

PARKING

VALUE STATEMENT

I expect parking to be available within a reasonable distance of my destination, at a competitive rate and with a variety of convenient payment options.

PARKING

What is this Service?

Parking Services provides parking operations, maintenance and enforcement services for residents, businesses and visitors of the municipality. The goal of Parking Services is to ensure that parking is available in an equitable, affordable and safe manner.

Objectives May Include:

- Managed parking rates with hours of use conducive to turnover and to the needs of the business
- Supporting business, commercial, institutional and entertainment patrons by optimizing the availability of on-street parking for short visits, and providing supplemental, off-street parking for longer visits
- Balancing the availability of residential street parking between the needs of the residents, and the needs of the greater community
- Equitable enforcement of parking by-laws to ensure compliance and safety for the community

Influencing Factors:

- **Location:** Cross border traffic, proximity to large metropolitan areas and location of public parking relative to retail/commercial/entertainment facilities.
- **Operating Standards and Policies:** Cost recovery policies, service hours (24/7 availability, or restricted access) maintenance standards (for line painting, lighting replacement, garbage collection, etc.).
- **Processes and Systems:** The type and quality of technology used to manage operations and enforcement, i.e., handheld devices vs. written; ticket management systems; meters vs. pay and display machines, level of automation at parking surface lots vs. parking garage structures.
- **Service Delivery Model:** The level of automation at parking lots; staff vs. contracted attendants, mix of on-street and off-street parking spaces.
- **Structural Issues:** The use of parking structures/garages in a parking portfolio vs. surface lots, age of facilities/equipment.
- **Utilization Levels:** The use of variable-rate pricing structures, the availability of public transit/public transit utilization rate and the proximity of parking alternatives (free public parking, private lots) will impact utilization levels.

Extenuating Circumstances:

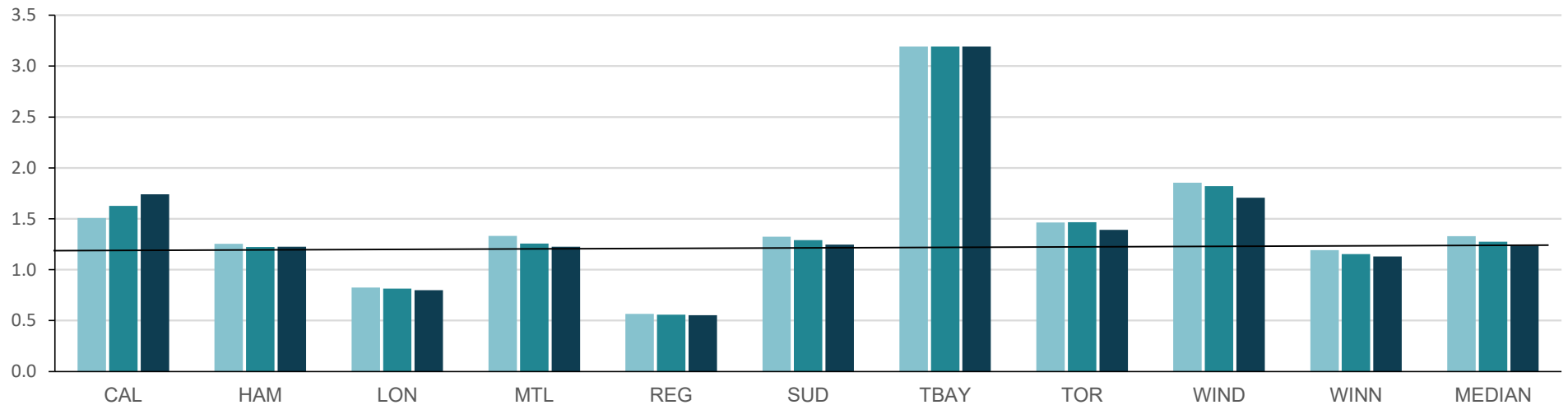
- **COVID-19 Pandemic:** COVID-19 has significantly impacted multiple aspects of parking operations. Due to provincial health orders to reduce the risk of virus spread, the demand for parking dropped sharply, with a subsequent large reduction in related revenues. Revenue loss was further impacted by business decisions to offer free short-term parking to residents to support local businesses in their recovery efforts. Due to stay-at-home orders, many residents were working from home resulting in many municipalities suspending enforcement of residential time limits in some areas.

Parking

Figure 21.1 Number of Paid Parking Spaces Managed per 100,000 Population

The count of paid parking spaces includes on-street metered parking spaces, off-street surface parking spaces and off-street structure spaces. The total number of available parking spaces can be impacted by road construction, weather and the opening or closing of parking structures in any given year.

