

VML:MB
Vicki Lukritz
3810 6221

15 March 2018

Sir/Madam

Notice is hereby given that a Meeting of the **INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE** is to be held in the **Council Chambers** on the 2nd Floor of the Council Administration Building, 45 Roderick Street, Ipswich commencing at **8.30 am** on **Monday, 19 March 2018**.

<u>MEMBERS OF THE INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE</u>	
Councillor Bromage (Chairperson) Councillor Silver (Deputy Chairperson)	Councillor Antonioli (Mayor) Councillor Wendt (Deputy Mayor) Councillor Morrison Councillor Ireland

Yours faithfully

ACTING CHIEF EXECUTIVE OFFICER

INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE

AGENDA

8.30am on **Monday**, 19 March 2018

Council Chambers

Item No.	Item Title	Officer
1	Infrastructure Delivery Progress as at 2 March 2018	CFM
2	Parking Meter Technology and Pricing	PO(IP)
3	Emergency Management Exercise – Evacuation Centre	PO(EM)

** Item includes confidential papers

INFRASTRUCTURE AND EMERGENCY MANAGEMENT COMMITTEE NO. 2018(03)

19 MARCH 2018

AGENDA

1. **INFRASTRUCTURE DELIVERY PROGRESS AS AT 2 MARCH 2018**

With reference to a report by the Commercial Finance Manager dated 2 March 2018 concerning the delivery of the 2017–2018 Infrastructure Services Capital Works Portfolio.

RECOMMENDATION

That the report be received and the contents noted.

2. **PARKING METER TECHNOLOGY AND PRICING**

With reference to a report by the Principal Engineer (Infrastructure Planning) dated 2 March 2018 concerning parking meter technology and pricing structure.

RECOMMENDATION

That further investigation and consideration be given to the areas of parking meter hardware, parking fees and pricing structure, and user mobility applications for parking through the development of the Intelligent Transport Systems Strategy and the Parking Pricing Strategy.

3. **EMERGENCY MANAGEMENT EXERCISE – EVACUATION CENTRE**

With reference to a report by the Principal Officer (Emergency Management) dated 2 March 2018 concerning an emergency management exercise related to the establishment and registration of evacuees at a simulated Evacuation Centre held on Thursday 1 March 2018.

RECOMMENDATION

That the report be received and the contents noted.

** Item includes confidential papers

and any other items as considered necessary.

Infrastructure and Emergency Management Committee	
Mtg Date: 19.03.18	OAR: YES
Authorisation: Charlie Dill	

2 March 2018

MEMORANDUM

TO: CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

FROM: COMMERCIAL FINANCE MANAGER

RE: INFRASTRUCTURE DELIVERY PROGRESS AS AT 2 MARCH 2018

INTRODUCTION:

This is a report by the Commercial Finance Manager dated 2 March 2018 concerning the delivery of the 2017-2018 Infrastructure Services Capital Works Portfolio.

BACKGROUND:

The Infrastructure Services (IS) Department is responsible for the planning and delivery of the city's transport and municipal capital infrastructure. The Infrastructure Services Monthly Activity Report (Attachment A) is for the month of February as of 2 March 2018.

CONCLUSION:

The Infrastructure Services Monthly Activity Report provides a status on the delivery of the Capital Works Portfolio, progress update on key capital projects and community affairs.

ATTACHMENT:

Name of Attachment	Attachment
Infrastructure Services Monthly Activity Report, February 2018	Attachment A

RECOMMENDATION:

That the report be received and the contents noted.

David Hillman
COMMERCIAL FINANCE MANAGER

I concur with the recommendation/s contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)



Infrastructure Services

Monthly Activity Report
February 2018
Presented by Charlie Dill





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Glossary of Terms

Term / Acronym	Description
CO	Financial carry-over from previous financial year
EOFY	End of Financial Year
FFC	Forecast Final Cost
FY	Financial Year
FYTD	Financial Year to Date
IS	Infrastructure Services Department

Introduction

Council's Department of Infrastructure Services (IS) is the lead service provider in the Ipswich community for the planning and delivery of the city's transport and municipal capital infrastructure. This includes Strategic Transport and Investment Planning, Program Development, Traffic Engineering & Road Safety Advice, Program Management, Design and Survey, Procurement, Project Management and Construction.

