

A G E N D A

Environment Scrutiny Committee

Date: **Tuesday, 21st October, 2003**

Time: **10.30 a.m.**

Place: **Brockington, 35 Hafod Road,
Hereford**

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

For any further information please contact:

*Paul James, Members' Services,
Brockington, 35 Hafod Road, Hereford
Tel:01432 260 460 Fax:01432 260286*

e-mail pjames@herefordshire.gov.uk

**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 B.F. Ashton, P.J. Dauncey, G.W. Davis, Mrs. A.E. Gray,
K.G. Grumbley, T.W. Hunt, R. Mills and J.W. Newman

	Pages
1. APOLOGIES FOR ABSENCE To receive apologies for absence.	
2. NAMED SUBSTITUTES (IF ANY) To receive details any details of Members nominated to attend the meeting in place of a Member of the Committee.	
3. DECLARATIONS OF INTEREST To receive any declarations of interest by Members in respect of items on the Agenda.	
4. CALL-IN OF CABINET MEMBER (HIGHWAYS AND TRANSPORTATION) DECISION ON CAR PARKING CHARGES To consider the Cabinet Member (Highways and Transportation) decision on revised Car Parking Charges for car parks across the county, in accordance with the countywide parking strategy, which has been called in by three Members of the Committee.	1 - 32

PUBLIC INFORMATION

HEREFORDSHIRE COUNCIL'S SCRUTINY COMMITTEES

The Council has established Scrutiny Committees for Education, Environment, Health, Social Care and Housing and Social and Economic Development. A Strategic Monitoring Committee scrutinises Policy and Finance matters and co-ordinates the work of these Committees.

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

Formal meetings of the Committees are held in public and information on your rights to attend meetings and access to information are set out overleaf

The Public's Rights to Information and Attendance at Meetings

YOU HAVE A RIGHT TO:-

- Attend all Council, Cabinet, Committee and Sub-Committee meetings unless the business to be transacted would disclose 'confidential' or 'exempt' information.
- Inspect agenda and public reports at least three clear days before the date of the meeting.
- Inspect minutes of the Council and all Committees and Sub-Committees and written statements of decisions taken by the Cabinet or individual Cabinet Members for up to six years following a meeting.
- Inspect background papers used in the preparation of public reports for a period of up to four years from the date of the meeting. (A list of the background papers to a report is given at the end of each report). A background paper is a document on which the officer has relied in writing the report and which otherwise is not available to the public.
- Access to a public Register stating the names, addresses and wards of all Councillors with details of the membership of the Cabinet, of all Committees and Sub-Committees.
- Have a reasonable number of copies of agenda and reports (relating to items to be considered in public) made available to the public attending meetings of the Council, Committees and Sub-Committees.
- Have access to a list specifying those powers on which the Council have delegated decision making to their officers identifying the officers concerned by title.
- Copy any of the documents mentioned above to which you have a right of access, subject to a reasonable charge (10p per sheet).
- Access to this summary of your rights as members of the public to attend meetings of the Council, Cabinet, its Committees and Sub-Committees and to inspect and copy documents.

Please Note:

Agenda and individual reports can be made available in large print, Braille or on tape. Please contact the officer named below in advance of the meeting who will be pleased to deal with your request.

The Council Chamber where the meeting will be held is accessible for visitors in wheelchairs, for whom toilets are also available.

A public telephone is available in the reception area.

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Public transport access can be gained to Brockington via the bus route to Hampton Park. The service runs every half hour from the hopper bus station at Tesco's in Bewell St (next to the roundabout at the junction of Blueschool Street/Victoria St/Edgar St) and the nearest bus stop to Brockington is in Old Eign Hill near to its junction with Hafod Road. The return journey can be made from the same bus stop.

If you have any questions about this Agenda, how the Council works or would like more information or wish to exercise your rights to access the information described above, you may do so either by telephoning Mr Paul James on 01432 260460 or by visiting in person during office hours (8.45 a.m. - 5.00 p.m. Monday - Thursday and 8.45 a.m. - 4.45 p.m. Friday) at the Council Offices, Brockington, 35 Hafod Road, Hereford.

COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL

BROCKINGTON, 35 HAFOD ROAD, HEREFORD.

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You should then proceed to Assembly Point J which is located at the southern entrance to the car park. A check will be undertaken to ensure that those recorded as present have vacated the building following which further instructions will be given.

Please do not allow any items of clothing, etc. to obstruct any of the exits.

Do not delay your vacation of the building by stopping or returning to collect coats or other personal belongings.

CALL-IN OF CABINET MEMBER (HIGHWAYS AND TRANSPORTATION) DECISION ON CAR PARKING CHARGES

Report By: Director of Environment

Wards Affected

County-wide

Purpose

1. To consider the Cabinet Member (Highways and Transportation) decision on revised Car Parking Charges for car parks across the county, in accordance with the countywide parking strategy, which has been called in by three Members of the Committee.

Reason For Call-In

2. In accordance with Standing Order 7.3.1 and the Scrutiny Committee Rules set out at Appendix 2 of the Constitution, the decision of the Cabinet Member (Highways and Transportation) on 9th October, 2003 in relation to car parking charges has been called in for consideration by this Committee.
3. The stated reason for the call-in is:

“Concern at the impact the proposed car-parking charges could have on the future economic viability of our Market Towns”.
4. The draft decision notice (Ref No. 2003.H&T.006), together with the report by the Director of Environment to the Cabinet Member on revised Car Parking Charges are appended to the report.
5. The County Wide Car Parking Strategy, which was adopted by Cabinet on 31st January 2002, is also appended.
6. It is for the Committee to decide whether it wishes to accept the decision of the Cabinet Member or to refer the Car Parking Charges back to the decision maker for further consideration and if so what recommendations to the Cabinet Member it wishes to make.

