

Bishop's Stortford Town Centre Parking

Issue	T&F Group Recommendation	Perceived Benefits	Perceived Risks	Dependencies	Costs Estimate*	Revenue Considerations	Resource Implications	Comments
Rail commuters occupying lower priced EHDC car parks rather than station car parks, leading to a lack of spaces for town workers and shoppers who tend to arrive later in the day.	Implement strategies to direct commuters to station car parks through amendments to EHDC car park charges, car park re-designation, changes to conditions of use and changes to the terms of the Council's 'pay by phone' offer.	Increased capacity in EHDC car parks for town workers and shoppers. Rail commuters using the car parks provided at the station and/or alternative modes of transport.	Adverse publicity.	None perceived	TRO amendment costs - approx. £3,000 Signage change costs - approx. £5,000 Machine re-programming costs - approx. £5,000	N/A	Potentially revenue neutral. Vacated spaces likely to be occupied by workers/shoppers.	With station car park charges at c. £10/day and EHDC car park charges at c. £4-6/day, some commuters park in EHDC Car parks early in the morning leading to a later shortfall in capacity for town workers and the shoppers on whom the town's businesses depend.
Town centre car parks operating at or near capacity on a regular basis.	Review designation of car parks (long stay/short stay/mixed use) to ensure most efficient use, primarily by directing long stay parking to the edge of the town. Implement 'shared use' RPSs where possible, to include provisions for business parking on a managed basis. Encourage modal shift.	More space in town centre car parks to ensure maximum availability for shoppers and service users on whom local businesses depend.	Need to ensure sufficient long stay capacity is provided. Does not address overall supply issues.	None perceived	TRO amendment costs - approx. £3,000 Signage change costs - approx. £5,000 Machine re-programming costs - approx. £5,000	Maximising efficient use of car parks should yield more revenue per space per annum.	Occupancy survey required. Officer time.	Demand exceeding supply on a regular and increasing frequency. Need to squeeze maximum use out of the existing resource, through smarter designation.
Parking charges seen as too high by town centre workers (e.g. retail)	Create discounted permit parking scheme for town workers, including as part of 'shared use' RPSs.	Support for town workers.	Impact on Council revenue. Risk of abuse. Scheme maintenance costs unless self-managed (virtual parking?).	None perceived	TRO costs - approx. £3,000 Signage costs - approx. £5,000 Possible software costs TBC Possible requirement for additional, temporary administrative staff to manage introduction of the scheme	Reduced revenue from this category of user, but may be recovered through increased 'casual' use of vacated car park spaces.	Could be expensive to administrate unless it operated on a self-service (i.e. virtual?) basis.	N/A
Insufficient Blue Badge bay provision in car parks.	Insufficient Blue Badge bay provision in car parks.	Review provision with a view to moving towards the 6% provision recommended by the DfT where a need is demonstrated.	Proportion of Blue Badge bays remaining unused whilst overall capacity pressures increase, risking adverse publicity	None perceived	TRO amendment costs - approx. £3,000 Signage costs - approx. £5,000	N/A - in East Herts Blue Badge motorists park free of charge and without time limit wherever they park in a car park.	Occupancy surveys required.	N/A

* Traffic Regulation Order, machine re-programming or changes to signage were implemented at the same time and across towns.

