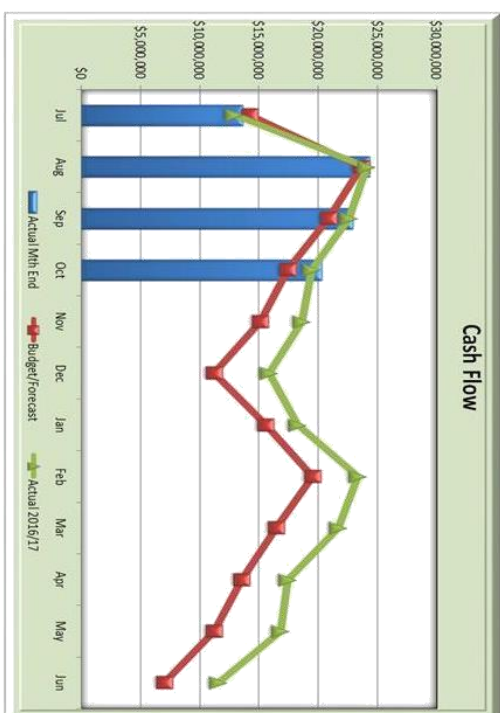
Capital Expenditure – Other (e.g. capital grants, technology, plant and equipment etc.) – Graph 15

Total expenditure for other capital compared to budget

Responsible: *Director Community Economic Development and Business*

-	Actual YTD	\$'000
-	Budget YTD	\$2,176
-	Under Budget	\$571

Additional information regarding capital variances is contained in Appendix B.



Cash Flow Movement - Graph 16

Total cash assets available (cheque account, cash floats and short term deposits), compared to budget and last year.

Responsible: Director Community Economic Development and Business

-	Actual Cash	\$20,354
-	Budget	\$17,412
-	Variance	\$2,942

Interest Earned - Graph 17

Total interest earned (accrued and received) compared to budget.

Responsible: Director Community Economic Development and Business

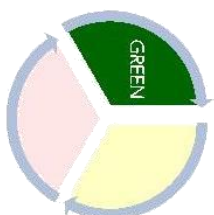
-	Actual YTD	\$126
-	Budget YTD	\$139
-	Under Budget	\$13

Effective Interest Rate: 2.30%

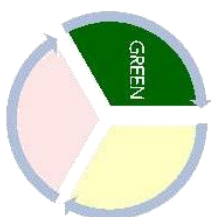
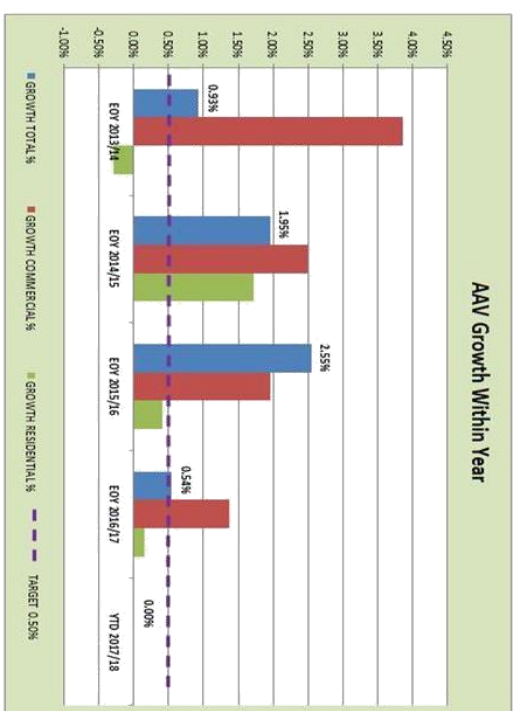
Benchmark:

RBA Cash Rate (currently 1.50%) + 0.50% = 2.00%

Investment Profile			
Maturity	Total Amount	Average Rate	
Cash on hand	\$ 99,906	0.00%	
At call	\$ 5,207,794	1.45%	
30 - 60 days	\$ 546,472	1.45%	
61 - 90 days	\$ 9,500,000	2.40%	
91 - 120 days	\$ 3,000,000	2.39%	
120+ days	\$ 2,000,000	2.50%	
Total	\$ 20,354,171	2.30%	



Loan Profile		
Maturity Date	Rate	Loan Balance YTD
15-Jun-21	4.84%	\$ 700,985
15-Jun-22	6.76%	\$ 672,177
15-Dec-17	2.67%	\$ 253,195
15-Jun-18	4.78%	\$ 426,099
15-Jun-27	4.75%	\$ 252,001
30-Jun-22	5.01%	\$ 2,863,853
Total		\$ 5,168,311



Interest Expense – Graph 18

Total interest expense (accrued and paid) compared to budget.

