

Appendix 2 – Central

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1. Summary

City Centre

No waiting at any time restrictions were proposed in Castle Street, East Street, Ferrer's Street, Gaol Street, Gwynne Street, Quay Street and St Ethelbert Street in response to concerns raised as part of the on-street parking proposals in the city centre. See the Traffic Regulation Order plan below.

4 responses were received in connection with the proposals in the city centre.

Zone 3 (Bartonsham and St James)

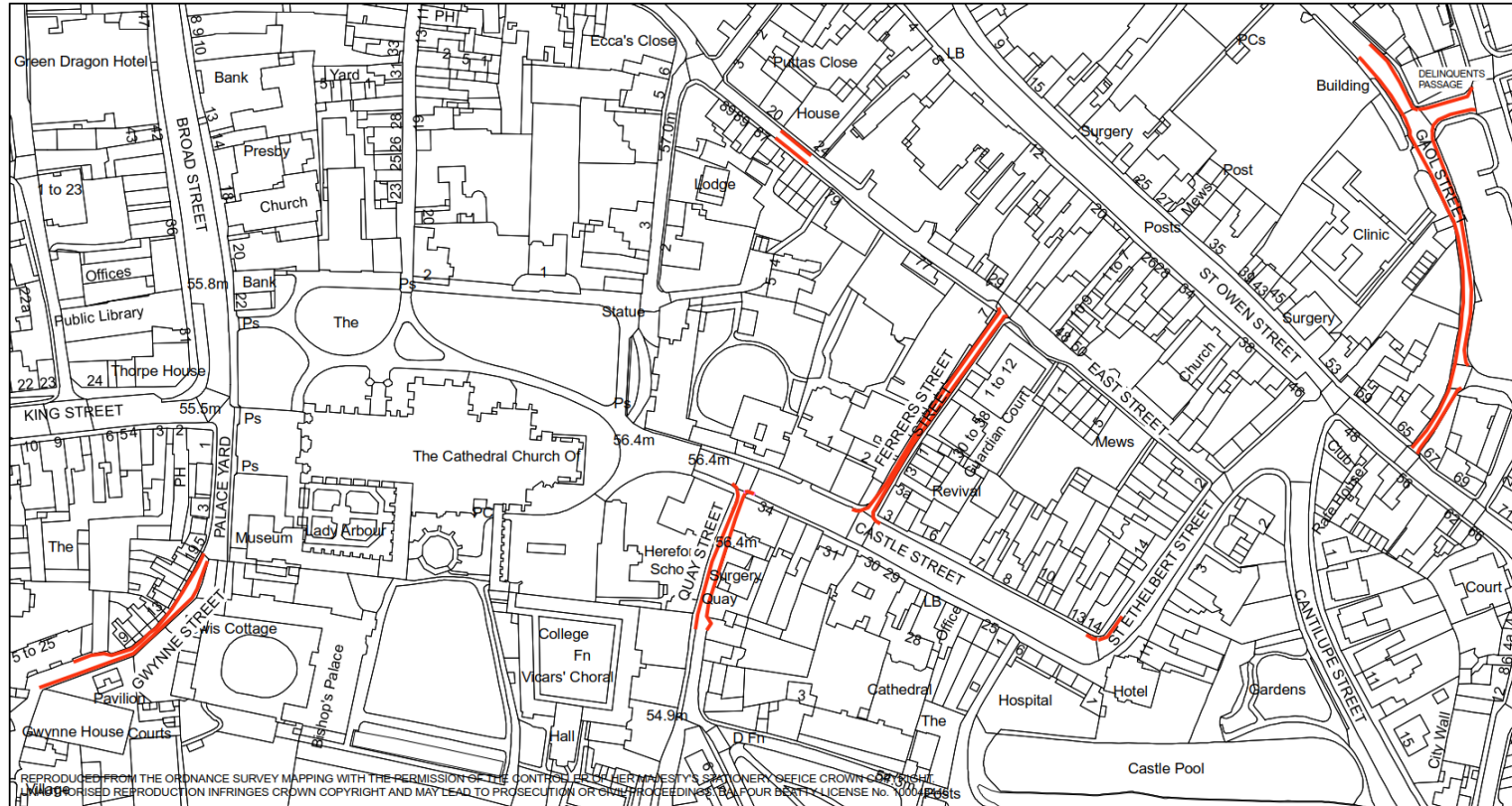
The Herefordshire Council (U80023 Mill Street and U80030 Harold Street, Hereford) (Prohibition and Restriction of Waiting) (Residents Parking) Order 2014, was advertised, but not progressed through due process. The St James & Bartonsham Community Association (SJBCA) requested the proposals were re-advertised. See the Traffic Order plan in Appendix 2.