BACKGROUND PAPERS

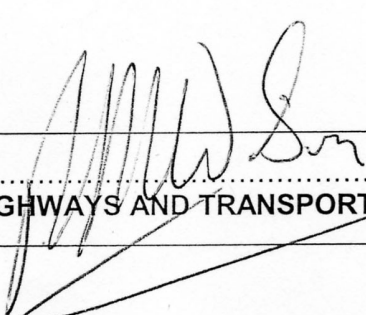
- County Wide Car Parking Strategy

WRITTEN STATEMENT OF A KEY DECISION

CABINET MEMBER (HIGHWAYS AND TRANSPORTATION)

ITEM:	CAR PARKING CHARGES
Date of Decision:	9th October, 2003
Exempt:	No.
Confidential	No
This is a key decision because	It is significant in terms of its effect on communities living or working in Herefordshire in an area comprising one or more wards
The item was included in the Forward Plan	Yes
Purpose:	To agree revised charges for car parks across the county in accordance with the countywide parking strategy
Decision:	<p>THAT (a) Car park charges be set as per the schedule at appendix 1</p> <p>(b) Free parking be provided in Hereford after 4pm on Wednesdays before Christmas, starting from the date of the switch on of the Christmas lights in mid November.</p> <p>(c) Car parks in Ross-on-Wye be free after 12 noon between 19th and 24th December inclusive.</p> <p>(d) Agreement be entered into with the Military Club in Friar Street, Hereford for their carpark to be operated as a public carpark with charges as shown in appendix 1</p> <p>(e) All car parks other than those accepting commercial vehicles or coaches be subject to a 7.5tonne gw limit</p> <p>(f) The charge for residents parking permits in Ross-on-Wye and Bromyard be set at £15</p> <p>(g) The charge for residents parking permits in Hereford zone 1 be set at £25</p> <p>and</p> <p>(h) The car park order for Ledbury car parks be revised to require display of a "clock" by disabled users, with free parking for disabled</p>

	users limited to 3 hours in those car parks for which charges apply..
Reasons for the Decision:	<p>The countywide parking strategy requires an annual review of charges and sets the parameters for that review.</p> <p>Changes are required to the Ledbury car park order to bring it into line with other car parks in the county and to ensure the other terms of the order are enforceable.</p> <p>A clear definition of Christmas concessions is needed.</p>
Options Considered:	<p>There is any number of alternative ways of arranging charges, the principal one being to make no changes. This would, however, fail to meet financial targets.</p> <p>Some specific variations which the Cabinet Member has considered are:</p> <ul style="list-style-type: none"> • Provide no free Christmas parking in Ross-on-Wye. • Provide no free Christmas parking in Hereford. • Impose larger increases to allow greater funding of community transport. • Apply a larger part of the increased revenue to Community transport, accepting a shorter time before further increases in charges are required.
Declaration of Interest:	NONE
Date the key decision is due to take effect:	15th October, 2003


 R M WILSON:..... Date: 9 Oct 03
 CABINET MEMBER (HIGHWAYS AND TRANSPORTATION)

To be completed by officer:	
Date consent received from Chairman of Environment Scrutiny Committee:	
Subject to Call-in:	
If yes was the decision modified?	
If yes Cabinet Member (.....) decision reference:	
Date original decision took effect:	

CARPARK CHARGES

REPORT BY DIRECTOR OF ENVIRONMENT

REPORT TO CABINET MEMBER (ENVIRONMENT)

DATE REPORT WILL BE CONSIDERED: 2ND OCTOBER, 2003

PROPOSED DATE OF DECISION: 9TH OCTOBER, 2003

Wards Affected

County-wide

Purpose

To agree revised charges for car parks across the county in accordance with the countywide parking strategy

Key Decision

This is a Key Decision because it is significant in terms of its effect on communities living or working in an area comprising two or more wards. It was included in the forward plan published on 8th August 2003.

Recommendations

- THAT (a) Car park charges be set as per the schedule at appendix 1**
- (b) Free parking be provided in Hereford after 4pm on Wednesdays before Christmas, starting from the date of the switch on of the Christmas lights in mid November.**
 - (c) Car parks in Ross-on-Wye be free after 12 noon between 19th and 24th December inclusive.**
 - (d) Agreement be entered into with the Military Club in Friar Street, Hereford for their carpark to be operated as a public carpark with charges as shown in appendix 1**
 - (e) All car parks other than those accepting commercial vehicles or coaches be subject to a 7.5tonne gvw limit**
 - (f) The charge for residents parking permits in Ross-on-Wye and Bromyard be set at £15**
 - (g) The charge for residents parking permits in Hereford zone 1 be set at £25**
and
 - (h) The car park order for Ledbury car parks be revised to require display of a "clock" by disabled users, with free parking for disabled users limited to 3 hours in those car parks for which charges apply.**

Reasons

The countywide parking strategy requires an annual review of charges and sets the parameters for that review.

Changes are required to the Ledbury car park order to bring it into line with other car parks in the county and to ensure the other terms of the order are enforceable.

A clear definition of Christmas concessions is needed.

Considerations

1. The council adopted a countywide car parking strategy in 2002. This sets out how car parking fits within other council & Herefordshire Partnership aims and sets a framework within which charges are to be set. It includes, inter alia the following statements:

- “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.”
- “Charges should be reviewed (but not necessarily increased) on an annual basis.”

2. With the exception of Central car park in Leominster and Rowberry St car park in Bromyard, charges were last reviewed and changed in June 2001. Charges were introduced at central car park, Leominster in December 2002. Charges at Rowberry Street, Bromyard were temporarily suspended in January 2003 to cushion the effects of loss of a free privately owned public car park at Tanyard.

3. In addition, two new car parks have recently been created on the Hereford cattle market site. These are operated by the council’s parking service on behalf of the council’s property service who wished to assist the market operator by reducing the extent of the lease. Charges are set in line with the surrounding council car parks.

4. An approach has been received from Military Club in Friar St, Hereford to operate their car park during the day as a public car park. This would not cause any policy objections and could make a small contribution to operational costs. Consequently it is recommended that this approach be viewed favourably.

5. A limited programme of occupancy surveys has been started in order to monitor trends and identify any areas of significant pressure. The surveys have a limited coverage but do indicate the following:

- Bromyard car parks have just sufficient capacity following the loss of Tanyard car park.
- Ledbury car parks are under pressure with only a small percentage of free space at times.
- Central car park, Leominster is fully used despite the introduction of charges.
- There is insufficient information at present to draw firm conclusions for either Ross-on-Wye or Kington. There are informal indications, however, that Mill street car park in Kington reaches capacity on occasions.
- In Hereford, spaces are generally adequate albeit some car parks (notably Gaol Street)

are under significant pressure.

