

Making A Space

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AUSTRALIAN NATIONAL
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GROUP



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ALL
SUBMISSIONS
WELCOME

PARLIAMENT RECOGNISES LOCAL GOVERNMENT ROLE

A resolution recognising the role that Local Government plays in the governance of Australia passed both Houses of the Commonwealth Parliament. The resolution is part of the Commonwealth Governments Response to the House of Representatives Report *Rates and Taxes: A Fair Share for Responsible Local Government*. (The Hawker Report) The Australian Local Government Association (ALGA) and State Associations have undertaken considerable work to ensure the success of the motion.

Combined with the signing of an Intergovernmental Agreement in April between the Commonwealth, all State and Territory governments and the ALGA on behalf of Local Government, the motion provides for greater public recognition of the role of Councils and of the importance of governments working together.

The full text of the motion follows:

That the House/Senate:

- 1. recognises that local government is part of the governance of Australia, serving communities through locally elected councils*
- 2. values the rich diversity of councils around Australia, reflecting the varied communities they serve*
- 3. acknowledges the role of local government in governance, advocacy, the provision of infrastructure, service delivery, planning, community development and regulation*
- 4. acknowledges the importance of cooperating with and consulting with local government on the priorities of their local communities.*
- 5. acknowledges the significant Australian Government funding that is provided to local government to spend on locally determined priorities, such as roads and other local government services.*
- 6. commends local government elected officials who give their time to serve their communities.*

From the Editors Desk

I will open by wishing all the readers a happy and prosperous New Year. Hopefully you have all had a great Christmas and a well deserved break. For those who had leave over the past few weeks, you should be well refreshed and ready for another big year.

Front page for the last issue for 2006 goes to a press release on the passing of a motion by both Federal Houses of Parliament, recognising the role of Councils and their work in the community.

Following on from the previous issue, I have found some figures on dog attacks in Australia, and you will find my report on page 4. It was also pointed out to me that whilst any untrained, or badly trained dog can attack, there is certain level of perspective applicable to this topic. See page 5 for a little story which might highlight this for you.

On page 6 you will find a story from England on contract "Traffic Wardens", which seem to have become popular with most of the UK councils, but very unpopular with motorists because of the (justified?) perception of revenue raising and corruption in what has become an industry, instead of a service.

This is backed up by a report, on page 8, from Scotland along a similar theme. To me, this give a strong warning to Australian councils who are, or may soon be, heading down the same slippery slope. Stringent guidelines and regular checks on the performance of such contract arrangements need to be followed and enforced by councils to avoid similar negative results here.

Page 10 sees a report on the 10th ANPSG National Workshop which was recently held in Hobart, Tasmania. Whilst the number of attendees were down slightly on the previous Workshop, it appears to have been a very successful and worthwhile couple of days for those who were able to make it.

Do not forget that I am always on the look out for articles for each issue and welcome anything you send me. Not all of what I receive is suitable to put into the newsletter, but that's OK, keep it coming.

Enjoy the read, and until next issue, keep safe.

COUNCIL GOES SOFT ON FINES

25/9/2006 - 7News: Sydney's greediest council is telling parking inspectors to go soft after almost doubling its revenue from fines.

Waverley Council is only one area feeling the anger of drivers with a penalty notice now being issued every 48 seconds. The NRMA wants a government inquiry and the Opposition said councils are not adequately funded by the State Government.

"Retailers are very annoyed because they find in the strip shopping areas, for example, that they're losing customers because they can't park," the NRMA's Alan Evans said. "There's no doubt councils are very aggressive when it comes to parking revenue," Opposition Leader Peter Debnam said. "The reason is that councils across NSW are going down the drain by \$900 million per annum."

Sydney Council's fine revenue rose by \$4 million last year but in percentage terms, Waverley is the worst, raking in an extra 93 per cent. Waverley Mayor, George Newhouse, said it is not about revenue raising. "What I'm calling for is a return to a more balanced approach, so people understand it's about safety," he said.

DOG STATISTICS FROM AUSTRALIA

Following last issues "Dog attack figures from USA" article, I have done some snooping on similar research done here in Australia, and came up with some interesting information.

Flinders University, in South Australia, issued a report into injury resulting from dog bites in 1998. (<http://www.nisu.flinders.edu.au/pubs/shortreps/canines.html>) The report is based on hospital data collection over the period 1986-1994.

