



# Additional Documents Finance, Policy, Operations and Legislation Committee

Wednesday 9 March 2022, 6pm



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## **FPOL2203-7 DRAFT PARKING PLAN PRINCIPLES**

### **Proposed amendment submitted by Cr Rachel Pemberton**

Add part 3 to read as follows:

- 3. Request staff to investigate the introduction of paid parking in the busy commercial areas in North and South Fremantle and potentially reducing, or at least not raising, parking fees in the City Centre.**

#### **Reason for amendment:**

Paid parking in the city centre may be contributing to the growth and success of suburban commercial precincts such as South Fremantle and North Fremantle which does not have paid parking. Noting that this has impacts to local residents in those precincts and may be contributing to higher vacancy rate in the CBD. As such, officers are requested to investigate how this might be addressed to 'even the playing field' for commercial uses and reduce impacts on affected South and North Fremantle residents.



## **FPOL2203-8 CAT BUS REVIEW – ADDITIONAL FINDINGS**

### **Proposed amendment submitted by Cr Rachel Pemberton**

Add a new part 4 to read as follows:

4. As part of the 2022/23 budget process, look at implementing the following additional revenue streams to offset the cost of the CAT bus:
  - a) A Specified Area Rate equal to 10-20% of City's contribution
  - b) the introduction of fee paid parking on Marine Terrace and Ord Street
  - c) Advertising on board

then original part 4 would become part 5.

### **Reason for Amendment**

The research undertaken demonstrates that the main beneficiaries of the CAT bus are those that live within walking distance to it, or those who use it to park and ride. This way those that use it and benefit from it are contributing a greater portion to the cost of the service.

A Specified Area Rate equal to 10-20% of City's contribution would generate between \$67,000 and \$134,000 p/a for both the Red and Blue CAT service. The introduction of fee paid parking on Marine Terrace and Ord Street could potentially yield a total of \$135,000 p/a additional parking revenue. Plus, advertising on board could be an additional revenue stream that could directly contribute to the cost of the CAT.

Therefore, an additional \$269,000 + could be raised through the users and beneficiaries of the CAT to contribute to its running costs, potentially reducing the municipal contribution to just \$266,000.