Recommendations (from main report page 1)

- (a) the introduction of no waiting at any time restrictions in the City Centre (Central Ward) as advertised, with a minor non-substantive reduction in length in Gwynne Street (as shown in Appendix 2) is approved, and;
- (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.

2. Original proposals - TRO Plans

City Centre



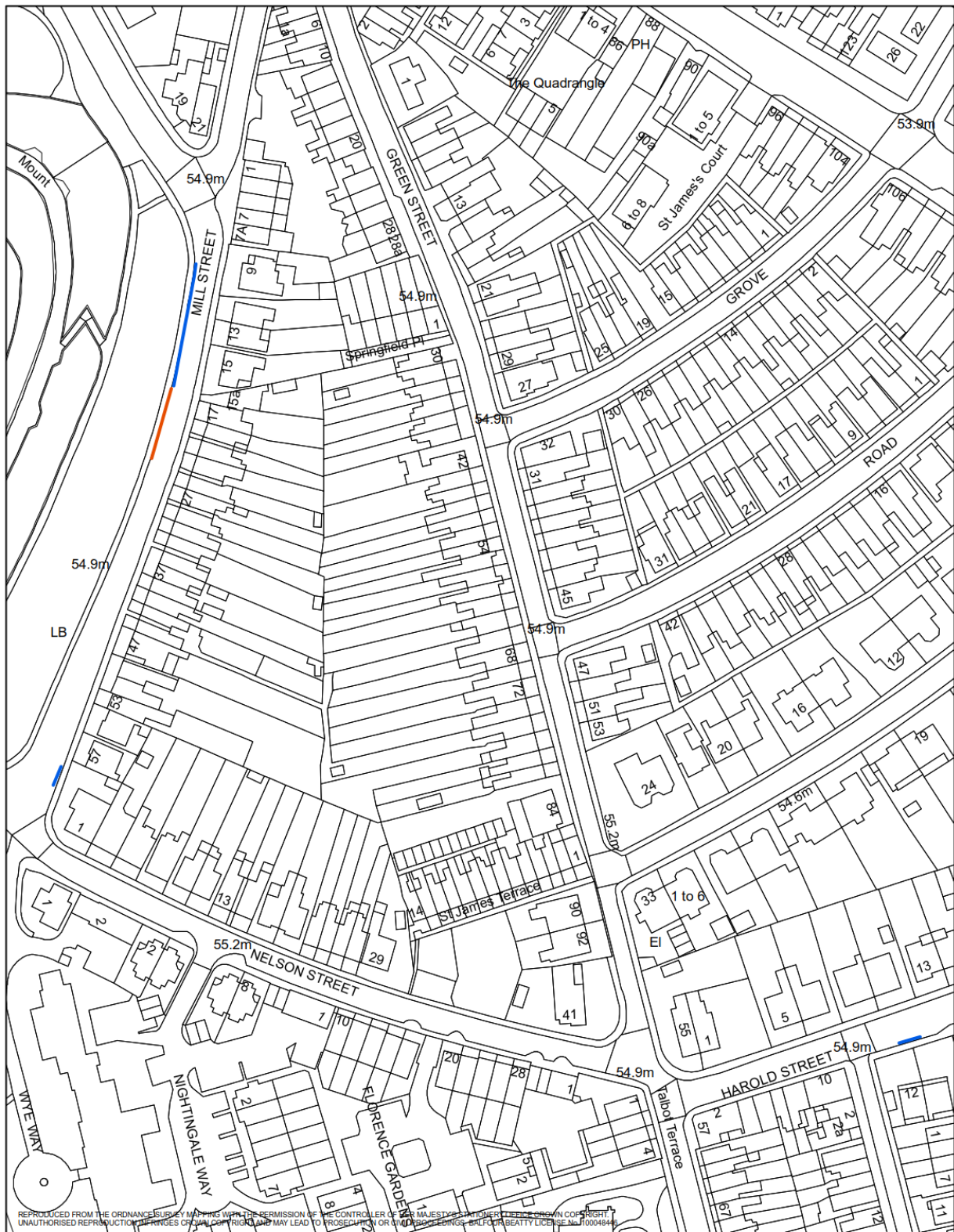
KEY

— Proposed No Waiting at Any Time restrictions

Hereford Residents Parking - City Centre



Zone 3



KEY

- Proposed 1 Hour Limited Waiting except Permit Holder parking, 9am to 6pm, Monday to Saturday (No return within 2 hours)
- Planned new location for bus stop clearway, with new restriction period (9am to 4.30pm, Monday to Saturday)