The IS Department's activities are delivered through its four (4) Branches:

- Infrastructure Planning, comprising of:
 - Transport Planning
 - Infrastructure Planning
 - Management of Customer Service Requests related to transport, traffic and local drainage
 - Manage and operate the traffic signal network and intelligent transport systems
- Program Management & Technical Services, comprising of:
 - Program Management and Coordination Section (Pre-Tender Management)
 - Technical Services Section (Design, Survey, Geotech)
- Construction, comprising of:
 - Transport Delivery
 - Municipal Works Delivery (Open Space, Drainage, Facilities, Divisional works)
- Business Support
 - Cost Management
 - Procurement
 - Performance and Control

This monthly activity report, dated 2 March 2018, provides a status of Infrastructure Services key activities for the 2017-2018 Infrastructure Services Capital Works Portfolio.

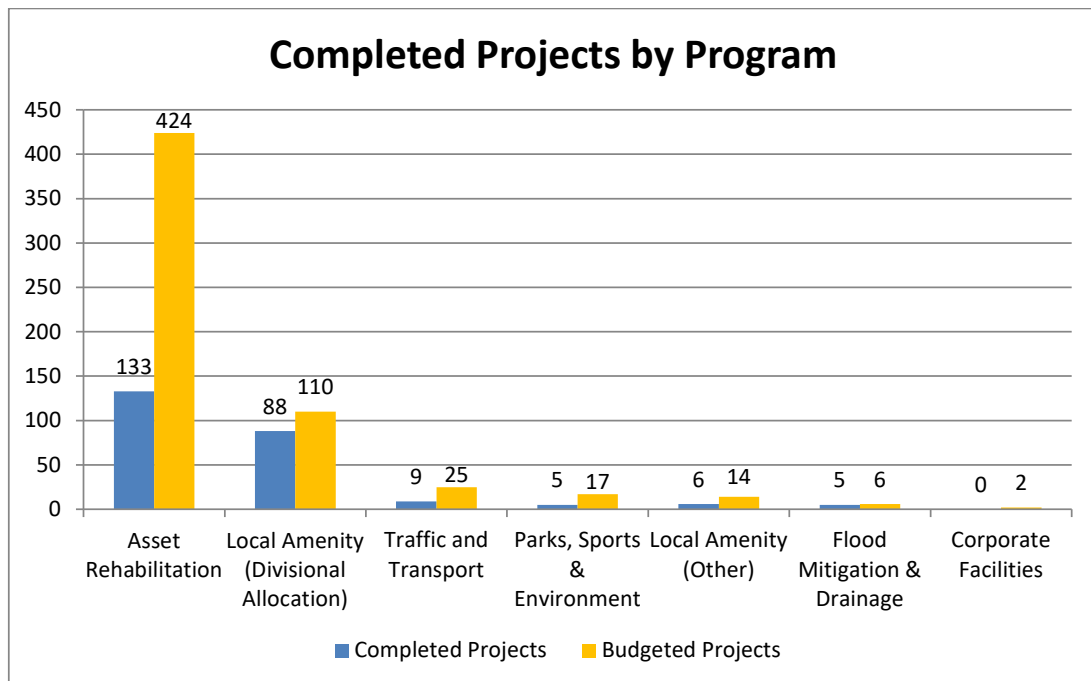
“Trusted Advisor to Council for Infrastructure Planning, Design and Delivery”

Capital Portfolio

Progress Summary

The 2017-2018 Portfolio performed well against the Master Schedule for the period. IS has completed 246 projects financial year to date out of approximately 598 construction projects. It should be noted that this includes 328 reseal and rehab road projects.

There were 19 projects carried over from the 2016-2017 financial year to be completed this financial year. Sixteen carryover projects have been completed. Of the remaining three (3) projects, one project is scheduled for completion in March 2018, another by June 2018 and the third has been deferred for delivery in 2018-2019 as agreed between IS and WPR.



Cost Summary

The Council Approved Budget (BAv2) for IS Deliverable component of the 2017-2018 Capital Works Portfolio is \$81.6 million with progress tracking well against budget.

There is continued focus on multi-year project milestones to ensure delivery timeframes and mitigation of 2018-2019 carryovers as far as possible.

Planning

The recommended actions outlined in iGO continue to be progressed; including strategy and policy development, investment and corridor planning, grant applications, project scoping and feasibility and provision of transport and traffic advice.