6. Income has increased generally in line with predictions for both the previous review of charges and the effects of decriminalised parking enforcement.
7. The Council's budget for 2003/04 assumes a further increase in car park income of about 4%. This is in line with typical annual inflationary expectations. Changing carpark charges is an unpopular & time consuming activity and so it is not considered acceptable to impose increases every year. This does mean, however, that when increases are made they need to be greater than the one year inflation percentage. It must also be noted that any increases imposed arising from this report will apply for less than half of the current financial year. Allowing for these effects of the timing and limitations on frequency of changes, a target of about 8% increase in income is thought to be needed.
8. In addition there is a need for a programme of renewal for the parking meters used in the Pay and Display car parks, as many are now quite old and becoming difficult to maintain. The current maintenance budgets are not sufficient to support the routine renewal of this equipment. Newer meters will be more reliable and are capable of providing better statistical information on usage which will assist future management of the car parks. A reasonable renewal programme will cost around £15,000 p.a. This amounts to about a 1% increase in charges.
9. A review of community transport funding has revealed two areas where service continuity is at risk from lack of stable funding. In 2000 five small wheelchair accessible vehicles were acquired using rural bus challenge funding. These are used by the community transport groups in Bromyard, Ledbury, Ross-on-Wye, Dore and Hay-on-Wye (serving mainly Herefordshire residents). The funding has been secured up to March 2004 and includes funding for ongoing running costs. These schemes and vehicles carried over 6000 passengers during 2002/03 and are greatly valued by the communities they serve. In order to continue the services beyond March 2004, annual funding of around £40,000 is required. Secondly, wheels to work provides a service to job seekers to help them access work opportunities, particularly from the more remote parts of Herefordshire. The cost of running the service is around £70,000 p.a. and is currently met entirely from grants from various charitable sources and the countryside agency (the larger part). The countryside agency contribution is, however, far from certain to continue beyond the current financial year. As the work is entirely consistent with both Herefordshire Council's and Herefordshire Partnership's aims across a broad spectrum of objectives, it is considered that Herefordshire Council should provide some support and stability by means of a funding contribution. A breakdown of schemes & their costs are set out at appendix 3.
10. A total additional contribution of around £45,000 would amount to about 3% of car park income and if added to the 1% & 8% referred to above at paras. 7 & 8 would make a target increase of at least 12%. This amount would enable continuation of the current service levels if the Countryside Agency funding is withdrawn, as seems likely.
11. The previous review of charges in 2001 established some principles for charges but in some cases actual charges were set below the theoretically correct level in order to limit increases. This review should allow further progress towards the removal of those anomalies.
12. An additional factor to be taken into account is the desirability of ensuring that the structure of charges prevents customers obtaining a cheaper rate by buying two shorter term tickets rather than one for the full length of stay. At present such anomalies occur in some 26 car parks in Hereford, Ross-on-Wye, Bromyard and Ledbury.

13. Given the results of the occupancy surveys in Bromyard a case could be made to reintroduce charges at Rowberry Street in order to encourage turnover and increase the numbers of spaces available at any given time. It is now some months since the closure of Tanyard car park and the original justification for suspension of charges no longer carries such weight. It is, however, suggested that no action be taken this year and the situation be reviewed next year when the effects of the increased charges at Tenbury Road can be assessed.
14. It has been suggested by the management of the swimming pool in Ledbury that Lawnside carpark might be charged so that turnover is maintained, thereby ensuring that swimming pool patrons are able to find space. This would help ease the pressure on Ledbury carparks noted at 5 above and has some merit. In recognition of its location any charges imposed should be lower than those on the car parks closer to the centre of Ledbury.
15. The countywide strategy includes a commitment to consider imposing charges in Kington about one year after the introduction of council parking enforcement. It is now nearly 2 years since the council took on parking enforcement and in the interests of equity between the market towns and to ensure a turnover of spaces, it is proposed that charges be introduced at Mill st carpark in Kington. The charges should be at the lowest level currently applicable elsewhere in the county. In addition, in recognition of the current use of the car park by parents collecting children from the adjacent school, it is suggested that charges apply only between 0800 and 1500.
16. The countywide strategy also includes a commitment to consider imposing charges in Etnam St, Leominster and given the heavy use of both central and Etnam St car parks, it is considered timely to do this. Charges should be in line with those in Central carpark but with stays allowed up to 3 hours as at present.
17. A set of charges meeting the criteria set out above is attached at appendix 1.
18. The proposed charges are compared with those of surrounding towns at appendix 2.

Other issues

19. An anomaly has come to light in Ledbury in that there is no time limit for disabled parkers. In other car parks around the county, disabled parkers are allowed up to three hours free parking, this being enforced by a requirement to display a time clock disc to show time of arrival in addition to a blue badge. It is recommended that all car parks in the county be subject to same rules for disabled parking and that Ledbury be brought into line with other areas in this respect.
20. In previous years some free parking has been provided in Hereford & Ross-on-Wye in the run up to Christmas. This was last considered by the Cabinet Member in September 2002.
21. Hereford and Ross-on-Wye are the only towns in Herefordshire with no free car parks and this is the justification used to discriminate between towns. The practice did, however, come in for some criticism last year from other towns.
22. In the case of Hereford, it has been previous practice to provide free parking on the last six Wednesdays before Christmas after 4pm. Hereford is both large enough and distant enough from other centres to negate the argument that this free parking is necessary to support the town in competition with other centres. The financial cost of providing free parking after 4pm is, however, small and it is therefore suggested that the practise continue.

23. In Ross-on-Wye, free parking has been provided after 12 noon each day for the period from the last full week before Christmas up to Christmas Eve. Unlike Hereford, Ross-on-Wye is potentially vulnerable to competition from other centres but it is still questionable whether the previous scale of free parking is justified in the pre-Christmas period. It is however proposed that previous year's arrangements be continued.
24. A request has been received that disabled users be allowed a discount on the purchase of season tickets. Disabled are already entitled to 3 hours free parking and so the discount on season tickets would only be of benefit to disabled workers. Season tickets are already discounted compared to daily tickets. Given that the discount would have to be offered to anyone who can produce a blue badge, the discount would be open to abuse by relatives & friends of disabled.
25. It is recommended that in view of the existing discounts for season tickets and the free period available to disabled users, no further discount be offered.
26. It has been pointed out that some car parks are subject to weight limits, which may not be appropriate. Some car parks are intended to accommodate commercial vehicles or coaches but all others should be subject to a weight limit to enable enforcement in case of abuse. In common with highway limits it is suggested that this be set at 7.5tonnes gvw.
27. The countywide parking strategy sets a target for all charges for residents parking permits to be standardised at the current charge of £25 applicable in most of Hereford. The strategy indicates that the charges in Ross-on-Wye and Bromyard should be brought up to this level incrementally over three years. It is therefore proposed that the charge in Ross-on-Wye and Bromyard be increased to £15 (currently £10).
28. In Hereford zone 1 (Central) the current charge is £24. It is recommended that this be rounded up to £25 to match the rest of the city.

