

# A G E N D A

## Environment Scrutiny Committee

Date: **Monday, 24th January, 2005**

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Time: **10.00 a.m.**

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Place: **The Council Chamber,  
Brockington, 35 Hafod Road,  
Hereford**

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Notes: Please note the **time, date** and **venue** of  
the meeting.

*For any further information please contact:*

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**County of Herefordshire  
District Council**



# AGENDA

## for the Meeting of the Environment Scrutiny Committee

To: Councillor J.H.R. Goodwin (Chairman)  
Councillor W.L.S. Bowen (Vice-Chairman)

Councillors P.J. Dauncey, G.W. Davis, Mrs. A.E. Gray, K.G. Grumbley,  
T.W. Hunt, R. Mills, J.W. Newman and Miss F. Short

		Pages
1.	<b>APOLOGIES FOR ABSENCE</b> To receive apologies for absence.	
2.	<b>NAMED SUBSTITUTES (IF ANY)</b> To receive details any details of Members nominated to attend the meeting in place of a Member of the Committee.	
3.	<b>DECLARATIONS OF INTEREST</b> To receive any declarations of interest by Members in respect of items on the Agenda.	
4.	<b>REVIEW OF THE COUNTY-WIDE PARKING STRATEGY</b> To consider the findings of the Parking Strategy Review Group following the review of the County-wide Parking Strategy.	1 - 40



## **PUBLIC INFORMATION**

### **HEREFORDSHIRE COUNCIL'S SCRUTINY COMMITTEES**

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The purpose of the Committees is to ensure the accountability and transparency of the Council's decision making process.

The principal roles of Scrutiny Committees are to

- Help in developing Council policy
- Probe, investigate, test the options and ask the difficult questions before and after decisions are taken
- Look in more detail at areas of concern which may have been raised by the Cabinet itself, by other Councillors or by members of the public
- "call in" decisions - this is a statutory power which gives Scrutiny Committees the right to place a decision on hold pending further scrutiny.
- Review performance of the Council
- Conduct Best Value reviews
- Undertake external scrutiny work engaging partners and the public

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**COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL**

**BROCKINGTON, 35 HAFOD ROAD, HEREFORD.**

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## REVIEW OF THE COUNTY-WIDE PARKING STRATEGY

**Report By: The Parking Strategy Review Group**

### Wards Affected

County-wide.

### Purpose

1. To consider the findings of the Parking Strategy Review Group following the review of the County-wide Parking Strategy.

### Background

2. At its meeting on 21st October 2003 this Committee recommended to the Cabinet Member (Highways and Transportation) that the County-wide Parking Strategy be reviewed. This recommendation was subsequently endorsed by Cabinet and the Cabinet Member (Highways and Transportation) requested that Environment Scrutiny Committee carry out a review.
2. At a meeting of this Committee on 23rd January, 2004 a Parking Strategy Review Group was formed to look at the County-wide Parking Strategy and considered the terms of reference for the review. The Scoping Statement detailing the terms of reference; desired outcomes; key questions and timetable is included in the Appended report at Annex 1.
3. For ease of reference the current Parking Strategy is included in the Appended report at Annex 2.
4. The Review Group conducted a review of the Strategy with the objective of examining the appropriateness of the current policy and giving guidance to the Cabinet Member (Highways and Transportation) on the key elements and issues for inclusion in a revised strategy required for the next Local Transport Plan (LTP), due to be published in July 2005.
5. The Review Group's report setting out the Groups approach to its task, its findings and conclusions is attached at Appendix 1. The key recommendations and comments of the Review Group are highlighted within the report in ***bold italics***.
6. Copies of the Consultation Report, referred to in the Appended report on the review, have been issued separately to Members of the Committee. Copies are available on request from the Committee Officer (Scrutiny) tel (01432) 260460.

### RECOMMENDATION

**THAT the Committee considers the report of the Parking Strategy Review Group and determines whether it wishes to agree the findings for submission to the Cabinet Member (Highways and Transportation).**

### BACKGROUND PAPERS

- Parking Strategy Consultation Report.

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Further information on the subject of this report is available from Richard Ball, Transportation Manager, on (01432) 260965 who acted as lead officer for the review.



# **Review of the County-wide Parking Strategy**

## **Report by the Parking Strategy Review Group – January 2005**

**For presentation to Environment  
Scrutiny Committee 24th January,  
2005**

- ...Putting** people first
- ...Preserving** our heritage
- ...Promoting** our county
- ...Providing** for our communities
- ...Protecting** our future

***Quality life in a quality county***

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		The Consultation Report referred to in the report has been issued as a separate document and is available on request.

# **REVIEW OF THE COUNTY-WIDE PARKING STRATEGY**

## **BY: THE PARKING STRATEGY REVIEW GROUP**

### **1. INTRODUCTION**

1.1. At their meeting on 21st October 2003, the Environment Scrutiny Committee recommended to the Cabinet Member (Highways and Transportation) that the County-wide Parking Strategy be reviewed. This recommendation was subsequently endorsed by Cabinet and the Cabinet Member (Highways and Transportation) requested that Environment Scrutiny Committee carry out a review. At their meeting on 23rd January 2004, the Environment Scrutiny Committee agreed that a small review Group be formed and that it be representative of different areas of the County. The membership of the Review Group was comprised of: Councillor J.H.R. Goodwin – (Chairman of the Review Group); Councillor B.F. Ashton, Councillor Mrs A.E. Gray, Councillor K.G. Grumble and Councillor J.W. Newman. The terms of reference for the review, as set out in the Scoping Statement (attached at Annex 1) were agreed.

1.2. The current County-wide Parking Strategy, appended at Annex 2, was approved for adoption by Cabinet at its meeting on 31<sup>st</sup> January, 2002. The strategy continues to provide the framework for car parking policy in the County. Progress on implementing the key actions identified in the current strategy was considered by the Review Group and is summarised in Annex 3.

1.3. It is anticipated that, when approved by Environment Scrutiny Committee, this report will be presented to the Cabinet Member (Highways and Transportation) for consideration. The Review Group hopes that the findings contained in this report will form the basis of a new County-wide Parking Strategy for inclusion in the revised Herefordshire Local Transport Plan.

### **2. MEETINGS OF THE REVIEW GROUP**

2.1. The Review Group met on a number of occasions to address the questions posed in the Scoping Statement. The Review Group had the clear intention that the Strategy be fully examined and these meetings were held to hear or consider evidence and to formulate the final report. It was recognised early on that a wide range of issues would need to be considered – not just the emotive issue of parking charges. Discussions and debate at Review Group meetings covered the full range of issues

from strategic policy to more detailed implementation issues. A meeting was held on 28<sup>th</sup> October 2004 in public session to hear from six invited witnesses.