Norman Street Bridge Preliminary Business Case – In Progress (iGO Action R9). Preliminary Business Case to “Address Congestion, Cross River Connectivity and Network Resilience in the Ipswich City Centre”. The second stage of the Preliminary Business Case has commenced and a project update report was submitted to the February 2018 IEM Committee. An options prioritisation workshop has been scheduled for the 8 March 2018 to priorities the options identified in the first stage of the Preliminary Business Case. The high priority options will be shortlisted for further technical analysis, with the view to identifying the preferred option to be taken to the Detailed Business Case.

10 Year Transport Infrastructure Investment Plan (10 Year TIIP) – In Progress (iGO Action D8). The 10 Year TIIP provides intelligence for logical and effective program management and the delivery of major transport projects including effective planning, design, procurement, pre-construction and construction processes. The annual revision of the plan has commenced and will be further consulted on with Council’s Executive Team prior to being reported to the Infrastructure and Emergency Management Committee. The 10 Year TIIP revision will be completed once the 2018-2019 capital works portfolio has been finalised.

Springfield Parkway Planning Study – In progress (iGO Action R2). A road corridor planning study for the upgrade of Springfield Parkway between Old Logan Road and the Centenary Highway to four (4) lanes. Consultant undertaking site review and assessment of intersection requirements.


Goodna Roundabout Planning Study – In progress (iGO Action R2). Project analyses potential short to long term upgrade options which improve the intersection’s traffic operations during peak hours (queuing and delays) and improves pedestrian safety and mobility when crossing approach roads of the intersection. Consultation with the Divisional Councillor will commence in the coming months.

iGO Public Transport Advocacy & Action Plan – In progress (iGO Action PT7). This project will identify short, medium and long term improvements to the future public transport system and advocacy strategies. Councillors Workshop is scheduled for mid-March 2018.

iGO Parking Pricing Strategy – Commencement pending (iGO Action P6). The project will identify short, medium and long term pricing actions; technologies, zones, pricing models, etc. to effectively manage short and long stay parking arrangement in the Ipswich City Centre.

iGO Active Transport Action Plan Implementation – In progress (iGO ATAP Action 1.1, 1.2 and 2.2). Identification of the 2018-2019 projects is in progress.

TMR Cycle Network Local Government Grants – In progress (iGO ATAP Action 1.3). Grant project identification has been completed and endorsed by the Infrastructure and Emergency Management Committee. Grant applications have been submitted. Successful applications will be announced on 1 July 2018.



Active Transport Way Finding Strategy – Commenced (iGO Action AT5 and iGO ATAP Action 6.1). Project involves the development of an active transport signage strategy and signage design guide. Internal stakeholder workshop to discuss the initial draft of the strategy and design manual was held on 27 February 2018.

DTMR Ipswich CBD Public Transport Study – In Progress. Project is a joint study between the Department of Transport and Main Roads and Council which will determine current and future public transport demands and infrastructure requirements within the Ipswich Central Business District. A consultant is now on board and the first technical working group meeting is scheduled for 14 March 2018.

iGO Intelligent Transport Systems Action Plan – Commenced (iGO Action R5). Project involves the development of a strategic plan for road based technologies. Procurement for a consultant is nearing completion with the project to be delivered by the end of June 2018.

Deebing Creek Bikeway Corridor Plan – Commenced (iGO Action AT9 and iGO ATAP Action 1.4). A bikeway corridor planning study for Deebing Creek between Carr St (Ipswich) and the Cunningham Highway (Yamanto/ Flinders View) further building upon the work completed in the WPR & IS Deebing Creek Corridor Plan. Procurement of an engineering consultant has commenced.

Community

- Land acquisition negotiations are ongoing for the following projects:
 - Blackstone and South Station (almost complete)
 - Marsden Parade realignment
 - Brisbane Street
- Ongoing consultation efforts to support the following projects:
 - Brisbane Street Interim Upgrade
 - Old Toowoomba Road
 - Goodna Creek Bikeway
 - Springfield Library
 - Rosewood Library

Opening/Media Events

No opening/media events were held during this period. An opening for the Ipswich Cycle Park is being arranged by Council's Events Team for Sunday 11 March 2018.

Media Releases/Articles Published

Articles were published on traffic count results and progress on the Norman Street Bridge business case.