Briefly, some of the findings were;

The incidents occurred most frequently in these locations: people's own home (35%); another private home (24%); road, driveway or footpath (20%).

There was a greater proportion of male cases (62%) than female cases (37%).

The most frequently injured body regions were lower limbs (52%) and head/neck (34%).

Just over half of the cases required a significant level of treatment (51%). 13% resulted in admission to hospital.

During the 12-month period 1995/96, there was a total of 1405 cases of hospitalisation associated with being bitten by a dog/s.

Male cases were slightly more frequent than female ones.

The most commonly coded location for incidents of dog bites was the HOME (30%).

The most frequently coded injuries were open wounds: upper limb n=365; lower limb n=246 head/neck/trunk n=675 (the latter category included 128 facial injuries).

Overall, the mean length of stay (MLOS) in hospital was 2.6 days. The lowest MLOS was related to superficial injuries (1.0 day) and the highest to injuries of the lower limb-fractures (5.8 days) and open wounds (5.6 days).

The MLOS was substantially higher amongst older people (65-74 years = 5.9 days; 75+ years = 8.6 days) suggesting that the outcome of such incidents is more severe for this group.

During the period 1979-1996, a total of 11 deaths was registered in which the external causes code indicates that the person died as the result of injuries sustained when bitten by a dog. A greater proportion of these cases involved young children (36%) and older people (36%).

Of the 7591 dog bites in the study, 4141, or more than 50%, occurred in a public area such as on the footpath, roadway, playground, school, public carpark, etc.

Some more interesting data was contained in an article published on the Internet by *The Medical Journal of Australia* <<http://www.mja.com.au/public/issues/aug4/thompson/thompson.html>>".

The box (over the page) shows the proportion of dog attacks by various breeds, the representation of particular breeds in the total dog population, and the relative risk of attack by those breeds (representation ratio). The Injury Surveillance System provided the breed of dog in 43% of attacks (154). It can be seen that the first five breeds were responsible for 73% of all hospital-treated attacks, yet they represented only 31% of the dog population.

The relative risk of attack by a German Shepherd was about five times greater than a Collie (2.5/0.5 = 5). Bull Terriers, red/blue Heelers and Rottweilers presented a four-times-higher risk. The relative risk

(Continued on page 4)

DOG STATISTICS FROM AUSTRALIA

of attack by a Doberman was even higher. It is possible that more dangerous dogs existed (e.g., the prohibited American Pit Bull Terrier), but they did not feature in the Injury Surveillance System data because they comprised a small proportion of the dog population.

3: Frequencies of dog attack, by breed, Queen Elizabeth Hospital, January 1990 to July 1993

Breed of dog	No. of dog attacks	% of all dog attacks (A)	% of total dog population (B)*	Representation ratio (A/B)†
German shepherd	39	25.3%	10.2%	2.5
Bull terrier	21	13.6%	6.6%	2.1
Blue/red heeler	21	13.6%	7.7%	1.8
Doberman	18	11.7%	2.5%	4.7
Rottweiler	14	9.1%	4.2%	2.2
Total	113	73.3%	31.2%	—
Assorted terriers	10	6.5%	15.4%	0.4
Collie (all varieties)	6	3.9%	7.4%	0.5
Labrador	5	3.3%	5.5%	0.6
Mongrel	4	2.6%	—	—
Greyhound	2	1.3%	—	—
Cocker spaniel	2	1.3%	—	—
Kelpie	2	1.3%	6.5%	0.2
Others	10	6.5%	—	—
Total (overall)	154	100%	—	—

* From Omnibus Survey (total number of dogs = 1124).

† The representation ratio can be used to compare relative risks between breeds (e.g., a German shepherd is about five times more likely to cause a hospital-treated injury than a collie). As mongrels, greyhounds, cocker spaniels and the "other" breeds were less frequently involved in attacks than the Labrador and were a smaller proportion of the dog population than the Kelpie, their representation ratio is always less.

Australian telephone surveys of dog ownership, undertaken in 1994 and 1996, of 1011 and 12,041 respondents respectively, estimated a national dog population of 3.9 million with 42% of Australian households owning an average of 1.5 dogs. The 1994 survey also reported a 1:1 male to female dog ratio and 77% of dogs in the small to medium size range.