Responsible: Director Community Economic Development and Business

-	Actual YTD	\$75
-	Budget YTD	\$106
-	Variance	\$31

Refer to comments on page 9-10

Annual Growth in AAV – Graph 19

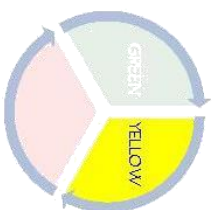
A comparison of the annual growth in the Assessed Annual Value (AAV) for Commercial, Residential and Overall Total for a five year period

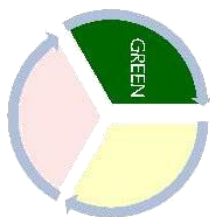
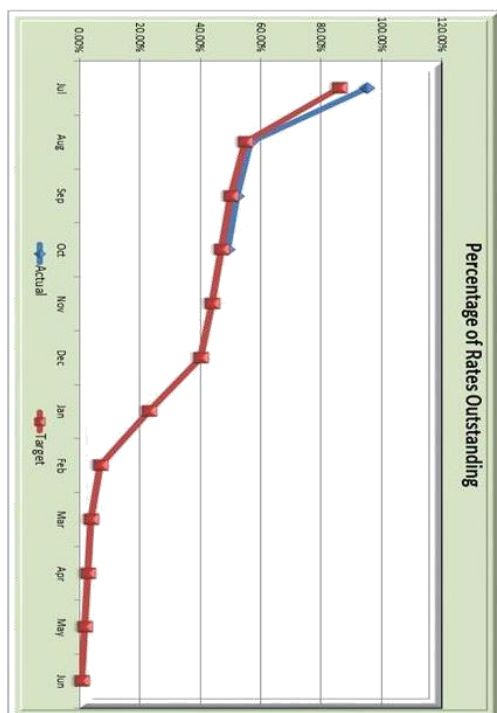
Responsible: Director Community Economic Development and Business

-	Commercial Growth YTD	0.00%
-	Residential Growth YTD	0.00%
-	Overall Total Growth YTD	0.00%

Note: Supplementary valuations are being processed in November and will be reflected in next months report.

Target: 0.50% AAV overall growth within the year
Source: Supplementary Valuations by the Valuer-General





Percentage of Invoiced Rates Outstanding - Graph 20

Shows the percentage amount of invoiced rates not paid.

Responsible: Director Community Economic Development and Business

-	Actual YTD:	48.9%
-	Target YTD:	47.0%
-	Variance:	1.9%
Total outstanding at month end:		\$'000
		\$17,290
Arrears as at:		
2016/17	This month:	Last month: Movement:
2015/16	\$153	\$172 (\$19)
2014/15	\$84	\$86 (\$2)
2013/14+	\$26	\$27 (\$1)
TOTAL	\$3	\$3 \$0
	\$266	\$288 (\$22)

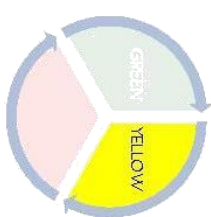
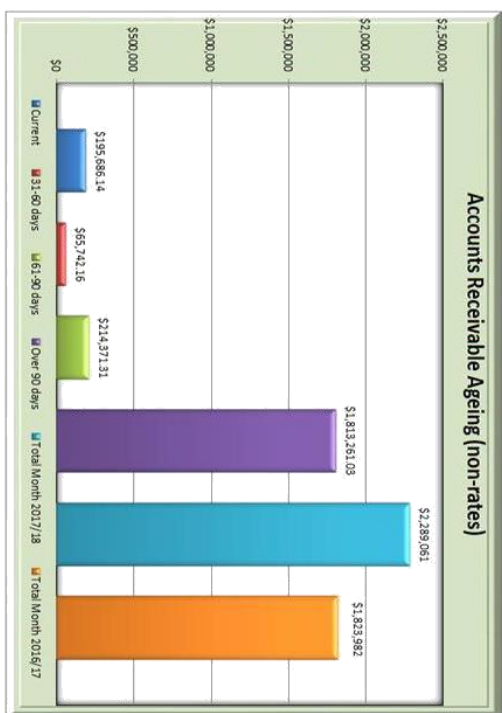
Accounts Receivable (AR) - Graph 21

A monthly summary of the level of money owing to council for non rate income.

Responsible: Director Community Economic Development and Business

-	Total at month end:	\$'000
-	% of AR 61 days & over:	\$2,289
		88.5%
Target <25% for 61 days and over (excluding property debts)		

Comment Major component is \$1.6m contractor debt which has been allowed for as a doubtful debt in the annual accounts. There is also \$1.21k in unpaid KGV commercial tenancy rental invoices.