Schedule

Key Capital Project Updates

- **Springfield Central Library** – Works have commenced on-site for the fit-out of the Library. Construction completion is scheduled for late May 2018, with the library setup and mobilisation to occur in June 2018.
- **Rosewood Library** – Detailed Design is continuing, with the Development Application ready to be lodged and the 40% detailed design package due for review in March 2018.
- **Redbank Plains Community Centre** – Carpark is complete. The Community Centre building modules were delivered to site early March with assembly works progressing. Building works and landscaping are scheduled for completion late March 2018.
- **Ipswich Cycle Park (Stage 1)** – Construction progressing and scheduled to be completed early March 2018. An official opening is scheduled for 11 March 2018.
- **Road Resurfacing Program** – Scoping of Division 3, 4, 5, 6, 7, 8, 9 and 10 are complete. Scoping on Divisions 1 and 2 were delayed due to inclement weather and scheduled for completion early March 2018. Construction works are complete in Divisions 9 and 10. Construction works are underway for Divisions 6, 7 and 8. Divisions 4 and 5 are scheduled to commence works in March and April 2018 respectively. Division 3 is out for quotation.
- **Kerb & Channel (K&C) Program** – The 2017-2018 Program is progressing well. Franklin, Pat and Roy (Div 1) was completed during this period and the last remaining K&C project for 2017-2018 Child Street (Div 3) is scheduled for completion early March 2018. Forward design for the 2018-2019 K&C projects are underway.
- **Redbank Plains Stage 3** – Request for Tender for the Design Contract has closed, anticipated Contract commencement is mid-March 2018.
- **Old Toowoomba Road, Leichhardt** – Design complete. Property resumptions to be finalised. Relocation of major services scheduled to commence early March 2018 followed by the civil construction works to commence mid-2018.
- **Brisbane Street, West Ipswich** – Design complete. Property resumptions to be finalised. Relocation of major services scheduled to commence early March 2018 followed by the civil construction works to commence mid-2018.
- **Blackstone/South Station Roads – Intersection upgrade** – Service relocations are nearing completion for all accessible areas (property acquisition for remaining service relocations nearing completion). Civil construction works to commence mid-2018.
- **Marsden Parade realignment** – Design progressing. IS currently assessing the risks of completing the service station building demolition works including site contamination testing and remediation.



Infrastructure Services



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Join us online on:



Infrastructure and Emergency Management Committee	
Mtg Date: 19.03.18	OAR: YES
Authorisation: Charlie Dill	

MT:MT

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2 March 2018

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: PRINCIPAL ENGINEER (INFRASTRUCTURE PLANNING)

RE: PARKING METER TECHNOLOGY AND PRICING

INTRODUCTION:

This is a report by the Principal Engineer (Infrastructure Planning) dated 2 March 2018 concerning parking meter technology and pricing structure.

BACKGROUND:

At the City Management, Budget and Community Engagement Board meeting held on 19 April 2016 (No. 2016(01), it was requested that a report be prepared in relation to Council's parking meters. Subsequently, and following a meeting with the Deputy Mayor, the Chairperson of City Infrastructure and Emergency Management Committee and the Councillor for Division 7, a further report was submitted [refer to Item 15 tabled at the City Management, Budget and Community Engagement Board meeting 21 June 2016 (No. 2016(02), as per Attachment A].

As per the recommendations, a working group was established which included the Chairperson of the City Infrastructure and Emergency Management Committee, and the Councillors for Divisions 2, 5 and 7, in addition to representatives from the Health, Security and Regulatory Services, Works Parks and Recreation, Finance and Corporate Services and Infrastructure Services Departments. There have been several forums held with the working group to investigate and discuss matters related to:

- a) Parking meter hardware;
- b) Fees and pricing structure;
- c) User mobility applications.

This report outlines the outcomes with respect to these items.

PARKING METER HARDWARE:

Ipswich City Council's current "pay and display" ticket parking meters have the capability of operating as a "pay by plate" system and it would cost in the order of \$300,000 (exclusive GST) to install. However, to realise the full benefits of a "pay by plate" parking meter system it is required to be fully integrated with Council's other compliance technologies (i.e. the compliance officer's ticket issuing devices, Council's ticket issuing software and Council's licence plate recognition vehicle).

Given the recent advancements in smart technologies, it is anticipated that traditional parking meters will be replaced with alternative technologies in the medium to long term. This includes, but is not limited to, smart poles that are also capable of parking management. As such, a significant investment into the current meters to install the "pay by plate" component is not recommended.

It should also be noted that Council is currently in the process of developing an Intelligent Transport Systems (ITS) Strategy. One of the categories within the ITS strategy that will be a key focus is parking. Therefore, consideration of alternative parking management options may be identified in the strategy which is due to be completed later this calendar year.