3. Representations

3.1 Summary of representations received and response

City Centre - Gaol Street

Summary of issues

2 responses were received in connection with the proposals in Gaol Street. The main points raised by the respondents are summarised below.

The Embankment has 3 flats without off-road parking and these properties rely on parking outside the current no waiting period. The proposed restrictions would affect: loading and unloading to these properties, free parking for visitors and nearby overnight parking. The restrictions would have financial implications given the high cost of the annual parking pass.

A respondent requested that if changes go ahead then parking permits are provided to allow residents who do not have permanent parking spaces to park on the restricted sections of Gaol Street during off-peak periods. There was also a request from another resident of the Embankment that the proposals be extended on both sides to assist access by emergency services

Response

The current proposals continue to allow parking north of the embankment outside the no waiting restriction period (Mon-Sat, 8am-6.30pm). The existing no waiting and proposed no waiting at any time restrictions have an exemption for *the purposes of loading or unloading that vehicle, provided the loading/unloading is continuous and being undertaken in a timely manner.*

There are no proposals in Gaol Street to make any provision for additional parking and the Council already has off-peak season tickets for car parks available for residents without access to parking.

Otherwise extending the no waiting at any time restrictions is outside the scope of this consultation.

On this basis it is recommended that the proposals for Gaol Street are implemented as advertised

City Centre - Gwynne Street

Summary of issues

1 response was received in connection with the proposals in Gwynne Street. The respondent, who owns 9 – 19 Gwynne Street, highlighted that the properties do not have rear accesses and are dependent on servicing from the road. The residents currently utilise a short length of Gwynne Street opposite 15/16 where vehicles can park without causing an obstruction.

Response

This is a lightly trafficked road and it is accepted that modifying the proposals to allow servicing from opposite 15/16 Gwynne Street will not detract from the overall objective of deterring obstructive parking. There were also no further objections when this revised proposal was shared with other frontage holders in Gwynne Street.

It is therefore recommended that the proposals for Gwynne Street are implemented, as modified.

City Centre - Ferrers Street

Summary of issues

1 response was received in connection with the proposals in Ferrers Street. The respondent stated that there is no issue with parking in Ferrers Street, as any parked vehicle could be penalised for obstruction and that it is only used for loading and unloading to Guardian Court. Whilst in contrast there are serious road safety issues arising from: Parking on the no waiting restriction on the west side of St Ethelbert Street, dangerous double parking outside the Castle House Hotel and the Hereford Cathedral School.

Response

The proposed no waiting at any time restrictions do not change the exemption which allow waiting for the purposes of loading or unloading that vehicle, provided the loading/unloading is continuous and being undertaken in a timely manner. Given the narrow width of the road a no waiting at any time restriction is more appropriate. Parking capacity has significantly increased in Castle Street and St Ethelbert Street since OSP was introduced and this order proposes to amend the no waiting restriction at the south-western end of St Ethelbert Street to no waiting at any time.

On this basis it is recommended that the proposals for Ferrers Street are implemented as advertised.

Otherwise it is recommended that all the other proposed restrictions in the city centre are implemented, as advertised.

Zone 3 (Bartonsham and St James)

Summary of issue

4 responses were received in connection with the proposed bus stop relocation and extension of permit arrangement in Mill Street. The main points raised by the respondents are summarised below.

Extending the parking will reduce forward visibility of oncoming traffic, where the road narrows creating a blind bend. Vehicles will then have to either reverse or take avoiding action by driving over the footway as this section of road is not wide enough for parking and two-way traffic. It will also be dangerous for vehicles to access or exit driveways on this section of road.

Residents in this locality were not included in any local community consultation.

There was further representation that the bus stop was not being used and therefore it would be better removed altogether.