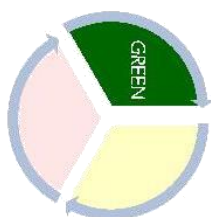
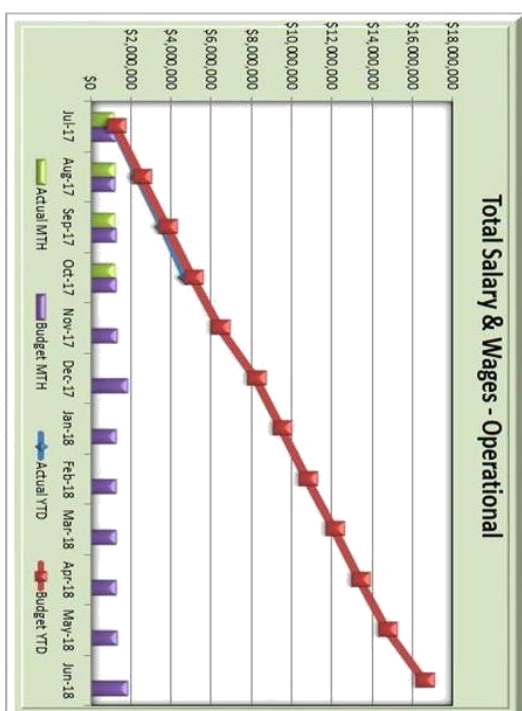




Glenorchy City Council

People & Safety Corporate Performance Indicators

October 2017

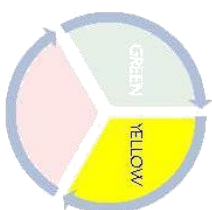


Total Salaries & Wages - Operational Projects
 (*normal time & annual leave) – Graph 22
 Total operational normal time salary costs compared to budget but excluding Other Employment Costs

Responsible: Executive Leadership Team

-	Actual YTD	\$'000
-	Budget YTD	\$4,766
-	Under Budget	\$5,074
-		\$308

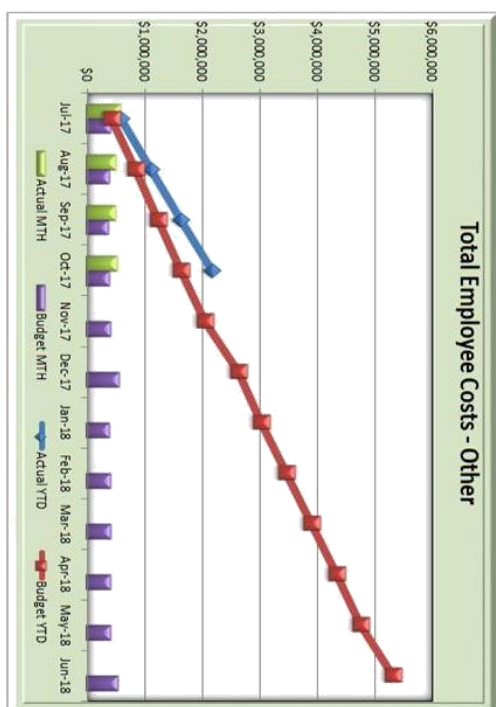
*see Graph 24 for Other Employment costs (eg overtime, casuals, on-costs, training, allowances etc.)



Salaries & Wages & Other Employment Costs – Capital Projects – Graph 23
 Total salary and other employment costs for capital projects compared to budget

Responsible: Executive Leadership Team

-	Actual YTD	\$'000
-	Budget YTD	\$969
-	Under Budget	\$1,474
-		\$505



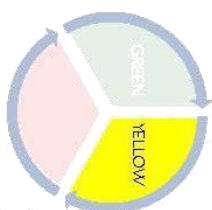
Other Employment Costs – Operational Projects – Graph 24

Total operational other employment costs compared to budget (eg overtime, relief/casuals, on-costs, training, allowances, medicals etc.)

Responsible: Executive Leadership Team

-	Actual YTD	\$'000
-	Budget YTD	\$2,166
-	Over Budget	\$1,634
-		\$532

Note: A review of the on-cost calculation is underway to ensure an over-recovery against relevant cost centres is not occurring.