Table from <http://www.petnet.com.au/statistics.html>

Australian Pet Ownership Statistics 2002 ('000)									
Species	TOTAL	NSW	VIC	QLD	WA	SA	TAS	ACT	NT
Dogs	3,972	1,332	913	815	367	318	129	49	49
Cats	2,466	769	616	436	256	228	95	29	38

WHICH DOOR?

You are empty handed and dressed in normal street clothes. You find yourself inside a five metre by five metre room, which is empty apart from one bright 200W light overhead on a 5 metre high ceiling. There are no windows, but there are two heavy steel doors which are painted different colours. One door is Blue and the other door is Red.

You are told:

"Behind each door is a full grown, adult, male dog, untrained and as aggressive as possible for its breed. Behind the Blue door is a Chihuahua, and behind the Red door is a Pit-bull"

Then you are told:

"You now have 30 seconds to choose and open a door. After this time the Blue door will automatically deadlock and remain locked. At the same time, the Red door will open automatically allowing the Pit-bull access to your room."

"Which door do you choose?"

Michael Butler
Local Laws Coordinator
City of Whittlesea



SORRY ABOUT THE DELAY, SIR

This little story tells how our public respects us here in Cairns. One of our officers Grant (whoops did I say that) was completing the details in his handheld ticket machine when he realised he'd run out of tickets.

The owner of the vehicle returned to the car. Quickly, G said "Sorry mate, I've run out of tickets, I'll quickly go back to the office and refill the machine - you stay here".

This is exactly what Grant did. When he returned to the vehicle the driver was still waiting. G gave the driver the ticket, smiled and said thanks....the driver responded, "That's okay....see ya."

Another little story from this enthusiastic worker

I was partnering G when we came across a few vehicles in a Taxi Zone. I proceeded to place infringements and G did the same. Next minute G walks up to me and says "Don't worry about that car, I've given it a ticket". I looked and said "That car?". G replied "Yeah that car". I again said (and pointed) "That car?". G said "Yes, that car!", sounding horrified that I would ask again. I laughed and said - "That's our car !!!"

I can tell you I nearly peed my pants I laughed so much.

Marie Le Pastrier
City Liaison Officer
Environmental Assessment
City of Cairns

UK CONTRACTORS

They strike like special forces by night. Have privatised parking firms gone too far?, asks Jonathan Dean of Timesonline.

It was a daring night-time raid. Between 3am and 4am the residents of Gipsy Road Gardens would be asleep and their cars left vulnerable in the road outside. Now was the time to strike. But these nocturnal visitors creeping up the quiet south London cul-de-sac were not car thieves but parking wardens. And as the residents slept the unseen wardens set about ticketing with abandon.

"We woke up to find a row of tickets on the cars, even though they were in the same places we've parked them for years," says Doug Kain, a 56-year-old debt counsellor. "We were shocked," says Kain. "Parking wardens should be there to ensure the traffic keeps moving and doesn't block up the roads."

The residents argue that more than a decade ago the council extended the pavement into their front gardens to allow cars to park on it, thus keeping the narrow road clear. "We've all agreed not to pay on the principle that it's just totally out of order," says Richard Cooke, 39, another resident. "In the course of three nights I got three tickets for parking in the bays the council actually supplied."

"We accept there have been some examples of mistakes and some examples of over-zealousness," says Andrew Sawdon, Lambeth council's executive member for transport. "But we're working through those with the contractor."

Parking wardens striking at night is just the latest in a string of excesses that are increasingly calling into question the privatisation of parking in Britain. Traffic wardens used to be employed by the police, but since 1994 local councils have been allowed to "decriminalise" parking. This means enforcement can be taken outside the police's control and given to private companies, with profits from the fines kept by the council.

The result has been an upsurge in the number of tickets handed out. No accurate national figures exist, but in London a record 5.3m were given out last year, up 400,000 on 2002. Some firms give wardens incentives, awarding bonuses if they hand out a certain number of tickets per shift. NCP even ran a "win a car" contest for the biggest-ticketing employee.

The wardens at Gipsy Road Gardens were working for a company called Control Plus, a firm that holds 16 privatised parking contracts around Britain. Like several of the other big private parking firms it is actually part of a foreign company — prompting accusations that fines are paying for the bonuses of executives abroad rather than being ploughed back into road repairs.

In 2002 Control Plus's profits from on-street parking in Britain topped £1m. Control Plus is the UK branch of Central Parking Corporation (CPC), a multinational with headquarters in Nashville, Tennessee, operating under the slogan "Parking just got easier".