In Thousands



2018	1,508	1,255	824	1,331	566	1,325	3,193	1,465	1,855	1,192	1,328
2019	1,628	1,224	815	1,258	557	1,291	3,193	1,466	1,822	1,154	1,275
2020	1,740	1,226	800	1,225	553	1,246	3,193	1,391	1,706	1,130	1,236

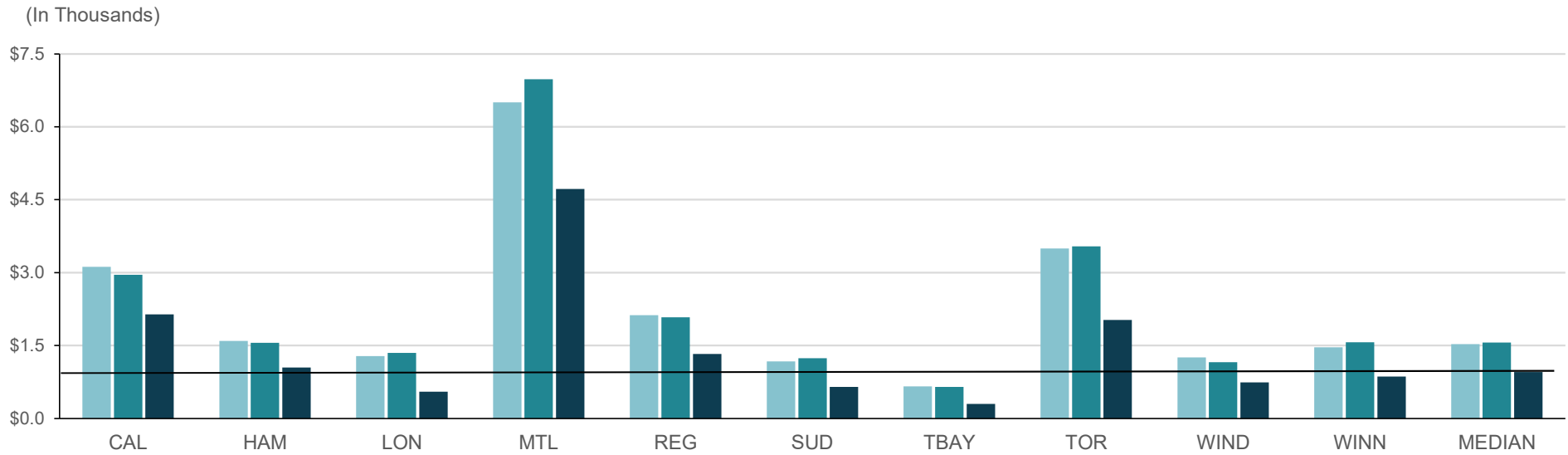
Source: PRKG205 (Service Level)

London, Regina and Sudbury: Do not manage off-street structure spaces.

Parking

Figure 21.2 Gross Parking Revenue Collected per Paid Parking Space Managed

This measure reflects gross parking revenue collected per paid parking space managed.



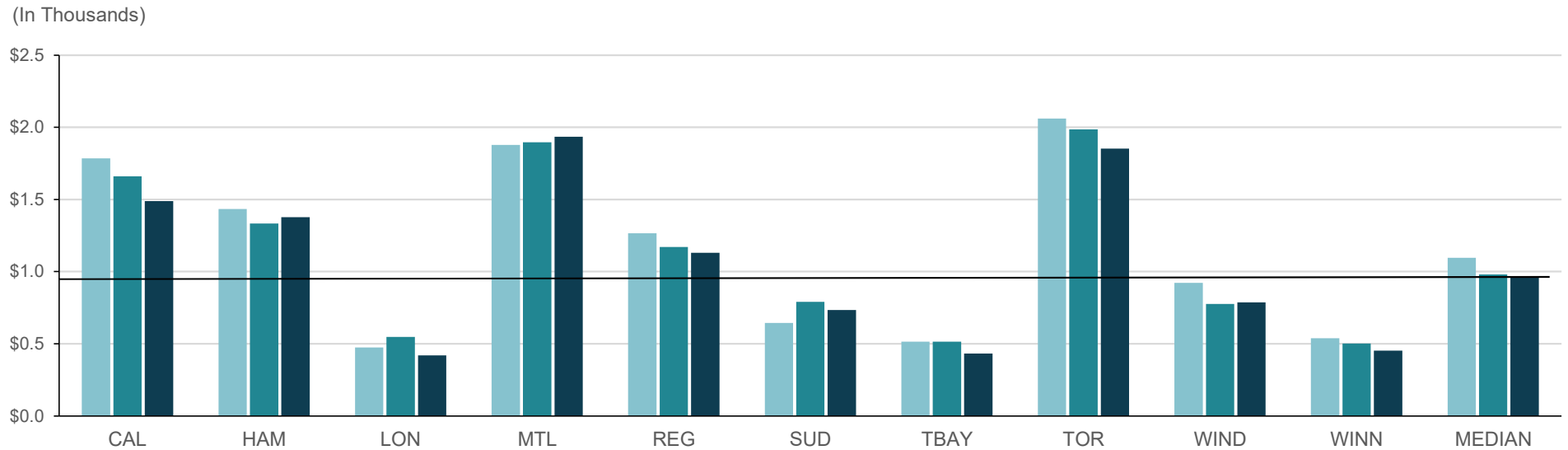
2018	\$3,121	\$1,595	\$1,281	\$6,505	\$2,123	\$1,172	\$661	\$3,499	\$1,256	\$1,462	\$1,529
2019	\$2,956	\$1,556	\$1,347	\$6,981	\$2,081	\$1,238	\$648	\$3,543	\$1,157	\$1,570	\$1,563
2020	\$2,144	\$1,050	\$553	\$4,723	\$1,326	\$647	\$298	\$2,026	\$744	\$865	\$958

