

Written statement of a non-key decision
Cabinet member transport and regulatory services

Title	Hereford City Centre Improvements - Residents Parking Order 2017
Decision maker	<p>Cabinet member transport and regulatory services</p> <p>Information about cabinet, including the names and contact details of the cabinet members, can be found here:</p> <p>http://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251</p>
Date of decision	26 September 2018
Report exemption class	Open
Purpose	<p>To consider the representations including objections to the proposed Hereford Resident' Parking Order 2017 and to authorise the making of the Order either in full as per the Notice of Proposal, to modify the proposed Order (provided that the modification is not a substantial change) or to abandon the proposals. The Council also has the ability to make the Order in part and for the remaining proposals to which the Order relates to either be abandoned, deferred or make an order or orders giving effect to the remaining proposals in whole or part.</p> <p>This project developed from consultation over the programme of Hereford City Centre Improvements and concerns over the displacement of parking into neighbouring areas. The Council proposes restrictions in the form of new, or extended resident parking zones/restrictions in six wards, supported by no waiting and no waiting at any time restrictions.</p> <p>Following objections from the initial public consultation, supplementary consultations were also carried out for Broomy Hill, Court Crescent, Gwynne Street, Walmer Street and various roads as part of the extended Zone 15 proposals in College Road in accordance with legislation. The supplementary consultations helped form the bases of the proposed Order.</p>
Decision	<p>That:</p> <p>(a) the introduction of no waiting at any time restrictions in the City Centre (Central Ward) as advertised, with a minor non-substantive reduction</p>

in length in Gwynne Street (as shown in Appendix 2) is approved;

(b) the permit parking restriction proposals for Mill Street (in part) and Harold Street, with the withdrawal of proposed restriction changes on the west side of Mill Street related to a bus stop relocation (see Appendix 2) is approved and introduced;

(c) the introduction of no waiting at any time, no waiting and permit parking restrictions in College Road and adjoining roads, as advertised (see Appendix 3) is approved;

(d) the introduction of no waiting at any time restrictions in Bulmer Avenue, Esmond Road, Frank Owen Court, Geoffrey Avenue and Lingen Avenue (see Appendix 3) is approved.

the introduction of permit parking restrictions in Bulmer Avenue, Esmond Road, Frank Owen Court and the section of Lingen Avenue which runs from 10 metres north of its junction with Bulmer Avenue to 10 metres west of its junction of Geoffrey Avenue with a revised 2 hour waiting limit and revised eligibility list (see Appendix 3) is approved.

A decision on the proposed permit parking restrictions for Geoffrey Avenue northwards through to the northern section of Lingen Avenue towards its junction with Penn Grove Road has been deferred.

(e) the no waiting at any time, zone change and permit parking restrictions for Foley Street and Ledbury Road as advertised (see Appendix 4) is approved and introduced;

(f) the permit parking restrictions in Bedford Street, Guildford Street and Oxford Street, as advertised, are approved and introduced; the no waiting at any time restrictions in the northern part of Greyfriars Ward as advertised and the withdrawal of proposed permit parking restrictions for Baysham Street, are approved and introduced. Also the proposed extended restriction period for Zone B (Ryelands Street) and Zone 12 (Old Mill Close), as advertised (see Appendix 5) are approved and introduced;

(g) the no waiting at any time restrictions for the southern part of Greyfriars as advertised, with the exception of modified proposals for Broomy Hill, taking into account objections from the public and supplementary consultation (see Appendix 5) are approved and introduced;