Financial Effects

The charges set out at appendix 1 are expected to increase revenue by around £200,000. This would be applied as follows:

General council income inflationary increases	£140,000
Community Transport	£45,000
Car park Pay & Display meters	£15,000

Alternative Options

There is any number of alternative ways of arranging charges, the principal one being to make no changes. This would, however, fail to meet financial targets.

Some specific variations which cabinet member may wish to consider are:

- Provide no free Christmas parking in Ross-on-Wye.
- Provide no free Christmas parking in Hereford.
- Impose larger increases to allow greater funding of community transport.
- Apply a larger part of the increased revenue to Community transport, accepting a shorter time before further increases in charges are required.

Risk Management

If no increase in charges is made then there will be a shortfall of around £70,000 on council's revenue budget and it will additionally be difficult to adequately fund replacement parking meters and community transport.

The current Ledbury Car park order is such that the time limit on disabled parking cannot be enforced, leading to the possibility of a lack of available disabled spaces.

Consultees

None

Background Papers

Countywide parking strategy January 2002.

Cabinet member report on Christmas parking, September 2002.

Further information on the subject of this report is available from
John Colyer, Transportation Manager on 0579

Proposed Charges

APPENDIX 1

Bromyard

NAME	SPACES	Ex. Charges (from June 2001)	Proposed Charges from autumn 2003	Ex. Season ticket price <i>Where no season ticket price is shown then season tickets are not available</i>	Proposed Season ticket price	Annual tickets issued 2003	Quarterly tickets issued
Bay Horse, Lt. Hereford	15	FREE	FREE				
Hop Pole	29	FREE (4 hour limit)	FREE (4 hour limit)				
Rowberry Street	40	20p for one hour 50p for two hours 70p for three hours £1 over three hours	FREE				
Tanyard	52	FREE	Car park discontinued Jan 2003 by private owner				
Tenbury Road	64	20p for one hour 50p for two hours 70p for three hours £1 over three hours Coaches £4	30p for one hour 60p for two hours 80p for three hours £1 over three hours Coaches £4	£110.00	£150.00		

Hereford

NAME	SPACES	Ex. Charges (from June 2001)	Proposed Charges from autumn 2003	Ex. Season ticket price	Proposed Season ticket price	Annual tickets issued 2003	Quarterly tickets issued
Bath St	73	£2.50 all day	£2.50 all day	£300.00	£350.00	12	23
Bus Station	98	First 2 hours 50p, £1 for 3 hours, Over 3 hours £2.50 Evenings 50p	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3 Evenings 50p	£300.00	£350.00	4	22
Cattle Market	250	70p all day	Car park replaced by Cattle Market A & B spring 2003				
Cattle Market A	107	50p for one hour £1 for two hours £2.50 for three hours £3.50 over 3 hours	60p for one hour £1.20 for two hours £2.40 for four hours £4.00 over 4 hours				
Cattle market B	79	50p for one hour £1 for two hours £2.50 for three hours £3.50 over 3 hours	60p for one hour £1.20 for two hours £2.40 for four hours £4.00 over 4 hours				
City Walls	94	£1 up to 2 hours, £1 per hour thereafter. Maximum stay 5 hours.	£1 up to 2 hours, £1 per hour thereafter. Maximum stay 5 hours.				

County Offices, Bath St.	128	50p for two hours £1 for three hours £2.50 over three hours	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3				
East St 1	45	£400 per year; £125 per quarter	£400 per year; £125 per quarter	£400.00	£400.00	22	14
East St 2	9	£400 per year; £125 per quarter	£400 per year; £125 per quarter	£400.00	£400.00	7	2
Friars Street			£1 for 3 hours £2.50 all day No concessions				
Gaol St	134	50p for one hour £1 for two hours £2.50 for three hours £3.50 for four hours £4.50 for five hours (five hours is maximum stay)	50p for half an hour 80p for one hour £1.50 for two hours £3 for three hours £4 for four hours (four hours is maximum stay) -reduced from 5 hrs				
Garrick multi storey	421	50p for two hours £1 for three hours £2.50 over three hours	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3	£400.00	£425.00	10	6
Garrick/Blackfriars surface	128	50p for one hour £1 for two hours £2.50 for three hours £3.50 over 3 hours Lorries / Vehs with trailer £2.50 all day	50p for half an hour 80p for one hour £1.50 for two hours £3 for three hours £4 for four hours or more Lorries / Vehs with trailer £5 all day				
Greyfriars	69	50p for one hour £1 for two hours £2.50 for three hours £3.50 over 3 hours	50p for half an hour £1 for one hour £1.50 for two hours £3 for three hours £4 for four hours or more £5 all day	£300.00	£350.00	10	16
Maylord Orchards	221	50p for one hour £1 for two hours £2.50 for three hours £3.50 for four hours £4.50 for five hours (five hours is maximum stay) Evenings 50p	70p for one hour £1-40 for two hours £2-50 for three hours £3-50 for four hours 4 hours is maximum stay (reduced from 5) Evenings 50p				
Merton meadow	800	Day time (0800 - 1800) Cars 70p All other vehicles & cars with trailers £1.50 0800-1800 Evenings (1800 - 0800) Cars Free All other vehicles & cars with trailers £1.50	Day time (0800 - 1800) Cars 80p All other vehicles & cars with trailers £1.50 Evenings (1800 - 0800) Cars Free All other vehicles & cars with trailers £1.50	£120.00	£130.00	39	44

