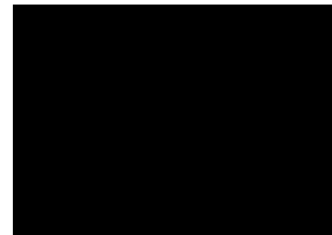


Balfour Beatty Living Places
Network Regulation
Unit 3, Thorn Business Park
Rotherwas Industrial Estate
Hereford
HR2 6JT

30th March 2017



Dear Sir/Madam

Herefordshire Council (C1105 Etnam Street, Leominster) (Prohibition of Waiting) (Restriction of Waiting, Loading and Unloading) (Restriction of Waiting) Order 2017

Your document: Etnam_St__Leominster_Notice_of_Proposal_Website_Notice.pdf

I would like to comment upon the above proposals.

Whilst I understand the general principle behind your proposals, I don't believe they are necessary or proportionate to the problems we face in Etnam Street. Generally, the areas marked for additional restrictions are either not used by people for parking or, in my experience, don't cause an issue for either pedestrians or vehicles.

The primary problems the residents and users of Etnam Street face are a lack of parking rather than any obstruction or inconvenience caused by current parking arrangements.

My comments are primarily around the areas near the entrance to Etnam street car park and Falconer Place, and also opposite these on the south side of the road - simply because I live between these two points on your plans so they are most relevant to my experience of parking in the street.

- The area to the East of the Car Park entrance (outside numbers 73 and 75) is proposed to be "Prohibition of waiting, loading and unloading at any time". It is very rare to see anyone parking here, but I would have thought "Proposed prohibition of waiting at any time", (as with the west side of the entrance and by the entrance to Falconer Place), would suffice in this instance.
- The area on the south side of the road opposite Nos. 73, 75, 77, 79 is proposed to be "Prohibition of waiting, loading and unloading at any time". There is the occasional car parked on the pavement on this area - however, the pavement is nearly 5m wide at this point so any car parked sensibly there does not obstruct either the view to the pedestrian crossing or people walking down the pavement. The pavement as it stands could easily support an extension to the parallel parking bays currently in place on both ends of this section which would provide a little extra much needed parking and would then make the restrictions on what was left more appropriate. Any car parked there tends to

be residential (rather than casual) and does so simply because of the lack of parking elsewhere on the street.

- There is an area on the north side of the street, outside No. 87, which is marked to be "Proposed prohibition of waiting at any time" - this area is currently used for parking a couple of extra cars (at most) without causing any issue at all. If anything, it has a small traffic calming effect on cars going too fast down the street.
- A little further up the street on the south side (alongside Nos. 38, 40, 42) is a section which is existing "Loading Bay" and "No waiting" - both of these restrictions were, I believe, in place when these addresses were Commercial (primarily a veterinary practice). Now that these addresses are all converted to residential, surely there is no need for them to have such restrictions upon them - could they not be turned back into normal parking bays by simply removing the restrictions? This would counter some of the additional restrictions you are proposing to put in place.

However, notwithstanding all the above, the major problem we face is a lack of parking (especially during the day) for residents of the street. This became a real problem when parking charges were introduced so heavily around the town and has been exacerbated since then with the introduction of Residential Parking in so many other roads around the town centre – especially whilst Etnam Street has not yet been included in this scheme.

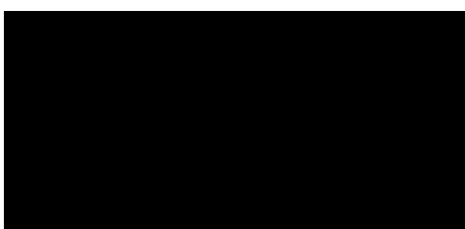
You undertook a survey recently of residents of the street on their willingness to introduce Residential Parking on Etnam Street - I can't find any information on the results of this poll online, but I understand there was a majority in favour of this. If this is the case, I would urge you to therefore include Etnam Street in the Residential Parking scheme as soon as possible.


I believe if you ran the survey again now you would find only an increased support for introducing it - both because of the increased problems we now face, but also because we can see the success of the scheme on other roads around the town centre.

Adding additional blanket parking restrictions as you propose generally in the street without introducing Residential Parking will simply make life more difficult for those of us who live in the street without any benefit.

I hope you will consider my comments along with any others when making your decision and would appreciate being informed of any decisions or outcomes via post or email if at all possible.

Many thanks,



Emailed reply to 

Thank you for your letter outlining your concerns/observations on the proposed parking restrictions for Etnam Street, Leominster. These restrictions were originally part of the proposals to introduce residents' permit parking into Etnam Street as well as trying to regulate and manage some of the more irresponsible parking that was/is taking place along the road. As I will explain later, unfortunately, there was not enough of a positive expression from the local residents to pursue the introduction of a residents' permit parking scheme. In consultation with your local County Councillor and the Town Council it was decided to just proceed with a small amount of parking restrictions to deal with the road safety issues by preventing the footway parking and rationalising the parking at junctions.