Source: PRKG305 (Efficiency)

Parking

Figure 21.3 Total Cost per Paid Parking Space Managed

This measure reflects the total cost to operate paid parking spaces including on-street, off-street surface and off-street structure spaces.



2018	\$1,784	\$1,433	\$474	\$1,877	\$1,266	\$645	\$514	\$2,061	\$923	\$538	\$1,095
2019	\$1,661	\$1,334	\$548	\$1,897	\$1,171	\$791	\$515	\$1,986	\$776	\$502	\$981
2020	\$1,489	\$1,377	\$420	\$1,935	\$1,131	\$734	\$432	\$1,852	\$787	\$453	\$959

Source: PRKG320T (Efficiency)

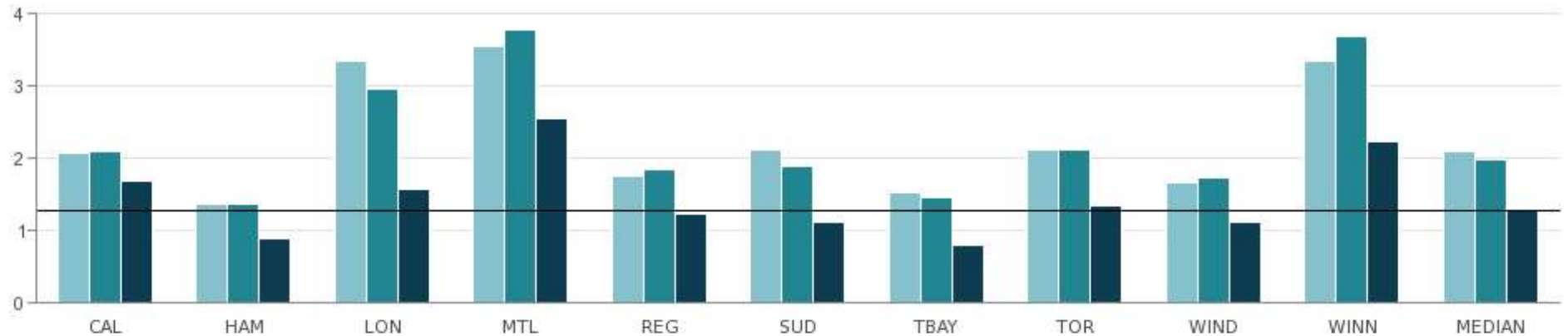
London, Regina and Sudbury: Do not manage off-street structure spaces.

Sudbury: Snow plowing charges were much higher in 2019. In addition, there was higher amortization costs associated with new Pay/Display machines.

Parking

Figure 21.4 Revenue to Cost Ratio (RC Ratio): On-street and Off-street Parking Spaces

This measure reflects the ratio of parking fees and fines over the cost to operating on-street paid parking spaces, off-street surface parking spaces and off-street structure spaces.



2018	2.07	1.35	3.34	3.55	1.74	2.12	1.53	2.12	1.65	3.34	2.10
2019	2.08	1.36	2.95	3.77	1.85	1.88	1.46	2.11	1.73	3.68	1.98
2020	1.67	0.88	1.57	2.55	1.22	1.12	0.80	1.34	1.11	2.23	1.28

Source: PRKG340 (Efficiency)

London, Regina and Sudbury: Do not manage off-street structure spaces.

Sudbury: Revenues increased modestly in 2019 but were more than offset by higher costs, particularly snow removal.