FEES AND PRICING STRUCTURE:

Charging Structure / On-Street Parking Fees

It is proposed to prepare a Parking Pricing Strategy. The Parking Pricing Strategy will identify the most appropriate parking pricing framework and fee structure for Ipswich, including recommendations in relation to future price increases and revenue expenditure options. Once complete this strategy will be reported to Council. In the interim, it is proposed that the current parking pricing structure remain.

Initial Free Period

The benefits, issues, timeframes and costs (including loss of revenue) associated with implementing an initial free period is something that would require further in depth investigation. Council's current parking meters have the capability to be programmed to allow this functionality. This will also be further considered through the development of the Parking Pricing Strategy.

USER MOBILITY APPLICATIONS:

Mobile Phone Payment

Ipswich City Council's parking meter contractor APARC currently operates a mobile phone payment system called "Whoosh" (www.whooshstore.com), which is capable of being implemented with Council's current ticket based system or an upgraded "pay by plate" system. However in the field, before issuing an infringement, Council's compliance officers would be required to enter the vehicle's numberplate into a web based application to confirm if a mobile payment had been made.

There are also many other companies that do provide the mobile phone payment system capability, however, they also need to be integrated with Council's current compliance system rather than working in isolation. Once again, it would be ideal to await the outcome of the ITS Strategy to determine what technologies may be identified as most appropriate.

Camera Recognition Technology

Council's parking meters with camera recognition technology is something that requires further investigation. With the current ITS Strategy, it is proposed that the outcome and investigations from the strategy may inform Council further of any technologies in this regard.

PARKING METER AND TECHNOLOGY WORKING GROUP:

The Parking Meter and Technology Working Group was established to further investigate parking related matters, mainly being technologies / applications that are currently being used across other Local Government areas in South East Queensland.


Council is currently commencing the ITS Strategy where parking is a category that will be focussed on. The strategic direction of parking management across the City, in particular technologies, will be further investigated through this strategy development. It is anticipated that workshops will be held during the development of the ITS Strategy with key stakeholders to provide their valuable input.

Therefore, it is proposed that the Parking Meter and Technology Working Group is no longer required given the ITS Strategy will be the direction for further investigating parking meter management and technologies. The proposal to no longer have the Parking Meter and Technology Working Group has been discussed with the Chairperson of the Infrastructure and Emergency Management Committee, who supports this approach.

CONCLUSION:

Council established a Parking Meter and Technology Working Group to discuss parking meter technologies and pricing structure. The outcomes have been noted in this report. In addition, Council is currently developing an Intelligent Transport Systems Strategy and will soon commence development of a Parking pricing Strategy. These strategies will further consider these matters and assist in providing a clearer future direction on parking management across the City.

ATTACHMENTS:

Name of Attachment	Attachment
Report from City Management, Finance and Community Engagement Board Committee No. 2016 (02) of 21 June 2016 regarding Parking Meter Technology	 Attachment A

RECOMMENDATION:

That further investigation and consideration be given to the areas of parking meter hardware, parking fees and pricing structure, and user mobility applications for parking through the development of the Intelligent Transport Systems Strategy and the Parking Pricing Strategy.

Mary Torres
PRINCIPAL ENGINEER (INFRASTRUCTURE PLANNING)

I concur with the recommendation contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

City Management, Finance and Community Engagement Board	
Mtg Date: 21.06.16	OAR: YES
Authorisation: Charlie Dill	

RW:RW

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10 June 2016

ITEM 16 15

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: SENIOR ENGINEER (TRAFFIC)

RE: PARKING METER TECHNOLOGY

INTRODUCTION:

This is a report by the Senior Engineer (Traffic) dated 10 June 2016 concerning parking meter technology and pricing structure.

BACKGROUND:

At the City Management, Budget and Community Engagement Board meeting held on 19 April 2016 (No. 2016(01)), it was requested that a report be prepared in relation to Council's parking meters. Following the meeting, the Deputy Mayor, the Chairperson of the City Infrastructure and Emergency Management Committee and the Councillor for Division 7 were consulted to confirm and expand on the requirements of the initial request, these are summarised below:

Brisbane City Council (and other Councils):

- What hardware/meters do they operate?
- How do they practically implement any discounts (e.g. first 15 min free), meaning how does this practically work when the driver is at the meter paying?
- What is their pricing structure?
- What mobile device applications do BCC use to allow drivers to pay, review time balance, top-up time remotely?
- Do BCC's meters include cameras for recognition technology and how does this work? What kind of data can be captured from this technology?