With regard to the removal of parking on the footways alongside the pedestrian crossings, this is due to the fact that vehicles should not be parked on any footway unless there are signs that expressly say you can park on the verge or footway concerned. Essentially footways are not designed to cater for prolonged vehicular use in the same way that a carriageway is. I'm afraid the regular vehicular use of a footway can seriously undermine the structure of the footway resulting in unnecessary maintenance and may potentially damage the underlying services laid under the footway, such as gas, water, electric etc that would not be required if vehicles did not run on or park on the footway. More importantly, it is also not ideal, from a road safety point of view, to allow the continuation of potential vehicle/pedestrian conflicts whilst vehicles continue to manoeuvre to park on the footways that are provided for the use of pedestrians and not vehicles.

When it comes to the enforcement of lines etc the problem we have is that the pedestrian crossing zig-zag markings only relate to the extent of carriageway they are placed on so that any vehicle parked within the extent of the zig-zags on the carriageway is in contravention of the zig-zags and enforcement may be carried out accordingly. Unfortunately, in order to control parking on the footway as well as the main carriageway we need to prohibit waiting and/or loading/unloading as an Order of this sort covers both the carriageway and all the way to the back of the footway when it comes to enforcement. Hence, where there are already pedestrian crossing zig-zag markings placed on the carriageway we cannot introduce just a prohibition of waiting at any time as that is only designated by double yellow lines, which cannot be placed in conjunction with pedestrian crossing zig-zag markings. Therefore, we have to use a prohibition of loading/unloading restriction to allow us to place the yellow double kerb markings and a sign that then makes it apparent to road users that parking enforcement can be carried out on both the carriageway and the footway.

These, therefore, are the reasons we are proposing to introduce the loading/unloading parking restrictions to prevent parking on the footways in the vicinity of the pedestrian crossings.

With regard to your comment concerning the parking between No 87 and the junction with Falconer Place, I'm afraid that concerns have been expressed at the parking at this location obstructing the flow of through traffic and hence the proposal to introduce parking restrictions.

On the subject of the loading bay alongside No's 38 to 42, these existing restrictions are being kept in place due to the comments received from the businesses opposite who wished to see these remain in place.

As mentioned above, the proposal to introduce some form of residents permit parking scheme was abandoned after the results of the consultation exercise were collated and analysed. I'm afraid that we do not provide individual feedback on the results of consultation exercises to each individual resident unless expressly asked for as the cost incurred for such regular detailed individual correspondence would be quite significant. The results of the surveys were, however, passed on to both your Local County Councillor and the Town Council for their information and comment. A summary of those results is given below:

Etnam Street
Letters sent out

130

Number of responses	34
Yes	20
No	13
No comment	1

Falconer Place	
Letters sent out	30
Number of responses	10
Yes	5
No	5
No comment	0

As can be seen from this summary there was no indication of a majority view for the introduction of a residents permit parking scheme so there was therefore no alternative but to abandon that element and pursue proposals that look to reinforce and amend the existing parking restrictions around the junctions and adjacent to the pedestrian crossings where there is a road safety issue that requires addressing. The basic premise with any residents' permit parking scheme is that it is wholly owned by the residents themselves and will only be introduced if the majority of residents wish to pay for permits and see such a scheme introduced.

If we were looking to introduce residents' permit parking into an area we would be looking for responses that indicate 60% plus of responses are in favour of introducing the scheme. In the instance above there were barely 26% of the residents of Etnam Street responding and with just over half that saying "yes". That equates to only 15% of the 130 residents responding to say they were in favour of the scheme. On that basis we could not take forward such a scheme that relies entirely on providing what the majority of residents require, as such a scheme is very much an amenity measure.

If there is now a desire from the residents to see this revisited then the first stage would be for the residents themselves to show that the majority of all residents in Etnam Street wish to see the introduction of a residents' permit parking scheme in the form of a petition and pass this on to County Councillor Jenny Bartlett and Leominster Town Council.

I hope this covers all the issues you raise in your letter, but if there is anything you wish to discuss in more detail, require additional clarity upon or any other matter you wish to raise on this subject then please contact me.

 reply to email above:

Thank you for your email.

The explanations you've given make a lot of sense and clarify things considerably - and that you've taken the time to respond with so much detail is much appreciated.

The most disappointing aspect from your email is certainly the low response you received to your Residential Parking Survey. Clearly people along the length of the street do not feel as strongly as those in my immediate vicinity - or perhaps parking is not a problem for many people and therefore they didn't feel the need to respond. Either way, I can see things from your perspective now - even if, as I say, the results are surprisingly disappointing from a personal viewpoint.

I fully understand why you'd rather not enter into detailed correspondence individually - my only comment on this might be that it would be useful to post summary results of consultation exercises such as this on the Herefordshire Council website perhaps. I did look on there and elsewhere (including the Leominster Town Website) but without success - my apologies if I've missed it. This is only a suggestion as it may or may not be feasible.

Once again, thank you for taking the time to respond and with such full explanations - it really is very much appreciated and provides a level of understanding I certainly didn't have before. If you've no objection, I shall convey the information onwards to neighbours who may find it of interest.