Nelson St	23	£160 per year	£175 pa	£160.00	£175.00	14	7
Shirehall	88	50p for one hour £1 for two hours £2.50 for three hours £3.50 over 3 hours	60p for one hour £1.20 for two hours £2.40 for four hours £4.00 over 4 hours				
St. Martins 1	144	50p for two hours £1 for three hours £2.50 over three hours	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3	£270.00	£300.00		
St. Martins 2 (Overflow)	92	50p for two hours £1 for three hours £2.50 over three hours	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3	£270.00	£300.00	12	6
Town Hall	52	50p for one hour £1 for two hours £2.50 for three hours £3.50 over 3 hours	60p for one hour £1.20 for two hours £2.40 for four hours £4.00 over 4 hours				
Union Walk	27	50p for two hours £1 for three hours £2.50 over three hours	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3 Evenings 50p (New charge)	£300.00	£350.00		
Venns close	72	2.50 All day	£2.50 allday	£300.00	£350.00		
West St	76	50p for one hour £1 for two hours £2.50 for three hours £3.50 for four hours £4.50 for five hours five hours is maximum stay	50p for half an hour 80p for one hour £1.50 for two hours £3 for three hours £4 for four hours four hours is maximum stay (reduced from 5 hrs)				
Wye St	80	50p for two hours £1 for three hours £2.50 over three hours	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3 Evenings 50p(New charge)	£270.00	£300.00	15	37

Kington

NAME	SPACES	Ex. Charges (from June 2001)	Proposed Charges from autumn 2003	Ex. Season ticket price	Proposed Season ticket price	Annual tickets issued 2003	Quarterly tickets issued
High Street	54	FREE	FREE				
Love lane	34	FREE	FREE				
Market Hall Street	19	FREE	FREE				
Mill st	43	FREE	20p for one hour 40p for 2 hours 70p for 3 hours £1 over 3 hours		£150		

Ledbury

NAME	SPACES	Ex. Charges (from June 2001)	Proposed Charges from autumn 2003	Ex. Season ticket price	Proposed Season ticket price	Annual tickets issued 2003	Quarterly tickets issued
Bridge Street	52	FREE	FREE				
Bye Street	76	20p for one hour 50p for two hours 70p for three hours £1 over three hours	30p for one hour 60p for two hours 80p for three hours £1 over three hours	£110.00	£150.00		
Lawnside Road	60	FREE	20p for one hour 40p for 2 hours 70p for 3 hours £1 over 3 hours		£150.00		
St. Katherine's	128	20p for one hour 50p for two hours 70p for three hours £1 over three hours Season tickets valid in all Ledbury & Bromyard car parks	30p for one hour 60p for two hours 80p for three hours £1 over three hours	£110.00	£150.00	61	17

Leominster

NAME	SPACES	Ex. Charges (from June 2001)	Proposed Charges from autumn 2003	Ex. Season ticket price	Proposed Season ticket price	Annual tickets issued 2003	Quarterly tickets issued
Broad St	269	FREE	FREE				
Central area	79	Free but limited to 2 hours maximum stay From Jan 2003: 20p for one hour 50p for 2 hours (maximum stay)	20p for one hour 50p for 2 hours Time limit 2 hours				
Dishley St	152	FREE	FREE				
Etnam St	111	Free but limited to 3 hours maximum stay	20p for one hour 50p for 2 hours 70p for three hours (maximum stay)				

Ross-on-Wye

NAME	SPACES	Ex. Charges (from June 2001)	Proposed Charges from autumn 2003	Ex. Season ticket price	Proposed Season ticket price	Annual tickets issued 2003	Quarterly tickets issued
Corn Exchange	55	50p up to 2 hours, 80p up to 3 hours, £1.20 up to 4 hours, £2.50 over 4 hours	30p per hour up to 4 hours £2.50 over 4 hours				
Crossfields	19	50p up to 2 hours, 80p up to 3 hours, £1.20 up to 4 hours, £2.50 over 4 hours	30p per hour up to 4 hours £2.50 over 4 hours				
Edde cross st	49	50p up to 2 hours, 80p up to 3 hours, £1.20 up to 4 hours, £2.50 over 4 hours	30p per hour up to 4 hours £2.50 over 4 hours	£130.00	£150.00	11	3
Horns road	70	50p all day Coaches £1	60p all day Coaches £1.50	£90.00	£110.00		
Kings acre lower	45	60p all day	70p all day	£90.00	£105.00	11	3
Kings acre upper	78	50p all day	70p all day	£80.00	£100.00	14	1
Kyrle st	29	70p all day	80p all day	£110.00	£125.00	4	7
Red Meadow	126	50p up to 2 hours, 80p up to 3 hours, £1.20 up to 4 hours, £2.50 over 4 hours	30p per hour up to 4 hours £2.50 over 4 hours	£130.00	£160.00	3	2
The Maltings	107	50p up to 2 hours, 80p up to 3 hours, £1.20 up to 4 hours, £2.50 over 4 hours	30p per hour up to 4 hours £2.50 over 4 hours				
Wilton Road	279	50p all day	50p all day	£50.00	£60.00		

Charge comparison

APPENDIX 2

Bromyard

	<i>Proposed charges</i>	<i>Comparable town</i>	<i>Charges</i>
Tanyard	Car park discontinued Jan 2003 by private owner		
Rowberry Street	FREE		
Hop Pole	FREE (four hour limit)		
Tenbury Road	30p for one hour 60p for two hours 80p for three hours £1 over three hours Coaches £4		
Bay Horse, Lt. Hereford St.	FREE		

Hereford

	<i>Proposed charges</i>	<i>Comparable town</i>	<i>Charges</i>
Bath St	£2.50 all day	Gloucester short stay	90p for 1 hour £1.70 for 2 hours £2.40 for 3 hours £3.20 for 4 hours £4.50 for 5 hours £7.50 for 6 hours £12 for 9 hours £20 over 9 hours
Gaol St	50p for half an hour 80p for one hour £1.50 for two hours £3 for three hours £4 for four hours four hours is maximum stay (reduced from 5 hrs)	Worcester	40-80p for 1 hour 80p - £1.70 for 2 hours £1.20 - £2.60 for 3 hours £1.70 - £5.50 for 4 hours £5.80 all day
Wye St	60p for 2 hours, £1.20 for 4 hours, Over 4 hours £3 Evenings 50p	Gloucester long stay	£2.60 per half day
Greyfriars	50p for half an hour £1 for one hour £1.50 for two hours £3 for three hours £4 for four hours or more	Gloucester long stay	£2.60 per half day
Nelson St	£175 pa	Gloucester long stay	£2.60 per half day
Garrick/Blackfriars surface	50p for half an hour 80p for one hour £1.50 for two hours £3 for three hours £4 for four hours or more Lorries / Vehs with trailer £5 all day	Worcester Long stay	40p - 60p for 1 hour 80p - £1.20 for 2 hours £1.20 - £1.90 for 3 hours £1.70 - £2.60 for 4 hours £2.80 all day
Maylord Orchards	70p for one hour £1.40 for two hours £2.50 for three hours £3.50 for four hours 4 hours is maximum stay (reduced from 5) Evenings 50p	Worcester Long stay	40p - 60p for 1 hour 80p - £1.20 for 2 hours £1.20 - £1.90 for 3 hours £1.70 - £2.60 for 4 hours £2.80 all day
East St 2	£400 per year; £125 per quarter	Gloucester long stay	£2.60 per half day