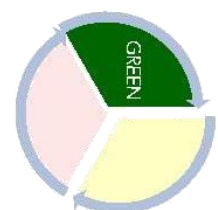


Permanent Staff Turnover Rate – Graph 25

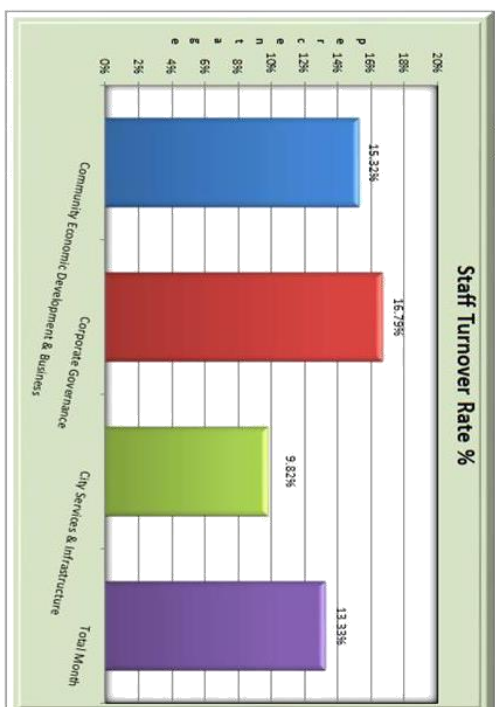
Total staff turnover is the total number of terminations over the last twelve months divided by the number of staff as at the last day of the month. This ratio represents the percentage of our total workforce who leave the council.

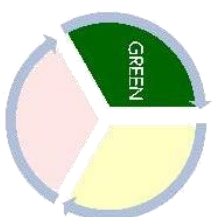
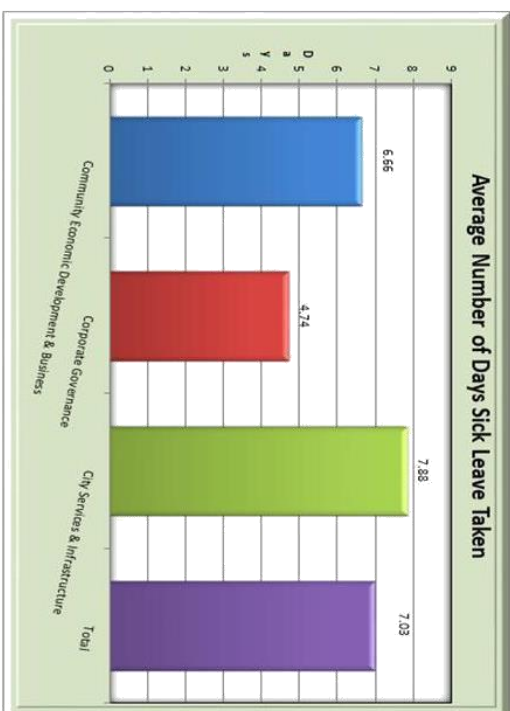
Responsible: Executive Leadership Team

Rolling 12 month av. turnover rate calculations used



	10/2017	10/2016
Rolling 12 month turnover rate	13.33%	11.41%
Benchmark: LGAT All Tasmanian Councils Group Average (2007/08) recorded	15.20%	



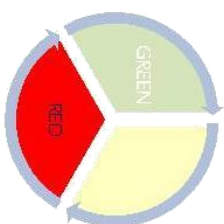
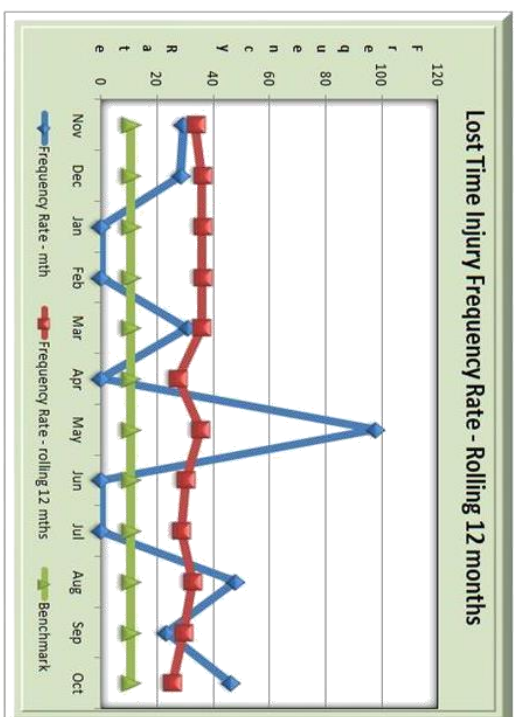


Average Number of Days Sick Leave Taken – Graph 26

For each department: Total number of days sick taken divided by number of staff for previous 12 months. This ratio represents the number of sick days per year / per person on average.