Hertford Town Centre Parking

Issue	T&E Group Recommendation	Perceived Benefits	Perceived Risks	Dependencies	Costs Estimate*	Revenue Considerations	Resource Implications	Comments
Lack of on-street directional signage to the town's car parks.	Improve the quantity and quality of on-street directional signage.	Improved	None perceived	Funding	TBC		See comments (right)	Possible availability of £20k Section 106 contribution linked to McMullen/Sainsbury development at Hartham
Shortage of affordable parking for town centre workers (especially retail sector)	Offer use of the Wallfields staff car park to town centre workers at the weekend, whilst Bircherley Green MSCP is unavailable.	<ol style="list-style-type: none"> Support to town centre workers. Frees up spaces in town centre car parks for shoppers and others. 	No ability to enforce without TRO	None perceived	N/A - if done without TRO and/or parking machines and signage.	N/A - assumption that vacated spaces will be occupied by paying customers.	None perceived	The temporary loss of Bircherley Green MSCP has led to a shortage in off-street parking provision for the town.
Shortage of affordable parking for town centre workers (especially retail sector)	Implement a permit parking scheme whereby town workers can park at a lower charge in lesser used, edge of town car parks.	<ol style="list-style-type: none"> Support to town centre workers. Frees up spaces in town centre car parks for shoppers and others. 	None perceived	None perceived	TRO costs - approx. £3,000 Signage costs - approx. £5,000 Possible software costs TBC	N/A - assumption that vacated spaces will be occupied by paying customers.	None perceived	N/A
Insufficient Blue Badge bay provision in car parks.	Review Blue Badge provision in car parks with a view to moving towards the 6% level recommended by the DfT, where a need is demonstrated.	Improved provision to better meet the needs of the growing number of Blue Badge holders.	Proportion of Blue badge bays remaining unused whilst overall capacity pressures increase, risking adverse publicity	Successful promotion of a TRO	TRO amendment costs - approx. £3,000 Signage costs - approx. £5,000	N/A - In East Herts Blue Badge motorists park free of charge and without time limit wherever they park in a car park.	Occupancy surveys required.	N/A

* Significant elements of cost could be reduced if changes requiring the promotion of a Traffic Regulation Order, machine re-programming or changes to signage were implemented at the same time and across towns.

nt Permit Zone (RPZ) Policy Recommendations

Issue	T&E Group Recommendation	Perceived Benefits	Perceived Risks	Dependencies	Costs Estimate	Revenue Considerations	Resource Implications	Comments
Current Policy and Operational Guidance makes it difficult for new RPZs to be awarded.	Amend Resident Permit Zone Policy and Operational Guidance to lower threshold for eligibility.	Prioritises limited on-street parking capacity in residential streets for use by residents in areas where demand exceeds supply. Could help address problems with 'airport parking' (Bishop's Stortford)	Can displace car parking to streets just outside scheme boundary, where a problem may not have hitherto existed. Car parks may not be able to accommodate additional demand from displaced vehicles (B Stortford, Hertford and Ware). Risks 'sterilising' kerb space during the working day when many residents have commuted out of the Zone. Risks stimulating demand which the Council is unable to satisfy.	HCC - statutory consultees.	Cost of design, consultation and implementation of each new scheme = c. £20,000+	Seek to operate all schemes on a cost neutral basis through the sale of permits and visitor parking time. (N.B. Statute prohibits local authorities from seeking to generate a surplus from charged on-street parking)	Considerable officer time involved in designing, consulting and implementing a new scheme; therefore these activities are invariably contracted out.	Statute prohibits local authorities from seeking to generate a surplus from on-street parking provision.
Considerable costs of RPZ design, consultation implementation.	Require that scheme design and implementation costs are recouped over a defined number of years through the permit charge levied to residents within that RPZ.	Accords with the Council's 'user pays' principles and ensures the direct beneficiaries of a scheme help fund its creation rather than the burden falling on the wider Council taxpayer.	Resident opposition.	None perceived	c. £20,000+ for a typical scheme.	Seek to operate all schemes on a cost neutral basis through the sale of permits and visitor parking time. (N.B. Statute prohibits local authorities from seeking to generate a surplus from charged on-street parking)	Considerable officer time involved in designing, consulting and implementing a new scheme; therefore these activities are invariably contracted out.	Initial set-up costs significant. Expect residents to pay back implementation costs through permit charges in early years.
Risk of RPZ areas being underused during the working day.	Require that new schemes also accommodate non-resident parking on a managed (i.e. permit) basis during the week, where this can be achieved at little or no detriment to residents.	Ensures the most efficient use of the available kerb space.	Resident opposition.	None perceived	N/A	Likely revenue neutral. Revenue would accrue from the sale of permits; however recommendation is that this is used to defray the cost of permits to scheme residents.	Considerable officer time involved in designing, consulting and implementing a new scheme; therefore these activities are invariably contracted out.	Only offer new schemes if residents also prepared to accept non-resident parking on a managed basis where this is achievable.