Response

A swept path analysis has confirmed that the proposals could lead to difficulties in accessing driveways. It is also not generally recommended to park on the inside of a bend, where forward visibility is restricted.

It was mistakenly understood that the proposal has been the subject of previous community discussions, involving these properties.

Removing the bus stop would be outside of the scope of this consultation.

On this basis it is recommended that the proposals to relocate the bus stop and extend the parking on the western side of Mill Street are withdrawn. Otherwise the proposals to extend the parking bay on the east side of Mill Street and for a new parking bay on Harold Street should be implemented, as advertised.

3.2 Full representations

City Centre

Response 40

As a resident at 'The Embankment' on Gaol Street, where your proposed parking restrictions end, I'm concerned that the restrictions do not go far enough along Gaol Street. We encounter visual impairment particularly on Sundays as the current Monday to Saturday restrictions are not in force. Also we do experience this on weekday evenings after 18:30.

I recommend that your proposed restrictions on Gaol Street should continue along Gaol Street (north-west) beyond 'The Embankment' Building and including outside 'S.A.Evans, Funeral Directors', covering both sides. This I believe would alleviate traffic congestion caused by parking both sides of the road, and allowing unimpaired vision in and out of 'The Embankment'. No residents at 'The Embankment' require on street parking as 'The Embankment' has its own private car park.

Also S.A Evans Funeral Directors also requires at any time clear access due to the nature of their business.

When Police emergency vehicles vacate from the Hereford Police Station, they exit via Gaol Street at high speed, thus require clear run to Bath Street via Gaol Street/Delinquents Passage.

Emergency Ambulance's have had access issues to residents at 'The Embankment' due to parking on both sides of Gaol Street.

Please find attached photograph example of the tightness of traffic outside 'The Embankment' building which was taken on Sunday 1st October 2017 at around 13:00.

[1 photo included in Appendix 7]

Response 81

Re Proposed Changes to Parking Restrictions in City Centre.

I have recently received details of proposed changes to parking restrictions in the vicinity of Castle Street.

I have been resident in Castle Street for over 25 years, and own my own garage in Ferrers Street, and feel that your proposed changes are not addressing the real problems in the area. For example the proposal to change the restriction in Ferrers Street to "no waiting at any time" seems quite unnecessary, as Ferrers Street is very narrow, has yellow lines and any parking would completely block the street so could be prosecuted for obstruction. The only vehicles stopping in Ferrers Street are occasional removal or delivery vehicles for the elderly residents of Guarding Court which cause no real problems.

I would like to suggest that the real parking problems in this area are the ones I have marked in green on the enclosed map:

- ① Parking on the existing single yellow line on the West side of St Ethelbert Street during the day, reducing traffic to one vehicle width only
- ② Very dangerous parking and double parking outside the Castle House Hotel right on the corner into/out of Castle Street. Sight lines for vehicles going round that corner are often very limited, and there is a real danger of collision between vehicles
- ③ Double parking by parents outside the Cathedral

Junior School often causes a considerable hazard in the morning and afternoon.

I trust you will consider these comments.

Response 160

I have received a letter regarding the proposed changes to residential parking in the streets surrounding the city centre. As a resident on Gaol Street, I will be directly affected by these changes. The Embankment is a block of flats which provides parking to its residents in an internal area off the street. However, there are three flats without access to nearby parking free of charge (<REDACTED>). Unfortunately, I reside in one of these flats and therefore do not have a permanent parking space near to my home. I signed a tenancy agreement for my residence earlier in the year, with the knowledge that I would have access to nearby out of hours parking facilities free of charge on Gaol Street under the current restrictions. At other times I park far away from my residence. These new proposals will have a significant impact on my quality of life as a resident in Hereford. Examples of how changes to the current arrangements will affect me include:

- The loading and unloading of items into my car, especially heavy items close to my property and regular supermarket shopping. I currently plan these activities around the hours and availability of free, legal parking on Gaol Street.
- The availability of free parking for visitors (family and friends) to my property at any point in time during the seven-day week.
- The availability of nearby overnight parking when I must leave for journeys in the early morning.
- The financial implications in order to access my flat at any time. The annual parking pass is too expensive for me to purchase in the Gaol Street car park opposite, so I would have to pay for parking in the local Gaol Street car park to load and unload items close to my property at any time of the week.