Responsible: Executive Leadership Team

- Total average sick leave days taken last 12 months:
 - 12 month average at Oct 2017 – 6.63 days
 - 12 month average at Oct 2016 – 7.55 days
- Benchmark:** LGAT All Tasmanian Councils Group
Average (2007/08) recorded: 6.80 days



Lost Time Injury Frequency Rate - Graph 27

The Lost Time Injury Frequency Rate is the number of lost time claims per one million hours worked for permanent, casual and overtime staff.

Responsible: Executive Leadership Team

- Claims per 1 million hours worked:
- Rolling 12 month average (Nov – Oct): 46.37
 - Current month: 25.34
- Benchmark:** Work Cover Tasmania All Industries
(2010/11) recorded: 10.80 claims.

Capital Expenditure Summary				31/10/2017
(\$'000)				
2017/18 Capital Budget Year to Date				\$6,810
2017/18 Capital Year to Date Expenditure				\$4,296
Total Over/(Under) Spend				(\$2,514)
Total Over/(Under) Spend Comments				
Roads Capital - Under Budget \$862				
<i>Primary under/over project budgets:</i>				
Urban Pavement Repairs - Major	100001	Timing difficult to predict for proactive capital works		(\$31,114)
Terry St Carpark Extension	100073	Stormwater costs \$50k to be allocated to project 100134		\$25,969
Chicanegate changes for cycleway	100284	Awaiting contractor to complete works		(\$64,492)
Creek Rd Footpath	100286	Works delayed - to commence November 2017		(\$336,668)
Moorina Crescent	100295	Works to be rescheduled		(\$75,000)
Sinclair Ave - #22 to #46	100296	Works brought forward - was budgeted for March 2018		\$138,112
Adelphi Road (House Number 51 To House Number 67)	100462	Works to be rescheduled		(\$37,154)
Burrows Avenue (Springfield Avenue To House Number 19)	100466	Works rescheduled - to commence November 2017		(\$51,855)
Carnegie Street (House Number 44 To House Number 33)	100467	Works to be rescheduled		(\$23,000)
Church Road (Collinsvale Road To Nelsons Road)	100468	Works to be rescheduled		(\$28,900)
Laguna Place (Gepp Parade To House Number 9)	100475	Works brought forward - was budgeted for November 2017		\$41,483
Lennox Avenue (Culloden Avenue To Ashbolt Crescent)	100476	Works brought forward - was budgeted for December 2017		\$75,925
Lennox Avenue (Lime Road To Ledwell Street)	100477	Works brought forward - was budgeted for December 2017		\$95,258
Lucinda Parade (House Number 6 To House Number 20)	100478	Works brought forward - was budgeted for December 2017		\$26,608
Miranda Place (O'Brien Street To End Of Road)	100481	Works brought forward - was budgeted for December 2017		\$20,248
Mimosa Court (Marys Hope Road To End Of Road)	100494	Works rescheduled - to commence May 2018		(\$70,965)
Falcon Road (House Number 1 To Kestrel Street)	100500	Works brought forward - was budgeted for November 2017		\$86,162
Central Avenue (Fleurs Street To Clifford Street)	100501	Works brought forward - was budgeted for January 2018		\$29,881
Bowen Road (Brooker Highway To Blair Street)	100503	Works rescheduled - to commence February 2018		(\$158,400)
Elmsleigh Road (Lampton Avenue To House Number 20)	100504	Works rescheduled - to commence February/March 2018		(\$114,500)
Florence Street (Loscombe Court To Beresford Place)	100505	Works to be rescheduled		(\$40,000)
Main Rd Claremont Access Parking - Claremont Hall	100514	Works delayed - commenced October 2017		(\$36,446)
Somerdale Road Claremont Turning Facility	100515	Works delayed - design completed and awaiting works scheduling		(\$57,360)
Springfield/Charles Traffic Management	100519	Works rescheduled - awaiting final design and to commence in March/April 2018		(\$69,578)
Integrated Care Footpath Contribution	100600	Works rescheduled - cannot be done until Glenorchy Integrated Care Centre facility completed in March 2018		(\$53,262)
Main Rd Granton Pathway Extension - Stage 2	100605	Works delayed - project still in design phase		(\$61,840)
Property Capital - Under Budget \$963				
<i>Primary under/over project budgets:</i>				
State Government Grant - Public Space Revitalisation	100167	Works rescheduled - to commence November 2017 with an expected carry forward into 2018/19		(\$127,990)
Park Embellishment	100251	Recommend project deferred for carry forward into 2018/19		(\$42,702)
Playground Equipment Upgrade	100252	Works on-going - progressive drawdown of budget up to June 2018		(\$67,096)
Accessible WC Upgrade	100255	Works brought forward - was budgeted for May 2018 commencement		\$34,661
Building Refurbishment	100256	Works brought forward - was budgeted for May 2018 commencement		\$43,535
Sport and Rec Match Grant Funding	100257	Works rescheduled - to commence November 2017 with an expected carry forward into 2018/19		(\$50,336)
Pathway Network Upgrade	100258	Works rescheduled - to commence February 2018		(\$23,998)
Eady Street Masterplan	100259	Recommend project deferred for carry forward into 2018/19		(\$20,000)
Montrose Bay Jetty Pontoon	100260	Works rescheduled - to commence February/March 2018		(\$105,961)
Wilkinson Point Lighting (Security)	100261	Works to be rescheduled		(\$31,133)
Montrose Bay WC Completion	100262	Works to be rescheduled		(\$167,319)
Glenorchy Skate Park Advancement	100263	Works rescheduled - to commence February 2018 with an expected carry forward into 2018/19		(\$30,000)
DEC Roof - Partial Replacement	100268	Works to be rescheduled - under resource of staff to undertake project		(\$40,000)
Glenorchy Skate Park Relocation - Grant	100455	Works rescheduled - to commence February 2018 with an expected carry forward into 2018/19		(\$165,817)
North Chigwell Sports Ground Lighting	100457	Project in final stages of completion with expected final costs in November 2017		(\$45,341)
DEC Projects from Business Plan	100531	No further works planned at this stage - may be carry forward into 2018/19		(\$23,339)
KG V Sports & Community Predict - Advtg & Cons	100603	Ongoing costs to the KG V project from 2016/17 - no budget allocated as it was expected to be completed		\$52,548
Council Offices - Air Conditioning System	100612	Report commissioned - works to be scoped 2017/18 with an expected carry forward into 2018/19 Expected carry forward		(\$60,000)
Tolosa Park Landscaping	100614	Design & consultation stage in February 2018 with expected carry forward into 2018/19 & 2019/20		(\$25,247)
Stormwater Capital - Under Budget \$119				
<i>Primary under/over project budgets:</i>				
Terry St Car Park Extension - S/W	100134	Completed - awaiting allocation of costs from project 100073		(\$51,000)
Weston PL SW Relining	100577	Works brought forward - was budgeted for April 2018 commencement		\$26,573
Cadbury Car Park SW Upgrade	100580	Completed - awaiting allocation of costs from project 100290		(\$99,298)
Other Capital - Under Budget \$571				
<i>Primary under/over project budgets:</i>				
External Web Site Redevelopment	100362	Revised implementation date November 2017		(\$52,248)