### **3. METHODS USED TO OBTAIN THE VIEWS OF STAKEHOLDERS**

3.1. The Review Group evaluated the methods available for gathering evidence from a wide range of stakeholders to assist with undertaking the review. A range of different methods was used to ensure effective consultation. The following methods were employed:

- A questionnaire was sent to key organisations/partners, Reference Groups, Town and Parish Councils;
- A press statement was issued inviting the public to comment on the Strategy via their Town or Parish Council,
- Key sections of the Council e.g. tourism, economic development and the County Treasurers, were requested to submit evidence of the effect of the Strategy on their areas;
- Key organisations or stakeholders were invited to submit further evidence or comment;
- Comments were obtained from the Midland Parking Managers Forum.
- Local Councillors were invited to submit their observations.
- Members of the Review Group have attended a number of Town or Parish Council meetings.
- Representatives of identified key user groups were invited to give evidence at a public meeting of the Group on 28<sup>th</sup> October, 2004.
- Consultation was also undertaken through two focus group sessions drawing members from the Herefordshire Voice panel. This provided qualitative information regarding the likely views of members of the general public.

3.2 Full details of the consultation techniques employed and the results of this consultation are presented in a separate Consultation Report. Copies of the Consultation Report have been issued to Members of the Environment Scrutiny Committee. Copies are available to the public on request from the Committee Officer (Scrutiny) tel. (01432) 260460.

### **4. FINANCIAL OVERVIEW**

4.1. The Review Group kept in mind the section in the terms of reference “whilst maintaining a net financial contribution to the Engineering & Transportation budget no less than existing.” The Review Group was also conscious that car parking income could play a role in ensuring

ongoing revenue funding to meet the aims of the Council's Local Transport Plan, for example in relation to Park and Ride.

- 4.2. In relation to Council car parks the Review Group heard from the County Treasurer that car parking is a net earner for the Council. The net budget contributes over £1m to keep the charge to Council Taxpayers lower than it otherwise would have to be. £1m represents in the region of 1.7% of the overall Council tax bill, which equates to £15 per Band D property.
- 4.3. However, the net income (excluding income from decriminalised parking) is not attributed to supporting any specific area of the Council's spending. Under legislation governing decriminalised parking services, the service is intended to be self-financing. Under the Business Plan for the implementation of decriminalised parking enforcement in Herefordshire it was intended that the service would break even. However, should a surplus be generated then this is ring-fenced for transportation related purposes defined by the Road Traffic Act 1991
- 4.4. The Review Group have received copies of the Audit Commission briefing entitled "The Price is Right? – Charges for Council Services".
- 4.5. Having taken account of the Council's Property Management Scrutiny Review, the Review Group considers that it is important to ensure that the relative profitability of different car parks is kept under review. While undertaking the review it became apparent that current data collection methods made it difficult to obtain data on each car park. The Review Group also appreciated that a balance needed to be struck between the financial worth and the strategic worth of any individual car park. ***It is recommended that that the Cabinet Member (Highways and Transportation) undertake a detailed investigation into the profitability/capital value/strategic worth of each Council owned car park.*** To ensure this is carried out effectively all associated costs with car parks should be attributable to specific car parks.

## 5. KEY QUESTIONS

- 5.1 The following key questions were raised in the Scoping Statement for the Review Group to consider. These have been considered during the consultation and data collection stage and during discussion at Review Group meetings. Detailed below are the Group's comments in relation to the questions.

### **Q1 Why does the Council provide car parking?**

The Council provides and manages car parking for a wide range of reasons but primarily to:

- Support the economic vitality of Hereford City and Market Towns by providing land close to commercial centres where those who wish to access shops and services can park their cars.
- Ensure parking of vehicles does not obstruct the public highway.
- Support the Council's integrated transport strategy.
- Help relieve Hereford City and Market Towns from traffic congestion.

## **Q2 Why does the Council make and enforce on-street parking restrictions?**

Decriminalised parking was introduced in Herefordshire through the transfer of responsibility for on-street enforcement of parking restrictions from the Police to the Council. In line with Government guidance, this was undertaken to improve the effectiveness of enforcement within the County and ensure on-street parking restrictions are complied with. Improving enforcement of these restrictions is important to prevent obstructions and ensure the free flow of traffic, ensure spaces are available for essential uses such as loading and disabled parking and to facilitate the turnover of short-stay spaces for use by shoppers.

As this was introduced after the publication of the current strategy, the Review Group has consulted on the way in which decriminalised parking enforcement is carried out. The Review Group's comments on the approach to, and operation of on-street parking are contained within the report. The Consultation Report, (see separate document), highlights a number of objectives that were suggested by stakeholders. **The following question was asked of stakeholders:**

### **What should be the principal objectives for the Council's management of on-street parking across the County?**

A wide variety of suggestions were received. Those most frequently referred to can be summarised as:

- To ensure free flow of traffic
- To provide for loading and unloading for businesses
- To provide for disabled people to park
- To provide residents parking in appropriate locations
- To ensure effective and sensitive enforcement of restrictions

The Review Group wishes to support these suggested objectives and believe the following further objectives should also be considered:

1. Ensuring the safe and free flow of traffic is essential to economic vitality and business growth.
2. Effective enforcement, coupled with ongoing review of restrictions, should seek to prevent obstructions that can impact upon disabled people, bus services and effective loading / unloading by businesses.



3. That on-street parking enforcement supports economic activity by ensuring effective turnover of short-stay parking for shoppers and visitors in the centres of towns.

**Q3 What is the balance between supply to support economic activity and managing demand to reduce congestion and meet Local Transport Plan objectives?**

There should be sufficient overall parking supply to support economic activity. However, this should be managed and located so as to support Local Transport Plan objectives to reduce congestion and encourage the use of alternative forms of transport, such as Park and Ride.

Within Hereford, new parking supply should be provided in the form of Park and Ride with charges and management of car parks in the City carried out to maximise Park and Ride use and reduce congestion.

**Q4 How can the parking market best be segmented?**

The Group considers that the market is best segmented as follows:

- a) Visitors / Shoppers / Tourists
- b) Workers / Commuters
- c) Residents

**Q5 What is the best strategy for each segment?**

The overall strategy should seek to provide appropriate parking for each segment.

**a) Visitors / Shoppers / Tourists**

The Strategy should allow for short stay parking on and off street close to shopping areas, improved signage and provision of Park and Ride for Hereford.

**b) Workers / Commuters**

Long stay parking should be located further from centres. Location and management of such spaces should encourage use of alternative forms of travel for journeys to work and support Park and Ride in Hereford.

**c) Residents**

This is defined at section 7.7 (Residents Parking)

**Q6 What are the constraints within which we must work?**

The Review Group has identified the following key constraints:

- Government Transport Policy
- Local Transport Plan
- Planning Guidance
- Need to maintain financial income

- Need to carry out fair and effective enforcement
- Council resources available for improving quality, maintenance and signing

### **Q7 How should the assets be maintained?**

Maintenance should be improved to enhance the quality of parking and efficiency of use. Income from charges should contribute to such improvements.