East St 1	£400 per year; £125 per quarter	Gloucester long stay	£2.60 per half day
County Offices, Bath St.	60p for 2 hours, £1.20 for 4 hours, Over 4 hours £3	Gloucester long stay	£2.60 per half day
City Walls	£1 up to 2 hours, £1 per hour thereafter. Maximum stay 5 hours.	Gloucester short stay	90p for 1 hour £1.70 for 2 hours £2.40 for 3 hours £3.20 for 4 hours £4.50 for 5 hours £7.50 for 6 hours £12 for 9 hours £20 over 9 hours
Cattle market B	60p for one hour £1.20 for two hours £2.40 for four hours £4.00 over 4 hours	Gloucester long stay	£2.60 per half day
Edgar St (Cannonmoor)	Courtyard patrons only	Gloucester long stay	£2.60 per half day
Garrick multi storey	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3	Worcester Long stay	40p - 60p for 1 hour 80p - £1.20 for 2 hours £1.20 - £1.90 for 3 hours £1.70 - £2.60 for 4 hours £2.80 all day
Cattle Market A	60p for one hour £1.20 for two hours £2.40 for four hours £4.00 over 4 hours	Gloucester long stay	£2.60 per half day
Greyfriars caravans	Not available	Gloucester long stay	£2.60 per half day
Cattle Market	Replaced by Cattle Market A & B spring 2003	Gloucester long stay	£2.60 per half day
Shirehall	60p for one hour £1.20 for two hours £2.40 for four hours £4.00 over 4 hours	Gloucester long stay	£2.60 per half day
Bus Station	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3 Evenings 50p	Gloucester long stay	£2.60 per half day
St. Martins 1	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3	Gloucester long stay	£2.60 per half day
St. Martins 2 (Overflow)	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3	Gloucester long stay	£2.60 per half day
Town Hall	60p for one hour £1.20 for two hours £2.40 for four hours £4.00 over 4 hours	Gloucester long stay	£2.60 per half day
Union Walk	First 2 hours 60p, £1.20 for 4 hours, Over 4 hours £3 Evenings 50p (New charge)	Gloucester short stay	90p for 1 hour £1.70 for 2 hours £2.40 for 3 hours £3.20 for 4 hours £4.50 for 5 hours £7.50 for 6 hours £12 for 9 hours £20 over 9 hours
Venns close	£2.50 all day	Gloucester short stay	90p for 1 hour £1.70 for 2 hours £2.40 for 3 hours £3.20 for 4 hours £4.50 for 5 hours £7.50 for 6 hours £12 for 9 hours £20 over 9 hours

West St	50p for half an hour 80p for one hour £1.50 for two hours £3 for three hours £4 for four hours (four hours is maximum stay) -reduced from 5 hrs	Worcester	40-80p for 1 hour 80p - £1.70 for 2 hours £1.20 - £2.60 for 3 hours £1.70 - £5.50 for 4 hours £5.80 all day
Merton meadow	Day time (0800 - 1800) Cars 80p All other vehicles & cars with trailers £1.50 Evenings (1800 - 0800) Cars Free All other vehicles & cars with trailers £1.50	Gloucester long stay	£2.60 per half day

Kington

	<i>Proposed charges</i>	<i>Comparable town</i>	<i>Charges</i>
Love lane Mill st	FREE 20p for one hour 40p for 2 hours 70p for 3 hours £1 over 3 hours	Leominster	20p for one hour 50p for 2 hours
Market Hall Street High Street	FREE FREE		

Ledbury

	<i>Proposed charges</i>	<i>Comparable town</i>	<i>Charges</i>
Lawnside Road	20p for one hour 40p for 2 hours 70p for 3 hours £1 over 3 hours	Malvern long stay outer	30p for 1 hour 60p for 2 hours £1 over 2 hours
Bridge Street	FREE	Malvern long stay outer	30p for 1 hour 60p for 2 hours £1 over 2 hours
St. Katherines	30p for one hour 50p for two hours 70p for three hours £1 over three hours	Malvern Long stay inner	35p for 1 hour 70p for 2 hours £1.10 for 3 hours £1.45 for 4 hours £2 over 4 hours
Bye Street	30p for one hour 50p for two hours 70p for three hours £1 over three hours	Malvern Long stay inner	35p for 1 hour 70p for 2 hours £1.10 for 3 hours £1.45 for 4 hours £2 over 4 hours

Leominster

	<i>Proposed charges</i>	<i>Comparable town</i>	<i>Charges</i>
Etnam St	20p for one hour 50p for 2 hours maximum stay 70p for three hours (maximum stay)	Ludlow	30p per hour for first 2 hours 80p for 3 hours £1.50 for 5 hours £3 over 5 hours
Dishley St	FREE	Ludlow	30p per hour for first 2 hours 80p for 3 hours £1.50 for 5 hours £3 over 5 hours
Broad St	FREE	Ludlow	30p per hour for first 2 hours 80p for 3 hours £1.50 for 5 hours £3 over 5 hours

Central area	20p for one hour 50p for 2 hours Time limit 2 hours	Ludlow	30p per hour for first 2 hours 80p for 3 hours £1.50 for 5 hours £3 over 5 hours
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Ross-on-Wye

	<i>Proposed charges</i>	<i>Comparable town</i>	<i>Charges</i>
Wilton Road	50p all day	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
The Maltings	30p per hour up to 4 hours, £2.50 over 4 hours	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
Homs road	60p all day Coaches £1.50	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
Kings acre upper	70p all day	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
Kings acre lower	70p all day	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
Edde cross st	30p per hour up to 4 hours, £2.50 over 4 hours	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
Corn Exchange	30p per hour up to 4 hours, £2.50 over 4 hours	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
Crossfields	30p per hour up to 4 hours, £2.50 over 4 hours	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
Kyrle st	80p all day	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours
Red Meadow	30p per hour up to 4 hours, £2.50 over 4 hours	Monmouth	30p for 2 hours 50p for 3 hours £1 for 4 hours £2 over 4 hours