Capital Expenditure Summary			31/10/2017
Technology One - Re-Implementation	100363	Project delayed until second half 2017/18	(\$185,043)
Replacement of PC Equipment	100423	Balance of budget to be expended in second half 2017/18	(\$44,853)
Telephony Replacement	100424	Project brought forward by one month	\$159,456
T1 Employee Development Module	100426	Project delayed until second half 2017/18	(\$23,726)
PINFORCE Technology	100609	Awaiting contract finalisation	(\$22,480)
Cat 1 - Single Cab Ute - GCC5057	100540	Delayed - now February delivery and March 2018 invoicing	(\$29,300)
Cat 1 - Single Cab Ute 4x2 - GCC5147	100541	Delayed - now January delivery and February 2018 invoicing	(\$30,311)
Cat 2 - Dualcab Ute 4x2 - GCC5196	100543	Deferred - until new Supervisor positions filled	(\$30,847)
Cat 1 - Single Cab Ute - GCC5237	100544	Deferred - until new Supervisor positions filled	(\$29,372)
Cat 1 - Single Cab Ute - GCC527	100545	Delivered - to be invoiced November	(\$30,311)
Cat 1 - Single Cab Ute - GCC5325	100546	Delayed - now November delivery and December 2017 invoicing	(\$29,302)
Cat 1 - Single Cab Ute - GCC5405	100547	Requested to hold until new Supervisor positions filled	(\$29,971)
Cat 1 - Single Cab Ute - GCC5456	100548	Delivered - to be invoiced November	(\$29,971)
Cat 8 - Dualcab Ute 4x4 - GCC5496	100549	Deferred - until new Supervisor positions filled	(\$37,696)
Cat 1 - Single Cab Ute - GCC5526	100550	Delivered - to be invoiced November	(\$29,372)
Cat 1 - Single Cab Ute - GCC5655	100551	Delayed - now January delivery and February 2018 invoicing	(\$29,328)
Cat 8 - Xtra Cab Ute 4x4 - GCC5685	100552	Delayed - now November delivery and December 2017 invoicing	(\$46,125)
Cat 5 Vehicle F5091	100630	Employment contract entitlement	\$35,771
DPR - Treatment Plant Driveway Concrete	100587	Deferred - awaiting outcome of facility review	(\$40,000)