## **6. PARK AND RIDE**

- 6.1 During the course of the review the Review Group has heard about Park and Ride schemes in York and Shrewsbury and ***The Review Group recommend that the Cabinet Member (Highways and Transportation) continues with the ongoing work into the financial and operational viability of a Park and Ride scheme for Hereford with a view to implementing suitable schemes, if they can be demonstrated to be viable.***

## **7. CONSIDERATION OF STRATEGIC ISSUES**

- 7.1 The tables presented in this section highlight the key strategic elements of the current Parking Strategy. In reviewing the Strategy the Review Group has considered these key points in turn. It has considered the views expressed by stakeholders during the consultation and the research carried out by the Review Group. As a result, the Review Group would wish to draw the comments highlighted in bold to the attention of the Cabinet Member regarding the possible revision of these strategic elements.

### **7.2 Policy Linkages**

- 7.2.1 The Strategy sets out, in summary form, how the County-wide Parking Strategy should help to achieve the overall policy aims of the Herefordshire Plan and specific transportation policy aims.
- 7.2.2 The Review Group has discussed a number of these links and is of the opinion that the summary should be reviewed to ensure that the information in the Strategy is up to date, particularly in relation to the Council's Corporate Plan which will act as an overarching policy.
- 7.2.3 ***The Review Group recommends that the Cabinet Member reviews and where necessary updates the policy linkages identified in the current strategy for inclusion in the revised Parking Strategy to be included in the next Local Transport Plan.***

## 7.3 Supply and Quality

- 7.3.1 The Review Group have received evidence from the Herefordshire Parking Study 2000 (Annex 4) and from Car Parking Surveys 2002/3 (Annex 5) that average car park occupancy levels indicate that car parks in Hereford are effectively full. Many stakeholders also highlighted this during consultation.
- 7.3.2 The Review Group have heard from Planning Services that, in general terms, under Government Planning Policy and Guidance, the number of parking spaces that can be required within any given new planning development has been reduced. The Review Group is concerned that in residential areas this may over time further erode the availability of on-street parking. The Review Group has received information from the Government Office of the West Midlands (GOWM) relating to national planning policies. Particular attention was drawn to Policy T7 in the revised Regional Planning Guidance, which requires local authorities to work within maximum standards for parking associated with new development.
- 7.3.3 The Review Group received evidence from stakeholders, which indicates that there is a general consensus that car parks should be designed to be safe, well signed, attractive, easy to use, and should be well maintained.
- 7.3.4 The following table highlights the recommendations of the Review Group in relation to Supply and Quality.

<b>Strategic Issue</b> (Text contained in current Parking Strategy with paragraph number from current document where appropriate – see Annex 2)	<b>Comments by the Review Group</b>
<b>Supply and Quality</b>	
1.1 There must be sufficient parking capacity and turnover of spaces to meet the economic vitality safety and access objectives	<i><b>The Review Group wishes to express concern that in Hereford demand for parking exceeds supply most of the time during the working day and that additional capacity should be provided through the addition of Park and Ride facilities, subject to this being financially viable. There is also a need to manage the available spaces better to reduce the amount of circulating traffic searching for a space.</b></i>

<p>1.2 Residents should generally be able to park in residential streets.</p>	<p><b><i>The Review Group wishes to support the statement but highlights that “second passes”, that are issued to households, can be used by tradesmen carrying out work at the property. Future proposals for residents parking should be brought forward by Town Councils. The Review Group would also recommend that the Cabinet Member allows for partial refunds of passes returned prior to their expiry date to encourage homeowners who move house to return their pass so that a pass can be issued to new occupiers.</i></b></p>
<p>1.3 Car parks need to be well signed, attractive, easy to use and well maintained.</p>	<p><b><i>The Review Group wishes to support but expresses concern regarding poor maintenance and signing. It is recommended that improvements to signing should be included in the revised strategy to improve the efficiency of car parking and reduce congestion. The Review Group suggests that, when appropriate, the use of intelligent signs (e.g. car park full) could be introduced for Hereford.</i></b></p>
<p>1.3 In setting charges, consideration will be given to increasing these sums (for maintenance) in order to improve the quality of the car parks.</p>	<p><b><i>The Review Group wishes to support the principle subject to charges being in line with market forces.</i></b></p>

## 7.4 Transport Policy

7.4.1 The current Parking Strategy forms part of the Council’s Local Transport Plan. A new Local Transport Plan is currently being prepared and this review of the Parking Strategy will need to feed into this revised plan.

7.4.2 Current Government Guidance in relation to preparation, by Local Authorities, of their Local Transport Plan recognises the importance of integrating parking policy with the overall transport strategy for an area. This recommends that together with measures to improve local transport facilities, the management and control of supply, cost and enforcement of parking should be used to meet local needs, support the local economy and encourage, where possible, a shift in travel behaviour away from the car towards more sustainable modes of transport.

7.4.3 The following table highlights the recommendations of the Review Group in relation to Transport Policy.

<b>Transport Policy</b>	
<b>Strategic Issue</b> (Text contained in current Parking Strategy with paragraph number from current document where appropriate)	<b>Comments by the Review Group</b>
2.1 The overall parking policy should encourage use of alternative forms of transport to the private car.	<i>The Review Group wishes to support the statement but recognises that Herefordshire is a rural County and that parking supply within Hereford and the Market Towns needs be adequate to support economic vitality.</i>
2.2 Income from Car Parking should assist in the provision of sustainable transport projects (such as Community transport, public transport, cycling and walking) and for achieving the wider ambitions set out in the Herefordshire Plan.	<i>The Review Group wishes to support. This is also based on consultation responses showing a majority view that income generated from parking charges should contribute to transport improvements. The Review Group also wish to highlight the need to use income to improve quality and maintenance, signage and invest in Park and Ride</i>

## **7.5 Charging**

- 7.5.1 Parking charges can be an emotive aspect of the Strategy and are set out in Section 3 of the current Strategy.
- 7.5.2 In relation to statement 3.5 concerning the review of charges, the Review Group agree that charges should be reviewed (but not necessarily increased) on an annual basis. The Review Group were of the opinion that an annual review should be undertaken as under the current strategy, and in accordance with the Council's annual budget review. However, this should not rule out a periodic review in certain circumstances e.g. if neighbouring authorities raise their charges by a significant amount.
- 7.5.3 The Review Group considered representations which indicated support for the introduction of "Pay on Exit" systems for car parks in Hereford. The Review Group recognised that there may be benefits of such systems in avoiding visitors and shoppers having to return to their car before their pay and display ticket has expired, which could encourage longer stays to support the local economy. However, the Review Group considers that, whilst the situation should be periodically reviewed, such systems are likely to be a significant cost that at present is not considered justified. The Review Group is also aware that the introduction of such schemes are likely to require the removal of a number of parking spaces to

accommodate the equipment required and have an ongoing revenue requirement in terms of maintenance and a staff presence on site to ensure the system continues to operate smoothly.

7.5.4 The Review Group has also considered a suggestion that higher parking charges be imposed during the tourist season. While this could generate additional income, the opinion was that this would complicate the charging scheme, would lead to additional administrative costs and would effect locals as well as tourists. This opinion was born out by the consultation results that do not indicate any significant level of support for such a proposal.