ICC:

- What would be required to implement the required hardware to have similar capabilities to that of BCC, if found beneficial?
- What would a discount pricing structure suitable for Ipswich look like, and how would ICC implement such pricing structures?
- What mobile device applications would be recommended for ICC, and what would be the advantages?
- What value would camera recognition technology be for ICC?

PARKING METER HARDWARE:

Brisbane City Council currently has “pay by plate” meters installed, where motorists are required to enter their vehicle’s licence plate number into the machine. No ticket is issued, although a receipt can be printed on request.

Ipswich City Council’s current “pay and display” ticket parking meters have the capability of operating as a “pay by plate” system like Brisbane City Council’s.

Council’s parking meter contractor APARC, has advised that it would cost approximately \$2,700 plus GST per meter to upgrade Council’s current meters to “pay by plate”. Based on Council’s network of 111 meters, it would cost a total of approximately \$299,700 plus GST to install the “pay by plate” component and the lead time for installation would be 6-8 weeks. This cost and timeframe does not include integration with Council’s current compliance systems.

To realise the full benefits of a “pay by plate” parking meter system it is required to be fully integrated with Council’s other compliance technologies (i.e. the compliance officer’s ticket issuing devices, Council’s ticket issuing software and Council’s licence plate recognition vehicle). The benefits, issues, timeframes and costs associated with achieving a fully integrated system is something that requires further investigation.

FEES AND PRICING STRUCTURE:**Initial Free Period**

Brisbane City Council have recently implemented a 15 minute free parking period in their CBD fringe areas. Parking for the first 15 minutes for free is only available to customers who are parking for 15 minutes or less. Motorists wishing to stay for longer than 15 minutes are required to pay for the full length of their stay. Motorists wishing to use the 15 minutes free feature are required to enter their registration details into one of the “pay by plate” meters and choose the "parking under 15 minutes" option. If they stay for more than 15 minutes without returning to the meter to pay, they are liable for an infringement.

There are various ways that an initial free period can be implemented:

- Free time is required to be a separate transaction from paid time;
- Free time does not require a transaction;
- Free time and paid time are combined in the one transaction; or
- Non metered short term bays are strategically located throughout the city.

Discussions with other local Councils indicate that the initial free period needs to be less than half an hour, otherwise it becomes feasible for motorists to repeatedly return to the meter to obtain a “free ticket” to avoid paying any fee. Also, the mixing of free time with paid time is not supported at this time due to the potential “confusion” this could create for motorists and the potential increase in infringement notice challenges. The benefits, issues, timeframes and costs (including loss of revenue) associated with implementing an initial free period is something that would require further in depth investigation.

Charging Structure

Brisbane City Council currently operates a zone base parking fee structure whereby different areas of the city are charged at different rates. Short and long term parking is charged at different rates, fee caps are in place in certain areas and different charge rates are applicable on different days of the week. The on-street parking meter fees charged by Brisbane City Council are summarised in Table 1 below.

**TABLE 1
BRISBANE CITY COUNCIL’S PARKING FEE STRUCTURE**

Parking Area Zone 1	Cost Per Hour
Up to and including 3 hour meter, 7am - 7pm Monday to Friday	\$4.40
4 hour meter and greater with maximum charge capped at \$10, 7am-7pm Monday to Friday	\$2.70
Up to and including 3 hour meter, 7pm - 12am Monday to Friday	\$2.00
Up to and including 3 hour meter, 7am - 7pm Saturday and Sunday	\$2.00
4 hour meter and greater with maximum charge capped at \$6, 7am - 7pm Saturday and Sunday	\$1.00
Parking Area Zone 2	Cost Per Hour
Up to and including 3 hour meter, 7am - 7pm Monday to Friday	\$2.70
4 hour meter and greater with a maximum charge capped at \$8.40, 7am - 7pm Monday to Friday	\$1.60
Up to and including 3 hour meter, 7pm - 12am Monday to Friday	\$1.50
Up to and including 3 hour meter, 7am - 7pm Saturday and Sunday	\$1.50
4 hour meter and greater with a maximum charge of \$4, 7am - 7pm Saturday and Sunday	\$1.00
Parking Area Zone 3	Cost Per Hour
Up to and including 3 hour meter 7am - 7pm	\$1.50
4 hour meter and greater with maximum charge capped at \$5, 7am - 7pm Monday to Friday	\$0.70

It should be noted that Gold Coast City Council are currently trialling demand responsive parking in some locations. Whereby the price per hour is adjusted up or down by 20c depending on the demand recorded by in ground sensors for the previous three month period.