Emergency/Unforeseen Projects Commenced (No budget allocated in 2017/18)
Funded from IMG Unallocated Capital a/c \$400,000

Project Number	Description	Budget Approved	Comments
100629	Bushfire Management 4WD Vehicle	\$43,002	GM Approved 27/6/2017
100457	North Chigwell Sports Ground Lighting	\$60,000	IMG Approved 24/8/2017
100632	Eady Street Sports Ground Drainage	\$15,000	IMG Approved 24/8/2017
100638	Two-Way Radio Replacement	\$7,117	IMG Approved 28/9/2017
100645	Collinsvale School Car Park Line Marking	\$8,000	IMG Approved 24/10/2017
Total		\$133,119	

Emergency/Unforeseen Projects Commenced (No budget allocated in 2017/18)
Funded from Reserve funds

Project Number	Description	Estimated Full Cost of Project	Comments
	None		
Total		\$0	

Budgeted 2017/18 projects that will not be undertaken this Financial Year

Project Number	Description	Annual Budget	Comments
	None		
Total		\$0	

Purchasing Exemption Register

26 October 2017 – 22 November 2017

Regulation 28(j) *Local Government (General) Regulations 2015*

(requirement to report to Council where goods or services purchased in circumstances where a public tender or quotation process is not used)

Date	Supplier	Amount (ex GST)	Exemption Clause	Reason	Requested by	Approved by	Title
31/10/2017	Sugden & Gee	\$ 15,444.00	(e) (f)	Supervision of King George V Project	C. Higgins	S. Scott	A/DCG
1/11/2017	GAP Business Consultant	\$2,112.00 (initial invoice, but ongoing arrangement)	(c)	Tech1Systems and Accounting Knowledge	C. French	D. Ronaldson	A/DCEDB
31/10/2017	Tifreno Builders Pty Ltd	\$28,975.00	(a)	Demolition of toilet block at former Berriedale Caravan Park after arson attack, pursuant to an emergency order.	S. Cooper	T. McMullen	A/GM
7/11/2017	Plan C	\$7,460.00	(c) (d)	Consultancy services to guide planning and development of agreements and operational documentation for the Glenorchy Multicultural Hub. Consultant was selected to original project through a full open tender process and had historical knowledge of the project.	D. Ronaldson	T. McMullen	A/GM
15/11/2017	Sugden & Gee	\$25,200.00	(e) (f)	Consulting services urgently needed for the highly-complex and problematic KGV project. Resignation of Project Manager; under-resourced Department, Need for Superintendent for the Project.	C. Higgins	T. McMullen	A/GM

Date	Supplier	Amount (ex GST)	Exemption Clause	Reason	Requested by	Approved by	Title
15/11/2017	Sugden & Gee	\$14,040.00	(e) (f)	Consulting services urgently needed for the highly-complex and problematic KGV project. Resignation of Project Manager; under-resourced Department, Need for Superintendent for the Project.	C. Higgins	T. McMullen	A/GM
15/11/2017	Wallace Wilkinson & Webster	\$18,500.00	(c) (e) (f)	Legal services under retainer agreement since 2012 to support recovery of overdue rates.	C. Higgins	T. McMullen	A/GM

Council and Glenorchy Planning Authority Meetings for 2018

Glenorchy Planning Authority	Monday	15 January	2018	1.00 p.m.
Council	Monday	15 January	2018	3.00 p.m.
Glenorchy Planning Authority	Tuesday	13 February	2018	3.00 p.m.
Council	Monday	26 February	2018	3.00 p.m.
Glenorchy Planning Authority	Tuesday	13 March	2018	3.00 p.m.
Council	Monday	26 March	2018	3.00 p.m.
Glenorchy Planning Authority	Monday	16 April	2018	3.00 p.m.
Council	Monday	30 April	2018	3.00 p.m.
Glenorchy Planning Authority	Monday	14 May	2018	3.00 p.m.
Council	Monday	28 May	2018	3.00 p.m.
Glenorchy Planning Authority	Tuesday	12 June	2018	3.00 p.m.
Council	Monday	25 June	2018	3.00 p.m.
Glenorchy Planning Authority	Monday	16 July	2018	3.00 p.m.
Council	Monday	30 July	2018	3.00 p.m.
Glenorchy Planning Authority	Monday	13 August	2018	3.00 p.m.
Council	Monday	27 August	2018	3.00 p.m.
Glenorchy Planning Authority	Monday	10 September	2018	3.00 p.m.
Council	Monday	24 September	2018	3.00 p.m.
Glenorchy Planning Authority	Monday	15 October	2018	3.00 p.m.
Council	Monday	29 October	2018	3.00 p.m.
Glenorchy Planning Authority	Monday	12 November	2018	3.00 p.m.
Council	Monday	26 November	2018	3.00 p.m.
Glenorchy Planning Authority	Monday	10 December	2018	3.00 p.m.
Council	December date to be confirmed			