I kindly request the council to consider my circumstances, in particular as only one of three residents of the Embankment property who do not have a permanent parking space. I implore you to consider solutions to mitigate the consequences of these proposals to myself. I would suggest some potential solutions to mitigate these problems:

- No changes to the current arrangements
- Parking permits which allow parking under the current (off peak) parking restrictions for the residents who do not have permanent parking spaces on Gaol Street.
- Sufficient loading allowances for local residents on Gaol Street outside of office hours.

As a new resident to the city of Hereford, and without consideration of mitigating solutions, these proposals will have a negative impact on my quality of life. I oppose these proposals in the strongest possible terms. I look forward to hearing your response.

Addendum:

I have come to understand the Hereford Times has written an article proposing short stay parking (please see reference below). Having not received any correspondence through post or otherwise regarding this, I am surprised that a decision has already been made whilst the public consultation phase remains open for the initial proposals. From my correspondence the public consultation is open until 19th October. I contacted the council's highways department to clarify and there seemed to be confusion about whether or not there has been a change to the proposals affecting my street. If there has been, this requires a new period of public consultation regarding these new proposals before procurement and installation of pay and display machines and new signage? I can therefore only respond to these proposals are correct and on the basis that there will be 24/7 short stay parking on my street.

The rationale for new "no waiting at any time" restrictions was to stop obstructive parking that was affecting the local residents. I have firm conviction that a short stay parking regime will exacerbate this problem. Under the 'worst case scenario', individuals will be able to park short stay 24/7 on Gaol Street. If the cost of the proposals are 50 pence for 30 minutes and £1 for one hour as the Hereford Times has suggested, this will be cheaper than the nearby

Gaol Street car park, therefore encourage people to park on the street wherever possible instead of the more expensive official car park (especially in office hours).

With short stay arrangements in place, many cars will be stationary with engines running, music playing and individuals standing outside of their vehicles. This will be the case 24 hours per day 7 days per week. As I live on a <REDACTED> on Gaol street, the levels of air pollution, noise pollution and intrusion of privacy (my windows face onto Gaol Street) will increase. As a <REDACTED>, I am well aware of the consequences that significant increases in exposure to these environmental factors have on physical and mental health. To take one example, there will be an increased risk of chronic respiratory diseases such as asthma, bronchitis with stationary cars parked outside (with engines running).

I therefore oppose these changes in the strongest possible terms, and look forward to hearing your reply.

Response 221

We are very concerned about the proposals to restrict even further the prohibition of a vehicle to park, be it only for a short while in Gwynne Street.

Our Family have owned this Street of houses for the last one hundred & seventy years. These terraced houses have no rear access and therefore all repairs and maintenance have to be done through the front door, eg the annual Gas safety check, the putting up and taking down of Christmas trees, the erecting of flags on high days and holidays, the monthly collecting of rent etc.

There is a "dogs leg" opposite 15/16 in which a service vehicle can park and does not restrict the flow of traffic and ~~there~~ even the dustcart can

Three of the twelve tenants have and to date there has not been a problem double yellow lines for seven days a week would make the responsibility impossible to maintain look forward to your comment and if any a site meeting.

[3 photos included in appendix 7]

Zone 3

Response 26

Can I first point out that as a resident of Mill Street I would be grateful of any changes that would make parking closer to my home more accessible. This would presumably include the option of additional parking spaces on Mill Street as there are clearly not enough spaces for the number of properties / car owners / visitors.

Having said that, ever since I can remember over the years there have been numerous 'discussions' about extending the current available parking arrangements beyond the bus stop on Mill Street northwards towards the corner with Cantilupe Street. If you check your records, each time this has been raised as a possibility I have expressed my concerns about the dangers this will almost certainly cause.

Currently when you drive down Cantilupe Street or Mill Street from St Owens Street, as you turn the corner and come parallel to the current bus stop, you are for the first time able to observe whether the road ahead is clear to either proceed or if there is an on coming car, to stop and wait. The reason why this is necessary is because the road becomes too narrow for two cars to pass for much of Mill Street at this point. If you extend the parking towards Cantilupe Street it will mean that any cars coming from that direction will be unable to see if the road ahead is clear before entering the choke point. Consequently they will have only one of two options if they then meet an on coming car - either to reverse (very unlikely, as this will mean effectively reversing back towards a blind corner and reversing will be impossible if a car has also tail-gated them) or mount the kerb (damaging property and posing a risk to pedestrians). Having witnessed this far too many times already occurring in Nelson Street (where again cars have no other realistic option) and very occasionally in Mill Street (by idiots who at present can see on coming traffic but still decide to proceed anyway), I wish to try and prevent this from becoming the norm in Mill Street.