Ipswich City Council’s parking meters are capable of operating either of the abovementioned fee structures. Ipswich City Council’s parking meters are also capable of operating minute by minute charging. However, the current fee structure is based on the requirement to correlate an incremental time period with a coin value for coin payment.

The benefits, issues, timeframes and costs associated with implementing a variable fee structure is something that requires further investigation. In this regard, Council are currently going through the process of engaging a consultant to prepare a Parking Pricing Strategy. The Parking Pricing Strategy will identify the most appropriate parking pricing framework and fee structure for Ipswich, including recommendations in relation to future price increases and revenue expenditure options. Once complete this strategy will be reported to the relevant Board/Committee.

On-Street Parking Fee Comparison

Current on-street parking fees for a number of other local governments throughout Australia have been investigated, as contained in Table 2 below. On-street fees will also be addressed in the Parking Pricing Strategy.

**TABLE 2
ON-STREET PARKING METER FEE COMPARISON**

Local Government	Hourly Parking Rate*
Brisbane	\$0.70-\$4.40
Cairns	\$1.20
Darwin	\$1.30-\$2.50
Gold Coast	\$1.00-\$3.40
Hobart	\$0.50-\$4.00
Launceston	\$0.70-\$2.50
Newcastle	\$0.75-\$5.00
Parramatta	\$1.50-\$3.50
South Perth	\$2.30
Sunshine Coast	\$1.50
Toowoomba	\$1.50
Ipswich	\$0.67-\$1.20

*The lower rates specified are generally for all day parking and/or areas of low demand

USER MOBILITY APPLICATIONS:

Mobile Phone Payment

Brisbane City Council has recently engaged a new provider “CelIOPark Australia” to operate their mobile phone payment service. On and off-street paid parking can be started, stopped and paid for from a mobile device using the mobile phone application, via a website or by phone.

To use the mobile phone application motorist firstly select their vehicle registration from a drop down menu. To start a paid parking session motorists either:

- Select Brisbane from a drop down menu and enter the 7 digit number located on the side of the nearest parking meter and select start; or
- Scan the QR code located on the side of the nearest parking meter.

To stop parking the user selects “stop” in the mobile application and their account is then charged only for the time used. Motorists can opt to receive SMS reminders advising when their parking session has 15 minutes remaining. There is also a feature which detects if a motorist may have driven away without ending their parking session. These additional features cost the user \$1.99 per month per vehicle, however if they don't use the services in a particular month they are not charged. The 15 minutes free parking can also be accessed through the application. Brisbane City Council officers have indicated that they currently have a take up of in the order of 100 transactions per day via the mobile phone application, however they are yet to actively advertise the new application.

Ipswich City Council’s parking meter contractor APARC currently operates a mobile phone payment system called “Whoosh” (www.whooshstore.com), which is capable of being implemented with Council’s current ticket based system or an upgraded “pay by plate” system. In the field, before issuing an infringement, Council’s compliance officers would be required to enter the vehicle’s numberplate into a web based application to confirm if a mobile payment had been made. Alternatively, Council could change our ticket issuing software to that currently distributed by APARC, in that case this check would be fully integrated when the compliance officer issued a ticket.

Initial investigations indicate that there are a number of other mobile phone payment systems that are being used by other Local Councils. The benefits, issues, timeframes and costs associated with implementing a pay by mobile phone application is something that requires further investigation.

Camera Recognition Technology

Brisbane City Council’s parking meters do not have cameras for recognition technology, however they are investigating implementing camera recognition technology in a number of their off-street paid car parking areas. Brisbane City Council has recently trialed using a number plate recognition vehicle similar to Ipswich City Council’s however, this is not currently operational.

The benefits, issues, timeframes and costs associated with integrating Council’s Parking meters with camera recognition technology is something that requires further investigation.

CONSULTATION:

The Infrastructure Services Department has consulted with the Deputy Mayor, the Chairperson of the City Infrastructure and Emergency Management Committee and the Councillor for Division 7 prior to the preparation of this report.

FURTHER INVESTIGATION AND PROPOSED WORKING GROUP:

The benefits, issues, timeframes and costs associated with making changes to the current parking meter operations is something that requires further investigation. It is therefore suggested that a Council working group, including the Deputy Mayor, the Chairperson of the City Infrastructure and Emergency Management Committee and the Councillor for Division 7, be established to guide these investigations.