Community transport scheme costs

Appendix 3

Scheme	Annual cost 2002/03
Bromyard	£9,472
Ledbury	£10,507
Leominster	£58,184 (Includes all North Herefordshire including Kington)
Ross	£7,047
Hereford Car	£2,316 (Rural area only)
Hereford Dial a Ride	£19,878 (City only)
Hay on Wye	£1,020 (In respect of Herefordshire journeys)
Total	£108,424

There was no budget for the Dore scheme in 2002/3 (£2171 in 03/04)

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

Broad Objective	Herefordshire Plan Ambitions	Implications for Car parks	Comments
Economic vitality	Support business growth & create more & better paid work in Herefordshire	Sufficient capacity Encourage visitors / shoppers Acceptable cost (comparable with competition)	TPI report indicates generally sufficient capacity but new car park needed in Hereford. Zonal charging policy aimed at “reserving” best locations for visitors & shoppers 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.	Easy to use Right locations	
Environment	Protect & improve Herefordshire’s distinctive environment Improve the health & well-being of Herefordshire people	Encourage sustainable travel modes Discourage trips easily substituted by more environmentally friendly mode Discourage congested trips	Ration commuter parking either by absolute number or by price. (But note public views on this). Residents parking schemes can contribute to this.
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.



HEREFORD CITY COUNCIL

Town Clerk's Office, Town Hall
Hereford HR1 2PJ

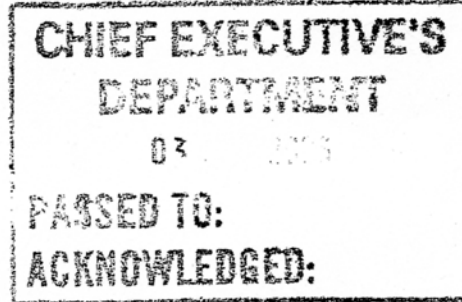
Martin D. Fellows, Solicitor, Town Clerk

Telephone: 01432 260454

Fax: 01432 344063

2nd October 2003

My ref: TC/MDF/CPC



Dear Neil,

**RE: PROPOSED INCREASE IN CAR PARKING CHARGES
WITHIN THE CITY OF HEREFORD**

I have been instructed by the City Council to write to you in the following terms.

The City Council met on Tuesday 30th September 2003 and debated your Council's proposal to increase public car parking charges within the City of Hereford. It was noted that a 12% increase in parking charges is proposed to be brought into effect by your Council in respect of the City's car parks, and members of my Council view this as an unjustified imposition on those motorists who have business in, or otherwise resort to, the City. It is also felt by my members that the City of Hereford is being required to contribute more than its fair share to the resources of your Council in this area.

In these circumstances the City Council has instructed me to request your Council to defer the implementation of an increase in public car parking charges within the City for the time being pending further consideration of all of the issues involved. In this regard I have been asked to request an early meeting between the relevant Cabinet member of your Council together with the appropriate principal officers, and the Leadership of the City Council, for the purpose of examining the matter further.

I am also to say that members of the City Council consider that wider public consultation by your Council in this matter with the citizens of Hereford is required before any final decision is reached.

I look forward to hearing from you as soon as possible, please.

Yours sincerely,

Martin
Town Clerk

Neil Pringle, Esq., Solicitor,
Chief Executive,
County of Herefordshire District Council,
Brockington,
35 Hafod Road,
HEREFORD HR1 1SH

MONKLAND AND STRETFORD PARISH COUNCIL

Wistaria, Monkland, Leominster, Herefordshire. HR6 9DB

Tel: 01568 - 720291

2 October, 2003

Mike Wilson
Highways Cabinet Minister
Monks Orchard
Lumber Lane
Lugwardine
Hereford HR1 4AG

Dear Mr Wilson,

Car Parking Charges

Leominster is situated about 2 miles from Monkland, it is where 99.99% of residents (voters!) do their shopping. The Parish Council, and residents, therefore deplore your proposal to start charging for parking in Etnam St. car park.

In a letter to your predecessor just over a year ago, I stated that charging for other car parks would quickly follow the installation of meters on the Central Car Park and that charges would quickly escalate. The reply was that there was little evidence to imply that charges for other car parks would quickly follow. (Hollow laughter)

Is it correct that Cllr. Roger Phillips voted against the imposition of charges when the opposition was in power, along with other Conservatives? And possibly yourself?

Since Central Car Park charges started, there are **always** empty spaces, locals just go elsewhere. No-one, at the recent PC meeting, had used the park since charges were introduced, with the promise not to use Etnam St. either if charging is installed. It is understood that this reaction is fairly typical of residents (voters!), who will desert Leominster town centre and shop at supermarkets.

It seems fairly ridiculous for Leominster Regeneration Company to attempt to revive Leominster, and then the Herefordshire Council to undo any good work by driving shoppers to out of town supermarkets.

Monkland and Stretford Parish Council trust you will reconsider this proposal.

Yours sincerely.



Mrs B. Thatcher
Parish Clerk

Copy to Cllr Phillips.

KINGTON TOWN COUNCIL

Email: kingtontowncouncil@kington1.freemove.co.uk

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Mr R M Wilson
Cabinet Member (Highways & Transportation)
Herefordshire Council
PO Box 240
Brockington
35 Hafod Road
Hereford HR1 1ZT

7th October 2003.

Dear Councillor Wilson

REVIEW OF CAR PARK CHARGES, KINGTON

Thank you for your letter of the 19th September 2003, with enclosures. I apologise for the delay in responding, but as explained to you when I left a message for you on your answerphone, Kington Council's next meeting was not due until the 6th October, 2003. The meeting has now taken place and the Councillors would comment as follows:

The first comment is that there has been very little time of consultation. Surely such a matter deserves everybody's viewpoint, and the timescale has been very limited. At last evening's meeting, some Councillors recalled how car-parking charges were introduced some time ago, and in the end the machines were taken away, because insufficient revenue was taken, and the sums involved did not cover the cost of the machines.