As I have raised this as a possible issue before, no doubt you have considered the consequences and either don't believe it is an issue worth worrying about or your plans have something incorporated to ensure it doesn't become an issue? Perhaps you can let me know which as your correspondence dated (?) doesn't make this clear.

Could you also please forward me a copy of the St James and Bartonsham Community Association correspondence that asked you to consider this proposal?

If my memory serves me right, last time the possibility of changing the parking on Mill Street next to the current bus stop came up, the reason we were given was it followed a recommendation contained within a parking consultation. However when I asked for a copy of this document no one was able to put their hands on it?

I would just like to repeat that I am not against any changes in principle to the current parking arrangements in Mill Street. Quite the contrary I am all for any changes that improved the current arrangements for residents, drivers, pedestrians, cyclists and visitors alike, who are either stopping in Mill Street or simply passing through. However what I would like to know is - have they been properly considered, well planned, thought out and will not result in an increased possibility of causing damage to property or injuries to individuals.

Response 44

I refer to the above & the recent copy of the proposals received at my home, [REDACTED].

From what I can see of your amended parking map the bus stop in Mill St is being moved further along the road (towards the river) & essentially would be outside my property. It is not positioned directly across the road from my property currently.

I don't have any major objections to that, albeit I would offer the following for further consideration:-

- I have lived here for <REDACTED> years & in that time I have never once seen anybody waiting for a bus at the stop. I have only ever seen one bus in that time drop a passenger off there. The bus stop therefore is not being used & taking up useful space for residents parking. Why have the bus stop at all?
- If the bus stop is retained & is moved along Mill St (towards the river); then, is the street wide enough at that part to enable other vehicles to pass if there is a bus parked there? Having said that, my comment above really applies anyway, why have a bus stop that is not used?
- I agree that the provision of residents parking should be extended as there are not enough parking spaces currently available. Therefore I agree with your proposals on that.
- One other area I would ask you to consider, is that of some residents who own more than one vehicle, & use 'visitor permits' 24x7 for their second vehicle. Thus taking up much needed space for all. Perhaps the wardens should note these habitual offenders & report them accordingly?

Response 155

I have recently returned from holiday and was unhappy to see your proposal:- B) 2)

My house is [REDACTED] Mill Street which is one of 4 houses with off street parking on the north end of the street. If this plan goes ahead, due to the narrowness of the road, with parked cars opposite the house it will be difficult, if not dangerous to reverse out of my parking spot.

At the moment it is hazardous, due to bikes, people and road traffic coming in both directions partially hidden by walls, but this plan will create a real difficulty as the road is so narrow at the north end.

Please reconsider in light of this as I feel strongly it could cause dangerous problems.

Response 186

We reside at [REDACTED] Mill street and strongly object to the proposed changes to parking in Mill street

Why are these changes requested by St James and Bartonsham CA being considered, surely the only residents directly affected live at 9, 11, 13, and 15 Mill street.

Our main reason for objecting is the accident waiting to happen if these changes are approved. There have been accidents in the past.

Mill street will become a one way street. It is not wide enough for 3 vehicles, especially if one is a bus or a lorry. Traffic coming from Cantilupe street will not see approaching traffic if cars are parked on the bend until it is too late and some traffic resort to driving on the pavement.

Most traffic coming from Cantilupe street travel too fast, exceeding 20 mph limit, increasing the possibility of accidents.