7.5.5 The following table summarises the Review Group's conclusions.

<b>Charging</b>	
<b>Strategic Issue</b> (Text contained in current Parking Strategy with paragraph number from current document where appropriate)	<b>Comments by the Review Group</b>
3.1 Some free parking is required, either on or off street, with more being required where alternatives to the car are less readily available.	<i>The Review Group wishes to support the principle of this for the Market Towns. There is a need for more time limited parking restrictions in shopping areas.</i>
3.2 A "Zonal" policy with short stay charging for inner car parks to help visitors and shoppers find spaces convenient to town centres is appropriate for Hereford.	<i>The Review Group wishes to support and recommend that, on the assumption that Park and Ride is introduced in Hereford, charges within the centre should be higher than those for Park and Ride to encourage greater use.</i>
3.3 Any charges must be reasonable in comparison with neighbouring towns.	<i>The Review Group wishes to support this approach.</i>
3.4 Any charges must be in simple multiples of common coin denominations.	<i>The Review Group wishes to support this statement.</i>
3.5 Charges should be reviewed (but not necessarily increased) on an annual basis.	<i>The Review Group supports the statement. However, to allow for changes in circumstances, this should not rule out any periodic review of charges.</i>

## 7.6. Town Specific Statements

7.6.1 The current Strategy includes a number of statements regarding the role of car parking in each of Herefordshire's towns. The Review Group has considered these statements in the light of the views expressed by stakeholders and wish to highlight the following points to the Cabinet Member (Highways and Transportation).

<b>Town Specific Statements</b>	
<b>Strategic Issue</b> (Text contained in current Parking Strategy with paragraph number from current document where appropriate)	<b>Comments by the Review Group</b>
Hereford is the County town, attracting large numbers of workers, shoppers and business trips and also a significant number of tourists. The need here is primarily to manage the available spaces.	<i><b>The Review Group wishes to support and recommend that additional parking supply should be in the form of Park and Ride in Hereford</b></i>
On street charges in central Hereford only if and when the additional revenue is needed to fund Park & Ride or other sustainable transport improvements.	<i><b>The Review Group wishes to recommend that this only be done if required to support the business case for Park and Ride and also suggests that other increases in parking revenue could also be used to help fund Park and Ride.</b></i>
Ross combines the functions of a market town with those of a tourist attraction and a "gateway" to other places.	<i><b>The Review Group agree with this statement. However, the Review Group recommend that the Cabinet Member consider identifying an area designated for free parking.</b></i>
Ledbury is a thriving market town with a significant tourist draw. It is important to manage the parking to ensure that visitors are well catered for.	<i><b>The Review Group wishes to support this statement.</b></i>
Bromyard serves mainly its local population and people from the surrounding rural areas. The current regime ensures spaces are usually available near the centre whilst keeping enough free parking spaces for those not wishing to pay but willing to walk a little further.	<i><b>The Review Group wishes to support this approach. The Review Group has identified that there is a need to identify new car park provision in Bromyard as part of reviewing the service property requirements.</b></i>
Leominster serves as a commercial and administrative centre for north Herefordshire in addition to providing several tourist destinations. The town is well provided with conveniently located	<i><b>The Review Group wishes to highlight the potential incorporation of the former Council staff car park at Etnam Street within the public parking area to enable proper controls to be</b></i>

car parks but a reasonable turnover of spaces particularly for shoppers and visitors is needed.	<b><i>exercised.</i></b>
Kington is the smallest of Herefordshire's Market Towns with Council car parks and also perhaps has the most fragile economy. It is important here to ensure an adequate supply of parking, including both on and off street spaces.	<b><i>The Review Group wishes to support this approach. The Review Group recommend that the Cabinet Member consider amending the charge time for Mill Street, Kington, to commence at 9am rather than 8am.</i></b>

## **7.7. Residents Parking**

- 7.7.1. Due to limited on-street space for parking, particularly near Hereford City centre by workers and shoppers, a number of Residents Parking schemes have been introduced. The current Strategy outlines how systems are implemented to accommodate short term parking for visitors, deliveries, carers, etc in addition to residents within the defined areas.
- 7.7.2. The Review Group has considered the Residents Parking Scheme and generally agrees with this method of parking restriction. However, it has been made aware that this type of parking scheme was causing a degree of concern to local businesses, such as tradesmen, when undertaking work in areas covered by Residential Parking Schemes. The Review Group is aware that a number of Local Authorities had approached this problem by issuing, on payment of an appropriate fee, either a short-term permit (2 to 3 weeks) for the designated address or on-street scratch card permits.
- 7.7.3. The current Resident Parking Scheme in Herefordshire already provides for a second 'visitor' permit that may be issued by the resident to any visitor or tradesmen while at the property. The use of the visitor permit in these circumstances puts the onus on the resident to ensure that the permit is returned when the visitor or tradesmen leave. On balance, therefore, the Review Group concluded that it would not be appropriate to introduce an additional system for issuing temporary passes for trade vehicles visiting houses in Residents Parking Zones.
- 7.7.4. The Review Group would wish to draw the points highlighted in the following table to the attention of the Cabinet Member (Highways and Transportation).



<b>Residential Parking</b>	
<b>Strategic Issue</b> (Text contained in current Parking Strategy with paragraph number from current document where appropriate)	<b>Comments by the Review Group</b>
<p>Residents parking schemes will be introduced, restricting use of spaces to resident permit holders only.</p> <p>It is, however, necessary to allow for visitors, deliveries, carers, etc. in addition to residents. The simplest way of achieving this is restrict waiting to a short duration (such as 30 minutes) with an exemption to the time limit for resident permit holders. This will be the normal form of residents parking scheme within Herefordshire.</p> <p>In some locations pressure on space is so great that this arrangement does not “reserve” sufficient space for the residents and in these circumstances consideration will be given to making a more prescriptive order, reserving specific marked bays for use by resident permit holders only.</p>	<p><b><i>The Review Group wishes to support the provision of residents parking where this has the support of residents. The Review Group wishes to highlight the potential to use the second visitor pass for tradesmen. Enforcement in relation to this should be carried out in accordance with the current requirements within the Traffic Regulation Orders</i></b></p>

## **7.8. Parking Concessions**

7.8.1. Section 5 of the current Strategy covers the subject of Concessions. The Review Group has debated the four areas identified and has made the following observations:

7.8.2. **(1) Disabled People** – National regulations are in place governing the Blue or Orange Badge holder scheme. The key comments received on this scheme seem to relate to the availability of designated spaces in suitable locations and ensuring that those spaces are kept accessible. Evidence has been received that other drivers, including delivery vehicles, may be using designated disabled driver spaces. ***The Review Group recommends that enforcement should be targeted to ensure availability of such spaces for use by disabled people.***

7.8.3. **(2) VIPs including Councillors and (3) Senior Council Officers and Council Staff** – The Review Group notes the adoption of the Council’s Travel Plan which seeks to actively encourage the use of

alternative modes of transport by staff e.g. walk to work or between Council offices, car share, cycle, public transport. The Review Group supports this initiative. It appreciated that forms of transport other than the car were not always appropriate but should be used when possible. The Review Group has also heard that proposals arising from the Property Management Scrutiny Review may affect the accommodation of staff. ***The Review Group therefore considered that this concession should be kept under review as part of the Council's Travel Plan initiative and proposals arising from changes to staff accommodation.***

7.8.4. **(4) Pensioners** – The Review Group has noted that concessions for pensioners were reviewed during 1999 and 2000 and a County-wide system was introduced in January 2001. This system was based on the concept that those who were granted the concession would be allowed the concession only in the town nearest to them – their “Home Town”. The Review Group has been advised that the “Home Town” scheme allows for pensioners to obtain, on payment of £5.00 a disc which allows the holder 2 hours free parking in any car park in their nearest “Home Town”.

