

ESSENTIAL REFERENCE PAPER C (i) – HERTFORD DETAILED RISKS

Gascoyne Way - Infrastructure Considerations				
Issue	Consideration	Cost where relevant	Comments	Recommendation
Access arrangements (two access lanes required)	Demolition of part of existing structure	Approx. £50,000 (capital) Detailed survey necessary	<p>One access lane/barrier insufficient in case of equipment failure and/or traffic build-up</p> <p>Risk of two vehicles attempting simultaneously to enter ground floor conflicting with traffic exiting from upper levels</p>	<p>Question economic viability</p> <p>Variable Message Signing (VMS) on highway might help mitigate queueing issues (Cost estimate £35,000)</p>
	Will result in loss of parking bays	Loss of car park income (revenue) Potential loss of amenity	<p>Planning consent required (if not allowed under permitted development)</p> <p>High likelihood of Highways objection (traffic management), given status of the roundabout servicing Gascoyne Way, London Road and Fore Street as a congestion hot spot.</p>	
Egress arrangements	Current egress arrangements would remain with some road marking alterations required.	Approx. £2,500 (capital)	N/A	N/A
Requirement for vehicle 'refuge' area near exit	Will result in loss of parking bays	Loss of amenity Loss of car park income (revenue)	Motorists who have failed to pay before attempting to leave the car park will need an area to pull into at the last minute to make payment, if they are not to obstruct other motorists seeking to exit	N/A

Gascoyne Way - Operational Considerations

Issue	Consideration	Cost where relevant	Comments	Recommendation
Equipment and Customer Support	Will require much higher levels of staff support/intervention than 'pay and display'	To be confirmed	Staff will need to be on hand to intervene in cases of equipment failure and/or to assist with public inquiries. Virtual Control Centre may need to be established.	Subject to a contract variation with the enforcement contractor resource would necessarily be diverted from the enforcement function; additional resource needed to cover the full operational hours of the car park
Car Park Designation	Pay on exit will require removal of floor designation for long and short stay parking	Need to significantly increase cost of long stay parking to preserve space for short stay, currently preserved on lower floors to support shoppers and businesses	Significant issue for the car park serving the main part of town, significant pricing differential would be required adversely impacting workers to a greater degree.	Would need to introduce higher long stay charges to manage use.
Operational terms of car park	When will the system operate? Should the barriers be raised/lowered overnight?	N/A	Gascoyne Way car park operates 24 hours a day and is used overnight by residents and guests at local hotels, supporting a thriving evening economy.	Potential charging for use of car park on a 24hr basis
Days/hours of operation	How will Sunday parking be managed?	To be confirmed	Parking is currently free on Sundays. How would barrier controls be managed in this context?	Implement a £0.00 tariff on Sundays, motorist would have to obtain

				ticket at entrance and validate it in machine before leaving, no payment required. Would require additional resource to assist/advise customers
Treatment of blue badge holders	Special arrangements required for blue badge holders to be able to leave the car park without paying	N/A	How would EHDC continue to be able to offer free blue badge parking with barrier controls in place?	Consider requiring blue badge holders to pay in this car park
Treatment of motorcyclists	Special arrangements required for motorcyclists to be able to leave the car park	N/A	How would EHDC continue to be able to offer free motorcycle parking with barrier controls in place?	Consider requiring motorcyclists to pay in this car park
Increased congestion on and off the highway	Motorists will have to stop to take a ticket on entrance and insert a ticket on exit Pausing to take a ticket at an entrance barrier is estimated to take an additional sixteen seconds. The cumulative effect is likely to cause additional queueing at the entrance.	N/A	Increased queueing likely approaching car park entrance. May impact on highway Increased queueing likely approaching car park exit. May impact on internal traffic flows	Partially mitigate risk by creation of two entrance lanes Partially mitigate risk by installing Variable Message Signing (VMS) on the highway
Effect on enforcement	Slight reduction in enforcement needed (although enforcement still needed for misuse of blue badge bays etc.)	Potential revenue saving	Enforcement resource freed up might be diverted towards the additional support needed for a 'pay on exit' system	Subject to a contract variation with the enforcement contractor some resource could be diverted from the

				enforcement function; however additional resource would be needed to cover the full operational hours of the car park
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Gascoyne Way – Legal and Administrative Considerations

Issue	Consideration	Cost where relevant	Comments	Recommendation
Blue badge holder parking	Current policy of allowing blue badge holders to park free of charge and without time limit is not supported by a 'pay on exit' approach	N/A	N/A	Consider change of policy to require blue badge holders to pay in this car park (requires TRO change) OR Require blue badge motorist to present badge to car park operative at exit, who can manually raise the barrier
Motorcyclist free parking	Current policy of motorcyclists parking free of charge is not supported by a 'pay on exit' approach	N/A	N/A	Consider change of policy to require motorcyclists to pay in this car park (requires TRO change) OR Requires car park operative at exit who can manually raise the barrier
Sundays/Bank Holidays parking	Current policy of free parking on Sundays and bank holidays is not supported by a 'pay on exit' approach	N/A	N/A	Implement a £0.00 tariff on Sundays and bank holidays, whereby motorist would have to obtain ticket at entrance and validate it in machine before leaving, with no payment required. Would require additional resource to assist/advise customers

Evening parking	Current policy of not charging after 1830 and before 0730, Monday to Saturday is not supported by a 'pay on exit' approach	N/A	N/A	Implement a £0.00 tariff overnight, whereby motorist would have to obtain ticket at entrance and validate it in machine before leaving, with no payment required. Would require additional resource to assist/advise customers
Planning consent	Planning implications of structural modifications to the car park	N/A	Initial advice from EHDC Planning is that modifications may be allowed under permitted development rights (SI 2015 No. 596)	Confirm appropriateness of this provision once extent of required structural modifications has been identified
HCC Highways consent	Requirement to maintain free movement of traffic on the highway Requirement to maintain reasonable and safe access for pedestrians in front of the car park access point	N/A	HCC likely to object should it be considered a change to barrier controlled 'pay on exit' would increase the risk of congestion on the highway	Further modelling required Consult with HCC as required
Contract re-negotiations (NSL)	Seek to vary contract with enforcement contractor to create customer service role Seek to vary contract with enforcement contractor to cover first line maintenance of equipment	To be confirmed	A limited amount of enforcement resource would be freed up upon a move to barrier controlled parking, although some areas (e.g. blue badge bays) would still need to be enforced. Costs will increase significantly to ensure cover at all appropriate times	Enter into negotiations with current contractor at appropriate time Specify requirements in contract for retendering of service (effective January 2019)

Penalty Charge Notice revenue	Reduced potential to issue Penalty Charge Notices for parking overstay	To be confirmed	The objective of Civil Parking Enforcement is to not have to issue PCNs, as a result of compliance. A reduction in the issue of PCNs under these circumstances should be regarded as a positive	Revise budget as appropriate
Car park revenue	Possibility of reduced revenue as motorists pay only for the time they have used	N/A	This should be regarded as a positive and may be offset by increased customer use of the car park (subject to overall capacity constraints)	Revise budget as appropriate