	<p>(h) the restriction period changes and restriction changes for Zone 8 (St Martin's Street and Wye Street) as advertised (see Appendix 6) is approved and introduced;</p> <p>(i) the withdrawal of the permit parking and no waiting at any time restriction proposals for Belmont Avenue and Belmont Court (see Appendix 6) are approved and introduced;</p> <p>(j) the no waiting at any time restrictions in Hinton Crescent and adjoining roads, as advertised, are approved and introduced. Otherwise the withdrawal of proposed permit parking restrictions for Hinton Crescent (see Appendix 6) is approved;</p> <p>(k) the no waiting at any time restrictions on Hinton Road and its junction with Court Crescent and the northern (park) side of Court Crescent (as advertised) with a revised no waiting restriction across most of the frontages on the south side (excluding the accesses – see Appendix 6) are approved and introduced;</p> <p>(l) the no waiting at any time, no waiting and permit parking restrictions in the proposed extended Zone C with modifications to withdraw the proposed 1 hour limited waiting period (and revert to permit holder only parking in Canonmoor Street) and to create a discrete Zone H for Walmer Street. – see Appendix 7) are approved and introduced;</p> <p>(m) the no waiting at any time and permit parking restrictions in Penhaligon Way and Gladstone Way (with adjoining roads) as advertised are approved and introduced;</p> <p>(n) the no waiting at any time and permit parking restrictions in Chester Close, Millbrook Street, Moor Street, Newtown Road, Newtown Road Service Road and Prior Street (Zone F), with the caveat that implementation for Prior Street may be in part superseded by a prospective experimental cycle and access scheme, is approved and introduced;</p> <p>(o) the no waiting at any time, limited waiting and permit parking restrictions in Canal Road and Coningsby Road, as advertised are approved and introduced.</p>
Reason for the decision	<p>As set out in the report. Documents relating to this decision are available at</p> <p>http://councillors.herefordshire.gov.uk/mglIssueHistoryHome.aspx?IId=50027314</p>

Options considered	<p>1. At each location alternative options are available as follows:</p> <ul style="list-style-type: none"> i) Withdrawal of the proposal as advertised and retain the current parking provision. In cases where this is not being recommended it is due to it failing to satisfy the purpose of the scheme. ii) Implementation of the scheme as advertised without any changes to the original design. In cases where this is not recommended it is due to it failing to satisfy the objectors to the Notice of Proposal, where there is scope to amend or withdraw the proposed. iii) Further minor amendments to the design. In cases where this has not been recommended it is due to these recommendations being considered the most appropriate in terms of the traffic management and community acceptance (following feedback). Any further redesigns would require additional consultation and would be unlikely to achieve a local consensus, detract from the traffic management principles or be outside the scope of this consultation. <p>2. Another option available at each location is to defer a decision on the whole scheme or defer in part:</p> <ul style="list-style-type: none"> i) Defer decision on a whole scheme in a ward. This would result in other schemes in neighbouring wards being implemented with the deferred schemes parking provision remaining as present. This alternative option could be taken if there was generally a mixed level of support amongst residents across the whole scheme, with a view to monitoring impact of neighbouring schemes following implementation. <p>This is not being recommended as when taking into account views from across the wider schemes, there is generally support amongst residents. It is also anticipated that a consequence of introducing schemes into neighbouring areas this could create displacement into these deferred areas.</p> <ul style="list-style-type: none"> Defer part of a scheme within a ward. This would result in the rest of a scheme being implemented as recommended, with the deferred street, or streets, remaining unchanged and current parking provision remaining as present. This alternative option could be taken where support amongst residents varies street by street, with a view to monitoring the impact of rest of the
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	<p>scheme being implemented.</p> <p>This is not being recommended as it is anticipated that a consequence of introducing schemes into neighbouring streets would likely create displacement into these deferred parts of the scheme.</p> <p>Following a decision to defer, a further decision would be required in the future to proceed with the implementation of a Traffic Order. It should be noted that due to legal time restraints, following the Notice of Proposal, this further decision must be taken to allow for a new Traffic Order to be made before the 27th September 2019.</p> <p>This further decision to either withdraw, amend or implement any deferred proposals would therefore need a further survey of residents' views after an appropriate review period.</p>
Declarations of interest (see below)	
Call-in expiry date (decisions are not subject to call-in where special urgency provisions apply)	2 October 2018

<p>Councillor:</p> <p>Cabinet member transport and regulatory services (Councillor BA Durkin)</p>	<p>Date 26 September 2018</p>
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- a record of any conflict of interest declared by any executive member who is consulted by the member which relates to the decision;
- and
- in respect of any declared conflict of interest, a note of dispensation granted by the relevant local authority's head of paid service.