7.8.5. Approximately 5000 discs are currently in circulation. They relate to Hereford and the Market Towns and are distributed as indicated in the following table:

	% of passes issued
Hereford	67
Bromyard	1
Kington	0
Ledbury	12
Leominster	1
Ross	19

7.8.6. Based on an average usage of twice per week and taking into account the first 2 hours charge on the relevant car parks the Group have been informed that the scheme is costing the Council an estimated £100,000 per annum in lost car parking revenue. (This is after allowing for an annual income of approximately £25,000 from the sale of the discs).

7.8.7. Information received, particularly from the Midland Parking Managers Forum, indicates that Herefordshire is the only Authority in the Midland area offering this type of concession.

7.8.8. While acknowledging that there may be difficulties in accessing public transport in rural parts of the County, this element of the strategy could be seen as encouraging the use of the car which is contrary to the Council's aim of encouraging public transport use. The Review Group questioned whether this concession should be continued.

7.8.9. The conclusions of the Review Group in relation to Concessions are summarised in the table below.

<b>Concessions</b>	
<b>Strategic Issue</b> (Text contained in current Parking Strategy with paragraph number from current document where appropriate)	<b>Comments by the Review Group</b>
<p>Parking concessions are currently available to the following:</p> <ul style="list-style-type: none"> <li>a) Disabled (by means of the national blue / orange badge scheme)</li> <li>b) VIP's including councillors and senior council officers</li> <li>c) Council Staff</li> <li>d) Pensioners</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>The Review Group wishes to support and recommend that enforcement pay particular attention to making sure disabled spaces are available for use and that general parking does not cause an obstruction for disabled people within town centres.</i></li> <li>b) <i>The Review Group wishes to recommend that this be considered through the Council's Travel Plan</i></li> <li>c) <i>The Review Group wishes to recommend that this be considered through the Council's Travel Plan</i></li> <li>d) <i>The Review Group wishes to observe that the current scheme represents a net loss to the Council and, whilst encouraging shorter rather than longer trips, it is contrary to the Council's aim of encouraging bus use. The Review Group suggests that the Cabinet Member considers the withdrawal of this concession.</i></li> </ul>

## 8 TOURISM

8.1 The Review Group has received evidence that the 2002 Herefordshire Visitor Survey indicated that 91% of all visitors come to the County by private car/motorcycle. This figure had remained constant (evidenced by similar surveys in 1996 and 1999) and was considered to reflect both the real and perceived difficulties for visitors in reaching and touring around Herefordshire. The Herefordshire Tourism Unit was committed to encourage visitor use of public transport and to the promotion of cycling and walking. They also work with coach and tour operators, particularly through the Travel Trade Guide, to try to increase the proportion of visitors who visit as part of an organised coach tour (currently only 2%). This includes organising, in every other year, familiarisation visits to the County for tour representatives.

8.2 The Review Group considered the provision of suitable locations for coach pick up, drop off and stop-over points in Hereford and the market towns. ***The Review Group concluded that the revised strategy should include a policy to guide the future designation of coach pick up, drop off and stop-over points.***

8.3 The Review Group has identified the following principal points from the tourist context. **The Review Group recommend that:**

- ***There should be adequate and attractive places to park;***
- ***Car parks should have clearly visible and accessible cycle parking;***
- ***There should be clearly designated, safe, central drop-off points for coaches with easily accessible coach parking;***
- ***There should be good pedestrian signage in car parks to encourage visitors to walk, rather than drive, to the various tourist locations;***
- ***There should be a customer-friendly approach to dealing with the issuing of parking fines.***

## 9. HGV Parking

9.1 The Strategy does not currently cover the issue of parking of Heavy Goods Vehicles (HGVs), particularly in relation to parking up at night.

9.2 The Review Group are conscious that many HGVs use the M50 and A49 and other arterial roads and may require overnight parking. The Group have heard that Bridge Street, Leominster, Merton Meadow, Hereford and Ashburton Estate, Ross-on-Wye, are popular HGV stopover locations. The Review Group recognise that a degree of localised income is generated from drivers by their spending on accommodation, refreshment etc. A number of

nuisance incidences have been reported, including late night noise. The Review Group are of the opinion that these can be overcome through proper management. The Review Group consider that if adequate provision is not provided then the number of HGVs using laybys would increase. This may have an adverse effect on the environment at laybys. The Review Group were of the opinion that specific HGV sites should be encouraged at strategic locations throughout the County but particularly along the M50 and A49 corridors. ***The Review Group concluded that the identification and provision of suitable HGV parking be included in any future parking strategy.***

## **10 ISSUES ARISING FROM THE RECENT PROPERTY MANAGEMENT SCRUTINY REVIEW**

10.1 The Review Group was made aware that the recent Property Management Scrutiny Review, considered by Cabinet on 16th December, 2004, identified a need to ensure that current and future property needs are taken into account when planning the future of car parking services provided by the Council. The Review Group supports this and recognises the importance of ensuring that car parks are located in suitable places and that they continue to meet needs. However, the Review Group would wish to highlight the continued importance of retaining the current level of parking supply in Hereford and ensuring car parks are convenient and meet the needs of shoppers, visitors and commuters. The Review Group considered these issues at a strategic level but is of the opinion that a more in-depth review is necessary to examine in detail the property requirements of the parking service. Such a review is considered to be beyond the scope of the current review which has looked at the Parking Strategy. ***As such the Review Group recommends that the Cabinet Member undertakes a detailed review of property needs for the parking service. In particular, this should take into account the development of Park and Ride for Hereford and the identified possible need for more parking provision in Bromyard. This review should also consider whether current car parks are best located to meet current and future needs.***

## **11. FURTHER SCRUTINY OR REVIEW**

11.1 The Review Group anticipate that the findings contained in this report will form the basis of a new County-wide Parking Strategy and that the Strategy will be included as part of a new Herefordshire Local Transport Plan (LTP). It is within this context that the Review Group anticipates that any proposals by the Cabinet Member (Highways and Transportation) or Cabinet may be scrutinised via the Council's Forward Plan (key decisions) or otherwise by report to the Environment Scrutiny Committee.

## **12. ACKNOWLEDGEMENTS**

12.1 The Review Group is very grateful to the many organisations, Town and Parish Councils, County Councillors and members of the public who responded to the questionnaire or took part in giving evidence. The Review Group particularly acknowledge the assistance from:

- Rob Surl, Head of Transportation, Shropshire County Council.
- Peter Elliot, First.
- William Lyons, Area Manager, Chamber of Commerce and Business Link, Herefordshire and Worcestershire.
- Rev Paul Towner.
- Mr Phillip Dazeley
- Mrs Cynthia Spaul, Hereford City Manager.