The company was founded in the late 1950s and now organises parking at prestigious locations such as

UK CONTRACTORS

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Heathrow and the Yankee stadium, New York. Its arrival into the on-street parking enforcement market in Britain has not been universally welcomed — possibly thanks to its parking attendants taking to heart one of CPC's core values: "Aggressive, persistent and creative pursuit of opportunities".

In 1999 the firm, with a UK base in Uxbridge, west London, won a £3m-a-year contract with Manchester city council. For two years in a row Mancunian motorists received more erroneous tickets than in any other city in England or Wales apart from London. During that time 70% of appeals against tickets in Manchester were successful. Control Plus lost the contract last December, but were hired by Lambeth council in August 2003.

A spokesperson for Control Plus said the wardens who struck in Gipsy Road Gardens were "unsure of the rules".

NOTE: Some 120 UK councils handle their parking via private contractors, which give their traffic wardens quotas for raising income via fines.

CAMERA FINES ANGER

Messenger, Feb. 22, 2006

Stephanie Wilson

Unsuspecting motorists are being caught out by Playford Council parking inspectors photographing infringements and posting them in the mail.

Salisbury resident Charles Kerr was totally surprised to receive a \$48 fine after dropping his wife Susan at the Lyell McEwen Hospital on January 28 to do some volunteer work. Mr. Kerr said the hospital carpark was "chocca", so he pulled up briefly on a yellow line on Trembath Rd. to drop off his wife.

He said he never left the car during the drop-off. "I realise there is no parking on this line, but I never parked the car - just told my wife I'd pick her up at 3pm, gave her the obligatory peck and said 'see ya' " Mr Kerr said. "I saw no sticker lickers, no council workers - so my question is, does the Playford Council have a satellite?"

Playford Council's Asset Strategy and Customer Services Manager, Peter Oye confirmed parking inspectors had been taking photographs for more than a year in case there is an appeal later on. He defended the council's right to use the system - which was also employed by Charles Sturt, Mitcham and Adelaide councils. "I think it is an appropriate thing to do to provide proof" he said.

He also said Mr Kerr was stopped in a No Stopping zone, which was created for safety and traffic flow reasons. "No Stopping means that you can not stop at all, and that's usually done for a reason, and that's something different to a No Parking zone." He said, "Everyone will have a reason why they are there."

PARKING WARDEN DIRTY TRICKS SCANDAL



Former enforcer, and now whistle blower, Jake Dacascos

Evening News Mon 30 Oct 2006
ALAN RODEN TRANSPORT REPORTER

PARKING Enforcers in Edinburgh today revealed some of the dirty tricks they have resorted to as they struggle to hit ticket targets. The revelations come as the council said it would now interview every parking attendant in the city to get to the truth.

Current and former attendants claim workers invent foreign number plates to help reach their daily tallies, angle camera shots to make it look like cars are outside parking bays or touching yellow lines, and alter the times on tickets.

The council's investigation comes after a former parking supervisor told the News that staff were under "intense" pressure to hit daily quotas, and were hauled in front of bosses if they under-performed. Council leader Ewan Aitken has promised to "come down like a ton of bricks" on the contractor, Central Parking System (CPS), if it is found to be setting targets.

Half-a-dozen Enforcers, past and present, have contacted the Evening News to back up the claims made by Jake Dacascos in last week's story. One current employee claimed staff had been refused the option of working overtime if they missed out on daily targets. He said all Mr Dacascos' claims were "100 per cent accurate".

The council today said it would now speak to all 125 CPS employees in Edinburgh, starting tomorrow, while the firm has sent an auditor from its headquarters in Uxbridge, Middlesex, to oversee the investigation. Parking attendants in the Capital are not supposed to be set targets, but former supervisor Mr Dacascos claimed employees were threatened with a poor performance review if they fell short of their quota, yet were ordered to tell the public targets did not exist.

The 32-year-old, from Musselburgh, today welcomed the investigation, and said the council had already contacted him to discuss the allegations. "I will be the first to be interviewed," he said. "It's about time this was properly investigated, and thanks to the Evening News for getting this in the public domain."

Mr Dacascos said there were targets for individual areas and streets, while CPS parking chiefs set a daily target of 850 penalties across the city. Six ex-employees all claimed this meant workers resorted to desperate measures, and said it was commonplace for manually-issued tickets to be "doctored" by senior attendants, who wrote down a false time. This underhand tactic can be used to ignore the city's five-minute grace period for drivers, or simply make it appear that a pay-and-display ticket has expired.