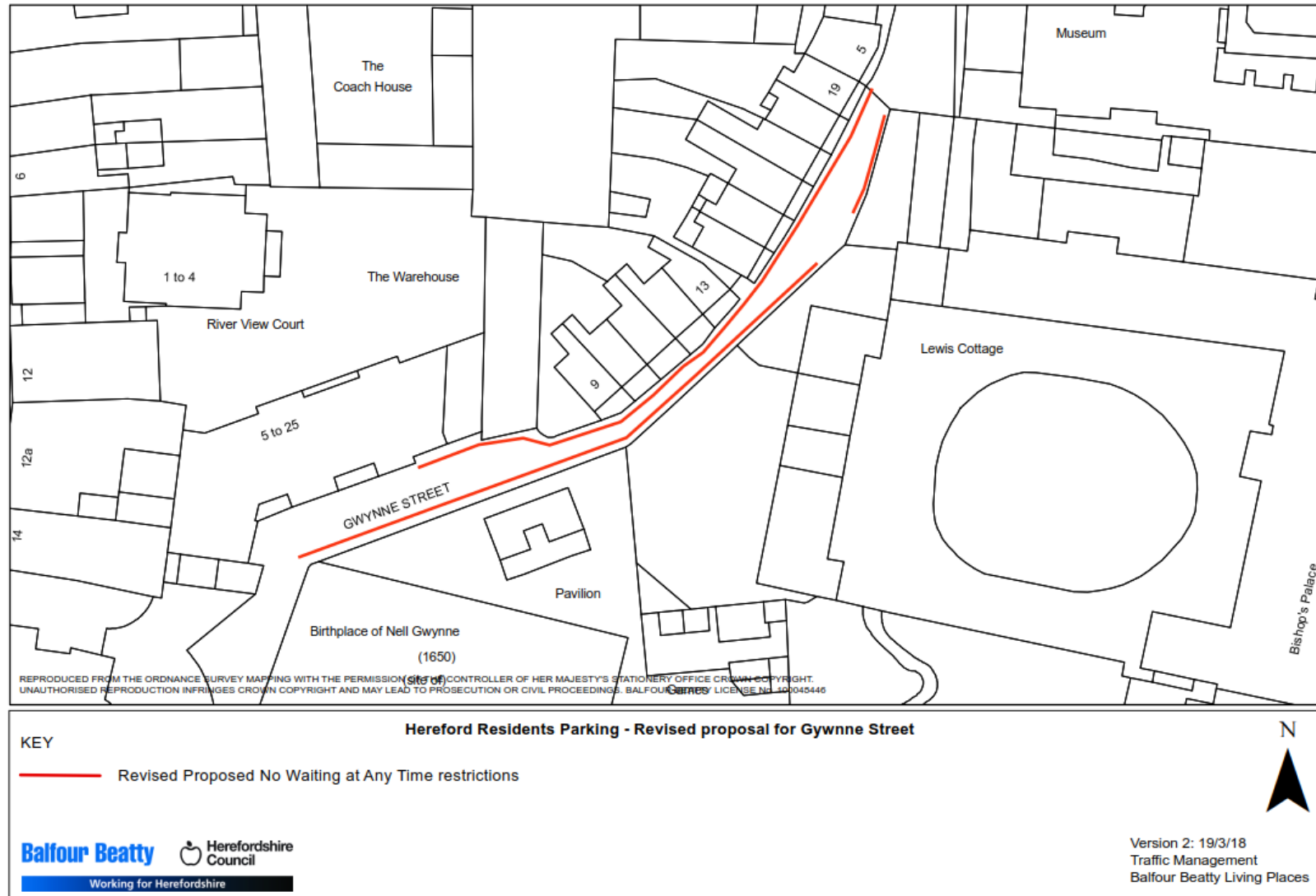
A visit from one of your staff would be useful to see the possible problems.

A further point, why move the bus stop at extra cost ?

Response 189

Further to my telephone conversation with you the other day regarding proposals for parking restriction changes in Mill Street (asked for by St James and Bartonsham Community Association...we've lived in this area for 43 years, 35 of them in Mill Street and nobody has mentioned anything about extra parking to us), we would like to say we are very concerned regarding vehicular access to our property if this gets passed. The road at the top end of Mill Street narrows and it will make it extremely difficult, near impossible to get on and off our drive, (my car is nearly as long as the road is wide), and with the road being narrower at this end with no room for traffic to pass, especially buses and lorries....will they have to come up on the pavement?. With allowing parking to the corner joining Mill Street to Cantilupe Street viewing will be restricted, there have been accidents already in this area. We would like to ask if anyone has actually visited this area and assessed the road width and traffic flow, especially during 'school run' time to see how much traffic passes this narrower part of the road, or to see what available parking there already is. May we also ask why the bus stop needs to be relocated and, if it does need to be moved maybe it can go outside 9 - 15 . We hope you will kindly consider these points when making your decision.

4. Modified TRO plan for Gwynne Street



5. Modified TRO Plan for Zone 3