The Review Group also acknowledge the officers who assisted with the review.

## **ANNEXES**

Annex 1 – Scoping Statement

Annex 2 – Current Herefordshire Car Parking Strategy

Annex 3 – Progress Report on implementing current Car Parking Strategy

Annex 4 – Herefordshire Parking Study 2000

Annex 5 – Car Parking Surveys 2002/3

REVIEW	Countywide parking strategy	
Committee	Environment Scrutiny	Chair: Cllr J.H.R. Goodwin
Lead support officer		

## SCOPING

**Terms of Reference**

To review the present Countywide parking strategy, in particular the appropriateness of the policies and charges in relation to the aims & objectives of Herefordshire Council as part of an integrated transport policy and addressing the social and economic well being of the people of Herefordshire whilst maintaining a net financial contribution to the Engineering & Transportation budget no less than the existing.

**Desired Outcomes**

- To have a countywide parking strategy with broad support
- To have a clear position regarding the financial aims of parking provision
- To have a clear understanding of the contribution parking can make to the achievement of wider Transportation objectives, in particular its relation to the Local Transport Plan.
- To understand the contribution parking makes to other Herefordshire Council objectives
- To identify performance management objectives for parking

**Key Questions**

- Why does the council provide car parking?
- Why does the council make and enforce on street parking restrictions?
- What is the balance between supply to support economic activity and managing demand to reduce congestion and meet Local Transport Plan objectives?
- How can the parking market best be segmented?
- What is the best strategy for each segment?
- What are the constraints within which we must work?
- How should the assets be maintained?

<b>Timetable</b>	
<i>Activity</i>	<i>Timescale (activity completed by)</i>
Agree approach	March 2004
Collect data	May 2004
Agree list of witnesses to interview	May 2004
Interview witnesses	July 2004
Analysis of data and witness evidence	August 2004
Prepare recommendations	September 2004
Report to full Environment scrutiny committee	October 2004
Committee recommendations considered by cabinet member (Highways and Transportation)	November 2004
New strategy reported to cabinet for adoption	December 2004

Members	Support Officers
Cllr. J Goodwin Cllr. J Newman Cllr. K Grumbley Cllr. B Ashton Cllr. Mrs A Gray	J Colyer, Transportation Manager



## County-wide Car Parking Strategy

### **INTRODUCTION**

Herefordshire Council want to manage both on and off street parking to maximise the benefits to the people of Herefordshire. This means balancing competing needs of shoppers and visitors against the needs of those who rely on a car to get to work and need all day parking. Charges help to manage the use of the available space to balance these demands

The strategy is integrated with the objectives of strategic plans (The Herefordshire Plan and the Local Transport Plan) and recognises how important the car is for travel in this rural county.

Many worthwhile transport improvements have been identified in the council's Local Transport Plan and government have allocated money to construct some of these. Many, such as Community Transport and "Park & Ride" however, require ongoing revenue funding to make them work and increased income from car parks could help with this.

### **LOCAL TRANSPORT PLAN**

Proposals for parking policy across the county are contained in the Local Transport Plan (LTP Section 4.8). The LTP confirms that the supply of off-street parking is considered to be adequate to meet the needs of the Market Towns during Plan period. Within Hereford there is just enough parking supply to meet existing demand, although car parks within the Inner Ring Road are effectively full during the week and on market day car parks north of the Inner Ring Road are also effectively full. However, a particular deficiency has been identified on the south side of the City Centre which results in longer journeys for vehicles searching for a parking space.

For off-street parking the LTP proposals include:

- A. Revised charging structures for Council controlled car parks in Hereford.
- B. Consideration of an extension of charging in public car parks to cover all five Market Towns.
- C. A review of existing charges in the Market Towns.
- D. A new Concessionary Parking Scheme based on 'Home Town' Zones.

Progress has been achieved with items A and C. A new Concessionary Parking Scheme for the whole County (item D) was introduced in 2001.

For on-street parking, the proposals include:

- E. The establishment of a Decriminalised Parking Service.
- F. The introduction of some on-street parking charges in Hereford to support Park and Ride Services.
- G. The introduction of Residents Parking Schemes in residential areas close to the centre of Hereford to deter commuter and shopper parking.
- H. The use of limited waiting restrictions within the centres of Market Towns.

A County-wide Decriminalised Parking Service was introduced on 5 November 2001 (item E) and Schemes in accordance with items G and H continue to be actioned.

### **POLICY LINKAGES**

Car parking policy should help achieve Transportation and other policy aims of the council. These linkages are summarised in the following table:



## POLICY LINKAGES

<b>Broad Objective</b>	<b>Herefordshire Plan Ambitions</b>	<b>Implications for Car parks</b>	<b>Comments</b>
Economic vitality	Support business growth & create more & better paid work in Herefordshire	Sufficient capacity	TPI report indicates generally sufficient capacity but new car park needed in Hereford.
		Encourage visitors / shoppers	Zonal charging policy aimed at “reserving” best locations for visitors & shoppers
		Acceptable cost (comparable with competition)	Include comparison with competition within charging policy
Safety	Reduce crime & disorder & make Herefordshire safer	“Secure car parks” scheme	
Access	Develop Herefordshire as an active, vibrant & enjoyable place to be.	Well signed	Town by town reviews being carried out.
Environment	Develop an integrated transport system for Herefordshire.  Protect & improve Herefordshire’s distinctive environment  Improve the health & well-being of Herefordshire people	Easy to use	
		Right locations	
		Encourage sustainable travel modes	Ration commuter parking either by absolute number or by price. (But note public views on this). Residents parking schemes can contribute to this.
		Discourage trips easily substituted by more environmentally friendly mode	
		Discourage congested trips	
Council finances	Support business growth & create more & better paid work in Herefordshire		At present Car parking provides a revenue contribution to council’s general fund. Property services hold £80,000 pa transferred from Car parking to cover maintenance. No specific provisions are made for development

## STRATEGY ELEMENTS

### 1. Supply & Quality

- 1.1 There must be sufficient parking capacity and turnover of spaces to meet the economic vitality safety and access objectives set out above for the county. A sample of council car parks are surveyed quarterly to establish occupancy levels and this information will be used to determine the need for additional spaces.
- 1.2 Residents should generally be able to park in residential streets. Residents parking schemes will be introduced to achieve this (See para. 4 below).
- 1.3 Car parks need to be well signed, attractive, easy to use and well maintained. Quality is largely determined by available budget and under the council's Asset Management Plan, a recommended maintenance programme has been identified for treatment of surfaces, signs and lines. The current recommended programme is as follows:

	First Year	Second Year	Fifth Year*	Five Year Total
Hereford	£26,045	£235,635	£389,805	£651,485
Ross-on-Wye	£4,265	£49,125	£92,845	£146,235
Leominster	£7,550	£21,500	£25,945	£54,995
Ledbury	£3,665	£8,285	£5,590	£17,540
Bromyard	£4,605	£37,020	£27,580	£69,205
Kington	£400	£9,490	£15,320	£25,210
County Totals	£46,530	£361,055	£557,085	£964,670

\* Items in this column are recommended to be carried out within the five year period but timing is not critical (i.e. they could be carried out in years 3, 4 or 5).