Sustainability and Climate Change

T&E Group Recommendation	Perceived Benefits	Perceived Risks	Dependencies	Costs Estimate	Revenue Considerations	Resource Implications	Comments
Create an initial minimum 5% EV charging bays in each EHDC car park and increase in anticipation of rapidly growing demand.	Supports EV use and encourages procurement of EVs.	Bays underused on occasions, exacerbating capacity issues in some car parks.	Availability of funding. Availability of suitable power supply.	TBC	None perceived. Parking charges would still be paid and the EV driver would pay for the electricity consumed.	N/A	Rapid growth in the procurement of pure electric vehicles requires growth in provision of parking places on an equally rapid basis.
Place a time limit on the use of EV charging bays.	Ensures a reasonable turnover of charging vehicles.	None perceived	None perceived	TRO costs - approx. £3,000	None	None	As technology improves, charging time will reduce. These are CHARGING bays, NOT parking places.
Erect solar canopies in car parks where possible.	Will generate electricity for possible sale to the National Grid.	None perceived	TBC	TBC	TBC	TBC	None
Investigate the potential for on-street EV charging and require that such provision is made a planning condition linked to planning applications for significant new developments.	Increased provision.	None perceived	Power supply. Location of other electrical services. Suitability of location.	TBC	TBC	TBC	None
Encourage use of electric bicycles by implementing dedicated recharging provision.	Increased use of electric bicycles.	None perceived	Power supply. Location of other electrical services. Suitability of location.	TBC	TBC	TBC	None
Implement Variable Message Signing (VMS) to direct motorists to available car parks and parking places.	Reduces incidents of motorists cruising around searching for spaces which increases air pollution - especially in AQMAs.	None perceived	Power supply. Suitability of locations. Need to install loops in car park entrances and exits.	TBC	None	TBC	Reduces air pollution and congestion.

Miscellaneous Recommendations

Issue	T&F Group Recommendation	Perceived Benefits	Perceived Risks	Dependencies	Costs Estimate	Revenue Considerations	Resource Implications	Comments
Airport Parking in primarily residential roads (Bishop's Stortford)	Publicise reporting mechanism to Manchester Airports Group. Implementation of RPZs may also help bear down on 'airport parking'.	Maximizes available on-street parking for use by residents.	None	None	None	None	Comms time.	Online survey of residents suggests this is a seen as a chronic problem for residents in several areas of Bishop's Stortford.
Airport Parking in primarily residential roads (Bishop's Stortford)	Engage with MAG consultative forums to notify of problems and secure remedial funding.	Secure MAG funding to implement remedial measures.	None	None	N/A	None	None	MAG maintains a fund for distribution to local authorities and others aimed at alleviating proven 'airport parking' problems.
Reduced dedicated parking provision associated with new developments leading to cars parking on the highway.	Ensure public transport services are commissioned and operational at the same time as major new residential developments are occupied, to encourage new residents to shift towards public transport use as a first choice.	Encourages modal shift	Risk of negative comments because of the perception already existing that infrastructure, including schools and medical services, isn't operational at the same time as occupation	None	N/A	None	None	None
Reduced dedicated parking provision associated with new developments leading to cars parking on the highway.	Encourage the implementation of car clubs and bike clubs, ideally electric, alongside new residential developments plus the installation of additional electric vehicle charging points throughout the town.	Encourages modal shift	None	None	N/A	None	None	None
Parking charges at station car parks encouraging some commuters to exploit EHDC car parks to the detriment of town workers and shoppers who tend to arrive later in the day.	Letters to be sent to station parking providers by the Council, lobbying for more appropriate charges at station car parks.	More spaces in EHDC car parks available for workers and shoppers.	Refusal to engage	None	None	None	None	None
Lack of secure cycle parking facilities.	Continue to lobby providers for improved cycle storage facilities at stations	Encourages modal shift	None	None	None	None	None	None
Lack of secure cycle parking facilities.	Require cycle parking provision as part of S106 agreements to ensure provision in town and village centres.	Encourages modal shift	None	None	None	None	None	None
Further areas for investigation.	Recommend fresh T&F Group to look in depth at: * Airport parking * HGV overnight parking * Commuter parking	Issues receive greater analysis leading to policy and strategy recommendations.	None	None	None	None	None	These areas were identified for additional investigation at the T&F Group meeting on 19/11/19