

## ESSENTIAL REFERENCE PAPER 'D'

### Task and Finish Group – Parking Enforcement Priorities

#### Summary of Responses from Town Councils

##### 1. Hertford Town Council

<b>Issue</b>	<b>Town Council Response</b>	<b>Officer Response</b>
Enforcement of the evening economy	<p>It would be a concern should higher levels of enforcement of the evening economy operate to the detriment of daytime coverage.</p> <p>It is important to maintain access to the town centre.</p>	<p>It should not be our aim to fund increased evening coverage by reducing coverage during the working day.</p> <p>Enforcement of illegally parked vehicles in the evening would probably enhance access to the town centre in the evening (and certainly safety).</p>
Enforcement around schools	Strongly supported and would support discussions between individual schools and EHDC to aim for an individualised approach where possible.	Congruent with the T&F Group's findings.
Mix of on-street vs off-street enforcement	Difficult to respond without knowing in greater depth what is intended.	N/A
Use of ANPR vehicle in limited circumstances permitted by law.	Supported, should it promote effective parking management and only operate within current legal parameters.	Noted. The service would only operate such a vehicle within legally permitted parameters.
Acceptance of public requests for enforcement	Ability for the public to make requests for enforcement should be maintained, where enforcement action can help resolve the problem.	Noted. The option for the public to request enforcement is likely to be retained and possibly enhanced should we move to offer an 'out of hours' service via the enforcement contractor.

## 2. Bishop's Stortford Town Council

<b>Issue</b>	<b>Town Council Response</b>	<b>Officer Response</b>
Enforcement of the evening economy.	There should be more emphasis on the evening economy, which could have implications for car park charges.	Congruent with T&F Group's findings. No commitment to impose evening car park charges. Council's car park charges are frozen for the next 2.5 years.
Schools enforcement	There should be more emphasis on schools enforcement.	Congruent with T&F Group's findings.
Mix of on-street vs off-street enforcement.	Favour the former over the latter.	Congruent with T&F Group's findings.
ANPR equipped enforcement vehicles	Believe its use to be appropriate on the terms described.	Noted. The service would only operate such a vehicle within legally permitted parameters.

## 3. Ware Town Council

<b>Issue</b>	<b>Town Council Response</b>	<b>Officer Response</b>
Enforcement around schools	Strongly supported.	Congruent with T&F Group's findings.
Mix of on-street vs off-street enforcement	All areas need enforcement, but agree that on-street enforcement merits more time than car park enforcement.	Congruent with T&F Group's findings.
Enforcement of the evening economy	Supported, but must be focussed on-street and not in car parks.	This would inevitably be the case, as car parks do not charge after 1830, so there are precious few contraventions to enforce in car parks after that time. Congruent with T&F Group's findings.
Pavement Parking	There should be enforcement of parking on the pavement.	Not currently possible. EHDC has not adopted these powers.

#### 4. Sawbridgeworth Town Council

Issue	Town Council Response	Officer Response
Enforcement of the evening economy	The town council would not like to discourage the evening economy by enforcement measures.	If a vehicle is parked illegally on a double yellow line (which will only be there to promote highway safety) then it should be appropriate to take enforcement action.
Enforcement around schools	Supported.	Congruent with T&F Group's findings.
Enforcement against 'stationary idling' vehicles.	Town council would like to see this enforced.	The Council's parking service currently has no powers to enforce in this area.
ANPR based enforcement	Not in favour. No substitute for visible foot patrols.	ANPR would not be a substitute to or at the expense of foot patrols. It would be highly focussed as per statutory permissions and would serve as an adjunct to foot patrolling.
Public requests for enforcement	These should still be accepted.	Noted.

## 5. Buntingford Town Council

<b>Issue</b>	<b>Town Council Response</b>	<b>Officer Response</b>
Enforcement of the evening economy	Supported – especially in respect of the High Street, but should not be to the detriment of the evening economy.	Greater enforcement of the evening economy would not be to the detriment of daytime enforcement. Congruent with T&F Group's findings.
Enforcement around schools	Strongly supported.	Congruent with T&F Group's findings.
On street vs car park enforcement	On-street enforcement should be prioritised over car park enforcement.	Congruent with T&F Group's findings.
Enforcement by ANPR	This might release CEOs' time, but would add another vehicle causing obstruction.	Not necessarily the case.
Public requests for enforcement	Only accept when the issue is a persistent nuisance.	No way of telling when a member of the public calls whether the problem is 'persistent' and most members of the public would tend to regard their concerns as meriting a prompt and effective response from EHDC.

***N.B.***

***i) No response received from S Abbotts Parish Council***