The city council has cancelled more than 35,000 fines since it took over responsibility for parking offences eight years ago, with most of the cash thought to be owed by foreign culprits. But one former attendant said some workers had cottoned on to this and now invented foreign number plates to hit targets.

PARKING WARDEN DIRTY TRICKS

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Jason Williams, 25, from Calder Grove, said: "The pressure was on as soon as you left the classroom to bring in tickets. So people would take photographs at tight angles, so it looked like the wheel was just touching a yellow line.

"I watched as attendants waited for cars to pull up and for the driver to walk away, then issue a fine immediately and change the time on the ticket. People would also make up foreign number plates, so they could reach their daily ticket tally."

Nicholas Turner, 37, from Niddrie, who worked for CPS earlier this year, said: "I was only getting five to eight tickets a day, and my supervisor told me I was going to get pulled up about it, so I resigned. I didn't mind giving out tickets, but I wouldn't use fraudulent tactics. "Some people were issuing 30 or 40 fines a day and it was a contest to see who could get the most."

Jim Matthew, 60, a former attendant from Leith, said: "If you didn't reach your quota, the supervisors were called in by the management and given a ticking off. That then passed down to us."

City transport leader, Councillor Ricky Henderson, today stressed the contract between the council and CPS - and National Car Parks, which takes over later this year - does not include quotas. "It is absolutely not council policy to have individual staff targets for the issuing of parking tickets," he said. "An investigation is under way and every CPS employee will be interviewed by someone from the council and a CPS auditor."

CPS today re-issued its statement from last week, in which a spokeswoman said: "In order to provide the highest possible service to the City of Edinburgh Council, 'benchmarks' or 'key performance indicators' are in place to ensure we deliver on these expectations."

STRANGE BUT TRUE, JUST READ IT

I cduolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdanieg.

The phaonmneal pweor of the hmuan mnid aoccdrnig to rscheearch at Cmabrigde Uinervtisy, it deosn't mtttaer in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit plcae.

The rset can be a taotl mses and you can sitll raed it wouthit a porbelm.

Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe.

Amzanig huh?

10TH ANPSG NATIONAL PARKING WORKSHOP

The 10th ANPSG National Parking Workshop was held in Hobart on the 23rd - 24th of November at the Old Woolstore Apartments. It was hosted by Hobart, Launceston, Glenorchy, Devonport and Burnie Councils.

The main keynote speakers were John Van Horn who is editor and publisher of Parking Today On-Line Magazine (USA). This magazine deals with things like Industry News, latest available parking technology, as well as having a classifieds section that has Job vacancies across the U.S., service and equipment sales and Consultation Services. He spoke about parking costs and how they are covered by everyone in the community and not just a user pays system. As well as charging performance based prices to improve kerb side parking. For example in areas that have a high occupancy rate, charging a higher fee will encourage traffic to turn over. In lower occupancy areas set a lower fee to encourage traffic into this area this will help maximise use of all parking bays throughout the city. Also helping businesses across the board as they should all benefit from this strategy. Traffic flow in quieter areas will improve therefore so should the customer flow of the business and increase potential income levels. In higher turnover areas the aim is to give better access to businesses in the area, this should also increase the potential income levels. Therefore the city as a whole should become more productive in all areas as well.

Brett Cornelius and Rick Cazaly both of whom are Lifestyle Coaches spoke of the importance and benefits of offering and promoting Health and Fitness Programs to Parking and Information Officers. Through gaining a higher level of fitness the officers not only increase their fitness levels and mental toughness that comes with regular exercise. This will minimise the chance of workplace injuries, therefore lowering the amount of workers compensation claims for the department, as well as possibly reducing the sick leave taken as officer's health should improve.

The officers gain a new confidence and better coping skills that will flow into all aspects of their life, stress level will reduce dramatically through regular exercise. Therefore the officer's wellbeing will also improve which benefits both council and the individual so you get a win - win outcome for all parties.

We then did a workshop that was facilitated by local Hobart radio host Dave Noonan. This workshop dealt with the amount of bad press we get especially from TV shows like Today Tonight (Popcorn Journalism) and the media in general. The aim of this was to come up with ideas for improving our public image that could be in all aspects of the media.