In addition to the programme set out above some £20,000 p.a. is allocated for emergency works.

In setting charges, consideration will be given to increasing these sums in order to improve the quality of the car parks.

### 2. Transport Policy

- 2.1 The overall parking policy should encourage use of alternative forms of transport to the private car.
- 2.2 Income from Car Parking should assist in the provision of sustainable transport projects (such as Community transport, public transport, cycling and walking) and for achieving the wider ambitions set out in the Herefordshire Plan. Income from car parking should be more closely linked to policy objectives for improving sustainable travel modes such as Community transport.

### 3. Charging

- 3.1 Some free parking is required, either on or off street, with more being required where alternatives to the car are less readily available.
- 3.2 A "Zonal" policy with short stay charging for inner car parks to help visitors and shoppers find spaces convenient to town centres is appropriate for Hereford.
- 3.3 Any charges must be reasonable in comparison with neighbouring towns.
- 3.4 Any charges must be in simple multiples of common coin denominations.

3.5 Charges should be reviewed (but not necessarily increased) on an annual basis.

Applying these elements to individual towns, results in the following specific proposals:

#### **HEREFORD**

Hereford is the county town, attracting large numbers of workers, shoppers and business trips and also a significant number of tourists. The need here is primarily to manage the available spaces. It is recommended that Hereford should have:

- ⇒ Three charging zones (central, middle and outer).
- ⇒ Realistic charges but generally below those in Worcester and Gloucester.
- ⇒ Season tickets available in the outer and middle zones only with costs based on a 25% discount compared to parking daily five days a week fifty weeks a year.
- ⇒ On street charges in central Hereford only if and when the additional revenue is needed to fund Park & Ride or other sustainable transport improvements.
- ⇒ Further residents parking as needed. The cost of Permits to be maintained in real terms at or close to the equivalent of the 2001 charge.

#### **ROSS-ON-WYE**

Ross combines the functions of a market town with those of a tourist attraction and a “gateway” to other places. Parking was reviewed in 1994 and the current arrangements fit well with the general proposals for the county.

- ⇒ No changes are proposed for Ross.
- ⇒ Residents permit charges to be equal to those of Hereford, with parity to be achieved through incremental increases over a three-year period.

#### **LEDBURY**

Ledbury is a thriving market town with a significant tourist draw. It is important to manage the parking to ensure that visitors are well catered for. It is recommended that:

- ⇒ Charges on St Katherine’s and Bye Street car parks are set to encourage short stay use
- ⇒ All charges are kept below those in Malvern
- ⇒ Bridge Street Car park remain free
- ⇒ Consideration be given to introducing charges on Lawnside Road (swimming pool) car park if needed to ensure a turnover of users.
- ⇒ Any residents parking schemes introduced have a permit cost equal to that in Hereford.

## **BROMYARD**

Bromyard serves mainly its local population and people from the surrounding rural areas. The current regime ensures spaces are usually available near the centre whilst keeping enough free parking spaces for those not wishing to pay but willing to walk a little further.

- ⇒ No changes are proposed for Bromyard
- ⇒ Residents permit charges to be equal to those of Hereford, with parity to be achieved through incremental increases over a three-year period.

## **LEOMINSTER**

Leominster serves as a commercial and administrative centre for north Herefordshire in addition to providing several tourist destinations. The town is well provided with conveniently located car parks but a reasonable turnover of spaces particularly for shoppers and visitors is needed. Some income would help pay for the upkeep of the car parks. It is recommended that:

- ⇒ Charges be introduced on the Central (Burgess street) car park to help visitors looking for short stay parking.
- ⇒ The charges be set below those in Ludlow.
- ⇒ Consideration be given to extending charges to Etnam Street car park after assessing the effects on the central car park.
- ⇒ Other car parks remain free
- ⇒ Any residents parking schemes introduced have a permit cost equal to that in Hereford.

## **KINGTON**

Kington is the smallest of Herefordshire's Market Towns with council car parks and also perhaps has the most fragile economy. It is important here to ensure an adequate supply of parking, including both on and off street spaces. It is recommended that:

- ⇒ No charges be imposed in Kington at present
- ⇒ The situation be reviewed when the effects of increased on street parking enforcement resulting from Herefordshire Council taking over that role in November 2001 become clear (say one year later).
- ⇒ Any residents parking schemes introduced have a permit cost equal to that in Hereford

## **4. Residents Parking**

Near town centres and employment areas it is not always possible for residents to find a parking space due to use of limited on street space by workers, shoppers, etc. This impedes achievement of the access and environment objectives set out above.

To address this Residents parking schemes will be introduced, restricting use of spaces to resident permit holders only.

It is, however, necessary to allow for visitors, deliveries, carers, etc. in addition to residents. The simplest way of achieving this is restrict waiting to a short duration (such as 30 minutes) with an exemption to the time limit for resident permit holders. This will be the normal form of residents parking scheme within Herefordshire.

In some locations pressure on space is so great that this arrangement does not “reserve” sufficient space for the residents and in these circumstances consideration will be given to making a more prescriptive order, reserving specific marked bays for use by resident permit holders only.

The general approach to granting residents permits will be to issue permits to car owners registered as residential council tax payers at an address within the relevant area. Where space allows, two permits will be available, one marked for the resident’s vehicle and one for visitors. Where houses are in multiple occupation, only one permit per council taxpayer will be issued in order to reduce pressure on kerbside space.

In no case will the issue of a permit guarantee the availability of a parking space.

Permits will be charged for. The charge should cover the administrative costs of issuing the permit plus a contribution to the costs of enforcement.

## **5. Concessions**

Parking concessions are currently available to the following:

- Disabled (by means of the national blue / orange badge scheme)
- VIP’s including councillors and senior council officers
- Council Staff
- Pensioners

Additionally certain periods of free parking are traditionally allowed at Christmas in Hereford and Ross-on-Wye to encourage use of local shops for Christmas shopping and, unlike other towns in the County, there are no free public car parks. Also use of car parks for non profit making events is permitted subject to sufficient parking continuing to be available elsewhere for the general public.

Concessions for the disabled on street are set nationally, exempting those displaying a blue badge from the time limits otherwise applying and allowing a stop of up to three hours on double yellow lines providing it does not cause danger to other road users. To minimise the use of the latter concession and encourage parking off street, all council car parks allow three hours free parking for blue badge holders.

Concessions for pensioners were the subject of considerable debate and consultation in 1999 and 2000 and a countywide system was introduced in January 2001. This allows a pensioner to buy a permit allowing two hours free parking in the town closest to their home. This provides some support for local businesses and encourages shorter trips in line with transport policies. In light of recent European rulings it is intended that the age of eligibility for men and women will be equalised in the near future. The age will be the subject of a separate report to cabinet member for environment. The cost of the current scheme is estimated to be about £100,000 per year.