Councillors believe that with the introduction of car parking charges there is a serious danger of turning Kington into a retail desert, as the out of town shoppers that do come by car will be inclined to travel to out of town supermarkets, where parking and charges are not an issue. The Councillors would also point out that Kington has no trains and the majority of the catchment for this rural area depends on the use of their own transport. A further comment to be made is that the High Street has a large population living in the flats above the shops, where will they park? residents will not be happy to pay for their parking, particularly when there is still the opportunity of parking free of charge in the High Street car park and the Co-op Car Park. This will make matters most uneven and will not, the Council believes, be of any benefit to Herefordshire Council. In order to have the system working you will need to employ extra people to empty the ticket machines, and then of course enforce the car parking charges.

It is noted that in the facts and figures provided that there are inconsistencies and inaccuracies in just how many car parking spaces there are in Mill Street. In fact there is 41 and 2 disabled, which is an inappropriate proportion.

A further consideration that has not been made is where will the teachers who work at Kington Primary School Park from now on. It can be assumed that they will park further down Mill Street, and will cause more congestion in that road, because it is already narrow and houses the local bus garage, and is the entry to the Recreation Ground, Cricket field and Football ground and the Bowling Club.

A further inconsistency is the proposal for season tickets, why is Kington singled out for a payment of £190 when other market towns are only being charged £150.

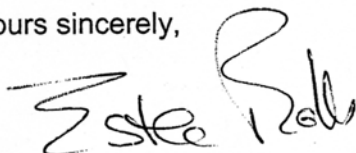
The traders are also against this proposal and have forwarded to you their letters and signed petitions. Kington Town Council supports their arguments against car parking charges.

Kington depends upon tourism and indeed it is developing it further and the tourist and the museum about the Mill Street car park. Kington has been advertising to tourists that there is free car parking available at the point where they set off in Kington on the long distance trails and the routes around the town.

This proposal negates the efforts put in by the Kington Regeneration Partnership to support and enhance the High Street for traders and other businesses. You will recognise that the Partnership has been successful in attracting Government money and European Money to this end. It seems to us foolish in the extreme to undermine this effort.

To summarise, all members of the Town Council are totally opposed to this proposal of Herefordshire Council, they believe that full consultation should have been made with the whole of the electorate of Kington, and in their view, it appears to be a scheme which is being rushed through without proper consideration of the true facts.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Esther Rolls'. The signature is written in a cursive style with a large, stylized 'E' and 'R'.

Esther Rolls
Clerk to the Council.

TO: COUNCILLOR M. WILSON
FROM: COUNCILLOR H. BRAMER

Received 1200 hrs
9/10/03
HWW

9th October, 2003

REPRESENTATIONS REGARDING CAR PARK CHARGES

Mindful of your responsibility with regard the forthcoming car park charge review you may be aware of representations made by the four Herefordshire Councillors representing Ross-on-Wye who have joined with myself and Councillor Mrs. Hyde in proposing to free car parks for that town.

I attach a press release which you may be aware was recently reproduced in the Ross Gazette together with supporting cost documentation which was not made public.

I therefore on behalf of the six Councillors detailed above formally request of you that the two car parks detailed in Ross-on-Wye be made free of charge in your forthcoming review.



HARRY BRAMER

On behalf of:

Councillor Mrs. Hyde
Councillor G. Lucas
Councillor M. Cunningham
Councillor Mrs. C.J. Davis
Councillor Mrs. A. Gray

LETS SEE TWO *FREE* CAR PARKS IN ROSS

Herefordshire Councillor Harry Bramer, who represents Weston-under-Penyard was enraged to receive the proposed reviews of county wide parking charges.

‘Plans to introduce higher car park charges in Ross on Wye are not just illjudged but show little regard for the state of the economy in our market towns.’

Many local people are working hard in the Ross Regeneration Partnership and on Herefordshire Council to promote a more prosperous town and it is simply not good enough to seek to impose higher car park charges without any consultation whatsoever with interested parties.

We have two underutilised Car Parks, Wilton Road and Homs Road and together these two car parks represent over 40% of the towns parking, I shall be lobbying fellow Herefordshire Councillors to make both these two car parks absolutely free in the Councils forthcoming review.

Wilton Road situated just off the A40 would give visitors a beautiful gateway to the town with just a short riverside walk to the town centre. Signage and pathways would need to be improved but with a little effort by Herefordshire Council I believe that town centre congestion could be significantly reduced and many more tourists attracted to stay longer in the town.

LEOMINSTER TOWN COUNCIL.

COUNCIL'S RESPONSE TO THE LETTER FROM COUNCILLOR R M WILSON, REGARDING PROPOSALS INCORPORATED IN THE CURRENT REVIEW OF CAR PARK CHARGES.

1. Action. Council has reviewed the information provided by Cllr Wilson, and has also considered the proposals forwarded by Herefordshire Council Local Members, particularly Cllr June French and Cllr John Thomas.

2. Response. Council fully endorses the comments made by Local Members, and is strongly opposed to the introduction of car parking charges on the Etnam Street Car Park.

Town Council recommends that the introduction of charges be delayed for up to 12 months, while the effects of many changes taking place in the Town are properly assessed.

Factors affecting this decision are as follows:

- a). The potential impact upon town centre businesses, brought about by the decision to award planning permission to the major new retail development on the Dales Site, and the possible expansion of the Safeway Store at Barons Cross.
- b). The transfer of a significant number of Herefordshire Council staff from Leominster to Hereford. Staff working in Grange Court and Grange House clearly contribute to the economic viability of Leominster town centre.
- c). The long term road works planned around the town, particularly those associated with the Leominster Industrial Estate Access Road. It is felt that the inevitable traffic disruption will deter passing tourists / visitors from calling into the town centre.
- d). The Market Towns Initiative will provide up to date and balanced data on Leominster, its business and its viability, leading to the production of a Town Strategy,
- e). Leominster and its surrounding area, along with Kington, compare adversely with Ross and Ledbury, in their significantly high indices of multiple deprivation.
- f). Income from the Central Car park would appear to be higher than anticipated at time of introduction. This should be set against the financial argument for the imposition of further charges in the Town.

3. Recommendation. That the introduction of car parking charges on the Etnam Street car park be delayed as in 2 above, and that a Retail Impact Study / Evaluation be carried out in Leominster. Leominster Town Council indicates its willingness to co-operate with the Senior Authority in the provision of such study.

John K Wesley, Town Clerk, Leominster.