We were broken up into six different groups and given a video camera, mp3 recorder or paper to design positive ideas that could be used into TV ads, radio broadcasts, and pamphlet or newspaper advertisements. The goal was to let people know that there is more to our job than just issuing infringements, although this is a necessary part of the job it's not the only thing we do. Here are a few examples that the public may be unaware of:

- ⇒ Giving information to the general public and tourists visiting the city
- ⇒ Helping prevent illegal parking around schools, therefore protecting the kid's safety.
- ⇒ Witnessing a theft or crime and assisting the victim (comforting them till Police arrive), as well as giving a description of the offender to Police and the direction they were heading.

10TH ANPSG NATIONAL PARKING WORKSHOP

CONT. FROM PAGE 10

- ⇒ Locating stolen vehicles and crime hot spot areas and informing the Police.
- ⇒ Helping members of the public that may have fallen or injured themselves in the street, and getting ambulance assistance if needed.
- ⇒ Ensuring everyone has a fair chance of getting a park.



All of these things any officer may be faced with at anytime throughout their daily (or nightly) duties.

During his talk, Graham McKinnon Team Leader of Parking Enforcements Officers at Melbourne City Council, proposed a draft letter that he hoped would be signed by all CEO's and sent the relevant state roads departments throughout Australia in regards the wording of rule 205 of the Australian Role Rules. Currently the rule reads:

205—Parking for longer than indicated

(1) A driver must not park continuously on a length of road, or in an area, to which a permissive parking sign applies for longer than the period indicated by information on or with the sign or, if rule 206 applies to the driver, the period allowed under that rule.
Offence provision.

206—Time extension for people with disabilities

(1) This rule applies to a driver:
(a) if the driver's vehicle displays a current parking permit for people with disabilities; and
(b) the driver complies with the conditions of use of the permit.

The plan is to set out clearly the ambiguity in the current rule by using the word "**continuously**". What does that mean? At the moment we have a huge problem with drivers either rolling around in the bay or moving from one bay to another in a zone, this makes policing very difficult and doesn't give everyone a



PRESENTED BY THE
TEAM AT ADELAIDE
CITY COUNCIL

Phone: 08 8203 7509
Fax: 08 8203 7387
Email:
j.porter@adelaidecity
council.com

All contributions gratefully
accepted.

Long, short, or tall, it
doesn't matter.
Photos are great!

Come on put pen to pa-
per, or fingers to the key-
board, and send me some-
thing about your Council,
something funny, unusual,
or even outrageous!

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fair chance of using the parking spaces available, and therefore giving some drivers an unfair advantage. This undermines the capacity of councils to prosecute breaches of rule 205. They want the word "continuously" replaced with something that wouldn't allow this to happen anymore. Maybe by putting a time limit, for example 15mins (see Editors Note below), before returning to an area would prevent people from doing this and it will still allow the likes of couriers that need to access certain areas regularly to do so.

I found this workshop very interesting, as councils across Australia are all experiencing the same problems we do. But through speaking with the delegates, I found that they have a proactive approach to any issue that may arise, and made me feel that I have gained valuable contacts throughout the industry. It's very easy to become insular in your day to day activities, and to think that you are the only one that may have a certain issue or problem. But by having had this experience I gained a greater understanding of how important our role is within the community. I would like to thank both Mike and Craig for giving me a fantastic opportunity I feel very lucky to have had this experience.

Samantha Bartlett
Parking and Information Officer
Adelaide City Council

Editors note:

Under the old South Australian Parking Regulations, which were in force prior to the Australian Road Rules, the section covering a vehicle overstaying the time limit was fairly hard for drivers to circumvent. It was worded so:

"for the purposes of these regulations, a vehicle will be regarded as parked for continuous period in the same place despite the fact that the vehicle has been moved if, within the hour-

(a) it is returned to the same place: or

(b) it is moved to another place (with the same or lesser time period that is less than 100 metres away."

Both these measures had the effect of 1) preventing vehicles from being driven a few of bays down and reparked, or out then back in as is happening in numerous locations, as well as; 2) ensuring any chalk marks placed by Council Officers were removed in the act of driving.

The current wording is so open to interpretation as to be virtually useless to Councils in the courts. The test case reported in MAS June 2006 issue ended up being mutually withdrawn due to the back-log of other matters before the Magistrates court. The alternative was another lengthy (minimum 6 months) adjournment with no guarantee of a hearing at that date.