Concessions for VIP’s and council staff consist of discs allowing free parking of unlimited duration in defined car parks to enable them to fulfill their duties. VIP’s & senior staff are allowed to use a wider range of car parks than general staff. The concessions are estimated to cost the council about £80,000 per year. It is recommended that these concessions be reviewed as part of the Green Travel initiative which has now started.





**PROGRESS AGAINST ACTIONS LISTED IN CURRENT PARKING STRATEGY****28-10-04****HEREFORD**

<b>Action</b>	<b>Progress</b>
Three charging zones (central, middle and outer).	Achieved
Realistic charges but generally below those in Worcester and Gloucester	Achieved
Season tickets available in the outer and middle zones only with costs based on a 25% discount compared to parking daily five days a week fifty weeks a year.	Achieved
On street charges in central Hereford only if and when the additional revenue is needed to fund Park & Ride or other sustainable transport improvements.	Park and Ride feasibility being progressed as part of developing second Local Transport Plan
Further residents parking as needed. The cost of Permits to be maintained in real terms at or close to the equivalent of the 2001 charge.	Achieved

**ROSS-ON-WYE**

<b>Action</b>	<b>Progress</b>
No changes are proposed for Ross.	Achieved
Residents permit charges to be equal to those of Hereford, with parity to be achieved through incremental increases over a three-year period.	Ongoing

**LEDBURY**

<b>Action</b>	<b>Progress</b>
Charges on St Katherine's and Bye Street car parks are set to encourage short stay use	Achieved
All charges are kept below those in Malvern	Achieved
Bridge Street Car park remain free	Achieved

**Ledbury (cont)**

Consideration be given to introducing charges on Lawnside Road (swimming pool) car park if needed to ensure a turnover of users.	Charges introduced
Any residents parking schemes introduced have a permit cost equal to that in Hereford.	Ongoing

**BROMYARD**

<b>Action</b>	<b>Progress</b>
No changes are proposed for Bromyard	Achieved
Residents permit charges to be equal to those of Hereford, with parity to be achieved through incremental increases over a three-year period.	Ongoing

**LEOMINSTER**

<b>Action</b>	<b>Progress</b>
Charges be introduced on the Central (Burgess street) car park to help visitors looking for short stay parking.	Achieved
The charges be set below those in Ludlow	Achieved
Consideration be given to extending charges to Etnam Street car park after assessing the effects on the central car park	Consideration of extending charges resulted in charges being introduced in Dishley Street car park instead
Other car parks remain free	Achieved
Any residents parking schemes introduced have a permit cost equal to that in Hereford	Ongoing

**KINGTON**

<b>Action</b>	<b>Progress</b>
No charges be imposed in Kington at present	See below
The situation be reviewed when the effects of increased on street parking enforcement resulting from Herefordshire Council taking over that role in November 2001 become clear (say one year later).	Charges introduced on Mill Street car park in 2004 following review.
Any residents parking schemes introduced have a permit cost equal to that in Hereford	Ongoing

**HEREFORDSHIRE PARKING STUDY 2000****CAR PARK USAGE 1999**

<b>Hereford City</b>	
<b>Central Area</b>	<b>Usage %</b>
Public Car Parks	91
Private Non- Residential Car Parks	85
Car Park Total	87
On Street Parking	103
Total Parking	89
<b>Outer Area</b>	<b>Usage %</b>
Public Car Parks	54
Private Non- Residential Car Parks	81
Off-Street Car Park Total	71
On Street Parking	94
Total Parking	72
Central and Outer Area Total	77

Source : TPI (Aerial Survey 15/10/99)

<b>Bromyard</b>	<b>Usage %</b>
Public Car Parks	53
Private Non- Residential Car Parks	75
Off-Street Car Park Total	68
On Street Parking	108
Total Parking	77

Source : TPI (Aerial Survey 15/10/99)

<b>Kington</b>	<b>Usage %</b>
Public Car Parks	84
Private Non- Residential Car Parks	58
Off-Street Car Park Total	66
On Street Parking	74
Total Parking	67

Source : TPI (Ground Survey 22/10/99)

<b>Ledbury</b>	<b>Usage %</b>
Public Car Parks	89
Private Non- Residential Car Parks	76
Off-Street Car Park Total	81
On Street Parking	57
Total Parking	74

Source : TPI (Aerial Survey 15/10/99)

<b>Leominster</b>	<b>Usage %</b>
Public Car Parks	90
Private Non- Residential Car Parks	87
Off-Street Car Park Total	89
On Street Parking	118
Total Parking	92

Source : TPI (Aerial Survey 15/10/99)

<b>Ross-On-Wye</b>	<b>Usage %</b>
Public Car Parks	43
Private Non- Residential Car Parks	69
Off-Street Car Park Total	56
On Street Parking	56
Total Parking	56

Source : TPi (Aerial Survey 15/10/99)

### **Notes**

The maximum parking accumulation observed in the central Hereford car parks is close to 90%. The car parks are therefore effectively full, as potential users will find it both difficult and time consuming to find an available space. This problem is exacerbated by the loss of NCP parking spaces, at Bath Street, due to redevelopment and the restrictions on parking at Greyfriars, due to structural works on Greyfriars bridge.

The average maximum parking accumulation, observed in the outer area public car parks, was 54%. However it should be noted that the survey took place on a Friday, the main market day is Wednesday when these car parks are intensively used. Both Garrick House and Merton Meadow car parks have been observed on Wednesdays, when they were both effectively full.



**CAR PARK SURVEYS****2002/3****(OCCUPANCY LEVEL)**

	(Tuesday)	(Friday)	(Friday)	Average Occupancy
	23.12.03	19.09.03	29.11.02	
<b>HEREFORD</b>				
Multi-Storey (P)	90%	64%	97%	<b>84%</b>
Gaol Street (P)	99%	95%	100%	<b>98%</b>
St. Martins (P)	48%	74%	85%	<b>69%</b>
<b>LEOMINSTER</b>				
Central Area (P)	96%	96%	97%	<b>96%</b>
Broad Street (F)	92%	98%	96%	<b>95%</b>
<b>BROMYARD</b>				
Tenbury Road (P)	55%	58%	37%	<b>50%</b>
Rowberry Street (F)	58%	91%	90%	<b>80%</b>
<b>ROSS-ON-WYE</b>				
Kings Acre (P)	85%	88%	76%	<b>83%</b>
Corn Exchange (P)	96%	92%	92%	<b>93%</b>
<b>LEDBURY</b>				
St. Katherines (P)	98%	96%	98%	<b>97%</b>
Bye Street (P)	98%	90%	98%	<b>95%</b>
Bridge Street (F)	59%	74%	72%	<b>68%</b>
<b>KINGTON</b>				
*Mill Street (P)	86%	90%	100%	<b>92%</b>
High Street (F)	90%	96%	98%	<b>95%</b>

SURVEYS TAKEN EVERY 1/4HR BETWEEN 10.30 AND 12.30HRS

**P Denotes Pay & Display Car Park****F Denotes Free Car Park****\* NOTE:- Charges were introduced at Mill Street Car Park in Kington in February 2004.**

Since then occupancy levels have dropped to 40%

(Survey taken Wednesday 25th August 2004)