Outstanding Actions List: Open Council Meeting

Outstanding Action List - Open Council Meeting

Council Meeting Date	Item No.	Subject / Issue	Council Adopted Action	Directorate	Comments / Update	Estimated Completion Date
0/06/2014	22.3	Notice of Motion - Alderman C. Lucas - 2 - Car Parking Strategy	Council provide a report on current Car parking strategy in the City commercial precincts including: 1. The present parking strategy for the future of the city, and any proposed changes. 2. Details Cash-In-Lieu payments in Commercial areas, Glenorchy precinct, Moonah and Claremont – including total fees collected and numbers of spaces-in-lieu by year since the year 2000. 3. Any feedback received from developers. 4. How application of this policy and fee levels relate to the Regional Planning scheme. 5. A schedule of fee rates for all Southern councils.	CSI	Council approved the draft Strategy for public consultation on 13 June 2017. Public Consultation on the draft Strategy was completed on 28 July 2017. The final version of the Strategy will be presented to Council at the current meeting (27 Nov 2017)	Complete (subject to adoption of recommendations)
1/09/2014	13.4	Question on Notice - Alderman K. Johnston (Relates to Notice of Motion - Alderman K. Johnston - CCTV Evaluation (12 February 2013))	That a report be prepared by the Director Community, Economic Development & Business following consultation with Tasmania Police with respect to the Closed Circuit TV system. That the CCTV system be evaluated every six months and a report produced with a range of identified KPIs. That Council as a priority develop and adopt CCTV system operating procedures and protocols. (refer to Question On Notice for specific details)	CSI / CEBD	The physical work regarding the CCTV cameras has been completed by Council. A detailed report is included with the papers for this meeting regarding the completion of this project. It is suggested that this item can now be removed from the Action List.	Complete
1/06/2015	13.3	Notice of Motion Alderman M. Stevenson	That a brief projects and major operational items summary be provided at each Council meeting.	General Manager	Blackadder Consultants provided a draft report to Council on 27 December 2016. The draft report has been circulated to departmental managers who are currently formulating a structure for the reporting model. The reporting model and potential actions will be presented to Council at a future meeting.	To be advised
1/07/2016	11	Acquisition and Disposal of Land - Bosco Drive AND Dalmacia Place	That Council: APPROVE Council Officers negotiations and settlement of the purchase of private land at 2/1 Dalmacia Place for the purpose of allowing Council to formalise and maintain a public walkway through Dalmacia Place to Bosco Drive APPROVE Council Officers to continue negotiations to dispose of part of the public land at 23 Bosco Drive for the purpose of extending the private rear yard of 19 Bosco Drive, subject to the compliance of the requirements of section 178 of the Local Government Act 1993 (noting the investigation of the possibility of a similar sale to the owners of 21 Bosco Drive, to establish a safe, easily maintained and monitored piece of land which will comprise part of the public walk way). APPROVES the advertising of Council's intention to dispose of any part of the public land at 23 Bosco Drive under section 178 of the <i>Local Government Act 1993</i> .	CG	A planning application has been submitted regarding these properties. The planning authority is reviewing the application and has identified some zoning issues that need to be addressed satisfactorily before the item can be progressed any further.	To be advised
1/11/2016	19.4	Question on Notice - Alderman M. Stevenson	Alderman Stevenson noted that the Shared Services Agreement included a requirement that the committee receive an Annual Report on the group's activities. He requested that Council receive regular reports on the activities of the Shared Services Committee.	CG	Council received a final draft of the LGSS Agreement on 10 March 2017. A report presenting the draft agreement to Council and making recommendations will be presented to Council at a future meeting.	To be advised

Outstanding Actions List: Open Council Meeting



Council Meeting Date	Item No.	Subject / Issue	Council Adopted Action	Directorate	Comments / Update	Estimated Completion Date
3/01/2017	11	Question taken on notice - Alderman Stevenson	Management to provide a report to Council identifying the deficiencies in items that are include in the Good Governance Framework which was adopted by Council on 23 January 2017.	CG	A report was due to be presented to Council at the 30 October 2017 Council meeting, following review by Council's Audit Panel. However, due to recent events concerning the Tasmanian Audit Office's report into procurement, the item was moved to the 8 December Audit Panel Meeting. The matter will be brought back before Council at either the December or January Council meetings.	12-Dec-17