Any changes to the current parking meters will have impacts on multiple Council departments, specifically the Health Security and Regulatory Services, Works Parks and Recreation, Finance and Corporate Services and Infrastructure Services departments. It is therefore suggested that the working group also include representatives from these departments.

CONCLUSION:

Council has requested a report be prepared in relation to Councils parking meters. To this end, many aspects have been investigated and some initial comments made. However, the benefits, issues, timeframes and costs associated with making changes to the current parking meter operations is something that requires further investigation. It is proposed to establish a Council working group to drive and guide these investigations.

Summary of initiatives:

1. Parking meter hardware – further detailed investigation required.
2. Fees and pricing structure – Parking Pricing Strategy to be prepared.
3. User mobility applications – further detailed investigation required.

RECOMMENDATION:

[Amended at CMF&CE Board No. 2016\(04\) of 21 June 2016](#)

- A. That a working group be established [comprising Councillors Tully, Wendt, Bromage and Antonioli](#) to investigate the parking meter initiative, as outlined in the report by the Senior Engineer (Traffic) dated 10 June 2016.
- B. That the outcomes from the working group referred to in Recommendation A above be reported to future meetings of the City Management, Finance and Community Engagement Board.

Renee Wise

SENIOR ENGINEER (TRAFFIC)

I concur with the recommendation contained in this report.

Tony Dileo

INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendation contained in this report.

Charlie Dill

CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)

Infrastructure and Emergency Management Committee	
Mtg Date: 19.03.18	OAR: YES
Authorisation: Bryce Hines	

MP:MP

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2 March 2018

MEMORANDUM

TO: ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER

FROM: PRINCIPAL OFFICER (EMERGENCY MANAGEMENT)

RE: EMERGENCY MANAGEMENT EXERCISE – EVACUATION CENTRE

INTRODUCTION:

This is a report by the Principal Officer (Emergency Management) dated 2 March 2018 concerning an emergency management exercise related to the establishment and registration of evacuees at a simulated Evacuation Centre held on Thursday 1 March 2018.

BACKGROUND:

The recent review by the Office of the Inspector-General Emergency Management (IGEM) regarding Tropical Cyclone Debbie identified several opportunities for improving response to natural disasters.

Key review findings relevant to this report were:

- 'Where disaster management plans were tested, groups were trained and had exercised risks, good outcomes were more evident. This reinforced that emergency management exercises are one of the best ways to test capacity.'
- 'Enhanced shared understanding of roles and responsibilities, critical decision points and information flow is likely if exercising focused on vertical integration and included all levels of the system.'

A joint exercise was developed between Ipswich City Council and Scenic Rim Regional Council's emergency management programs. The exercise was designed to test evacuation centre management capabilities across different council areas, and utilising support from different levels of the Queensland Disaster Management Arrangements.

EXERCISE CONDUCT:

On the 1 March 2018 at the Ipswich Showgrounds officers from Ipswich City Council's (ICC) Works Parks and Recreation Department and officers from Scenic Rim Regional Council's (SRRC) Community and Culture Branch supported by key partners were briefed on a flood scenario which affected the Scenic Rim Regional Council local government area, resulting in the exhaustion of local capacity for immediate shelter.

ICC officers setup up an evacuation centre including the registration point for evacuees. SRRC officers role-played affected residents and ICC officers undertook the intake process. ICC officers were exposed to a number of different situations that they needed to resolve. Following this the ICC and SRRC conducted a shift changeover where SRRC become responsible for managing the centre and ICC officers role-played evacuees.

The conduct of the exercise allowed validation of current planning, resourcing and support that would be required during an actual disaster event. A key learning during the exercise is that evacuation centres are a place of last resort. Those suffering the trauma of a disaster event will have better outcomes and a more comfortable environment by seeking shelter with family or friends where possible.

CONCLUSION:

This exercise will improve the response capability of Ipswich City Council in the event that a natural disaster necessitates opening an evacuation centre. It tested plans and procedures, adding to the process of continuous improvement. It also served to strengthen the cooperative ties between neighbouring Council's and key partners which helps to increase Council's capacity to respond during an event.

RECOMMENDATION:

That the report be received and the contents noted.

Matthew Pinder
PRINCIPAL OFFICER (EMERGENCY MANAGEMENT)

I concur with the recommendation contained in this report.

Kaye Cavanagh
ACTING SPORT RECREATION AND NATURAL RESOURCES MANAGER

I concur with the recommendation contained in this report.

Bryce Hines
ACTING CHIEF OPERATING OFFICER (WORKS, PARKS AND RECREATION)