

ESSENTIAL REFERENCE PAPER 'B'

Issues Analysis – Evening Charging and Amended Daytime Charging

Issue	Mitigation Strategy	Comments
<p>1. Source data</p> <p>Assumptions based on manual evening counts. The margin of difference between these is 5%. A further margin for error should be allowed for with such a small number of sample counts extrapolated to a full year income.</p>	<p>Run evening charges for one year and use <i>actual</i> figures to calculate surplus for redeployment.</p>	<p>Mitigation strategy conflicts with desire to make change revenue neutral from <i>day one</i> by re-deploying surplus to fund tariff concessions elsewhere.</p>
<p>2. Price sensitivity (customer resistance)</p> <p>Customer resistance likely. Possible displacement to on-street or even other towns.</p>	<p>None possible.</p> <p>Monitor.</p> <p>Additional enforcement as required following observation at additional cost to the Council, impacting net balance of initiative to have a cost impact (negative) on the Council.</p>	<p>On-street capacity is self-limiting and may already be fully occupied.</p> <p>Additional enforcement may be required to ensure compliance and safe and clear streets, one additional patrol in Stortford and Hertford will incur a cost of £44,000 per year. Current enforcement costed at a minimum level of one patrol.</p>
<p>3. Resident parking schemes</p> <p>Many schemes cease to operate at 1800. There is</p>	<p>Monitor.</p> <p>Possible need to</p>	<p>Cost of revision to Traffic Regulation Orders, estimated at £2,000 per separate</p>

<p>a risk that to avoid evening charges some motorists will park in residential streets. This may generate complaints and may lead some residents to request an extension to the hours of operation of their scheme.</p>	<p>revisit operating hours of some resident permit parking schemes.</p>	<p>TRO, signs and forms.</p>
<p>4. Compliance</p> <p>Most single yellow lines cease to operate at 1830. These are likely to be fully parked leading to increased risk of cars parking on double yellow lines or otherwise in contravention.</p>	<p>Deliver appropriate levels of enforcement.</p>	<p>Current yellow line restrictions established by the County Council are to reflect road use and maintain effective and safe passage. Full use of non-restricted parking should not impact this. If following implementation issues do arise then full monitoring and proposals may need to be progressed with the County Council, requiring Traffic Regulation Orders, with the time and budget required.</p> <p>Costs of enforcement currently shown are absolute minimum. Significant additional enforcement needs would double this cost to £88,000, eating into the sum available for</p>

		re-deployment to daytime tariff reductions.
<p>5. Exceptional car parks</p> <p>Certain car parks cannot sustain an evening charge, because of lease agreements (J Square) or a free parking arrangement (G Paddocks and Wallfields Visitor Car Park).</p> <p>Above car parks may become oversubscribed as a result of being effectively free to use.</p>	<p>Excluded from income assumptions.</p> <p>Monitor.</p>	<p>Unlikely to happen in Jackson Square as the customer is still paying; it is just that EHC will not receive that payment.</p> <p>Unlikely to happen in Wallfields Visitor Car Park as too far from centre of town.</p> <p>Greatest risk in Grange Paddocks.</p>
<p>6. Resident/hotel use of car parks</p> <p>Some town centre car parks used by residents and hotel guests overnight.</p> <p>Pay and display ticket purchased after 1830 commences 0730 the next charging day.</p>	<p>Permits for residents/hotel guests? At additional administrative cost.</p> <p>Require people to purchase pay and display ticket after 2100 if they require this service.</p>	<p>Administrative burden would be considerable.</p> <p>Concessions would reduce amounts available for daytime tariff changes.</p> <p>Current use of this facility is likely to be more significant than we think.</p>

<p>7. Capacity</p> <p>Increasing 'dwell time' during the day may decrease turnover through less availability of parking spaces close to town, which may lead to capacity shortfalls and motorist dissatisfaction.</p>	<p>Monitor.</p> <p>Possible need to re-designate car parks.</p> <p>Possible need to augment off-street supply – particularly in Bishop's Stortford.</p>	<p>Increasing dwell time and ensuring adequate turnover are two sides of the same coin and one must not be allowed to predominate at the expense of the other.</p>
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