

# Appendix 3 – College

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## **1. Summary**

A combination of Permit parking restrictions and no waiting restrictions were proposed for Bulmer Avenue, College Road, Geoffrey Avenue, Lingen Avenue, Frank Owen Court and Esmond Road. See the Traffic Regulation Order plan.

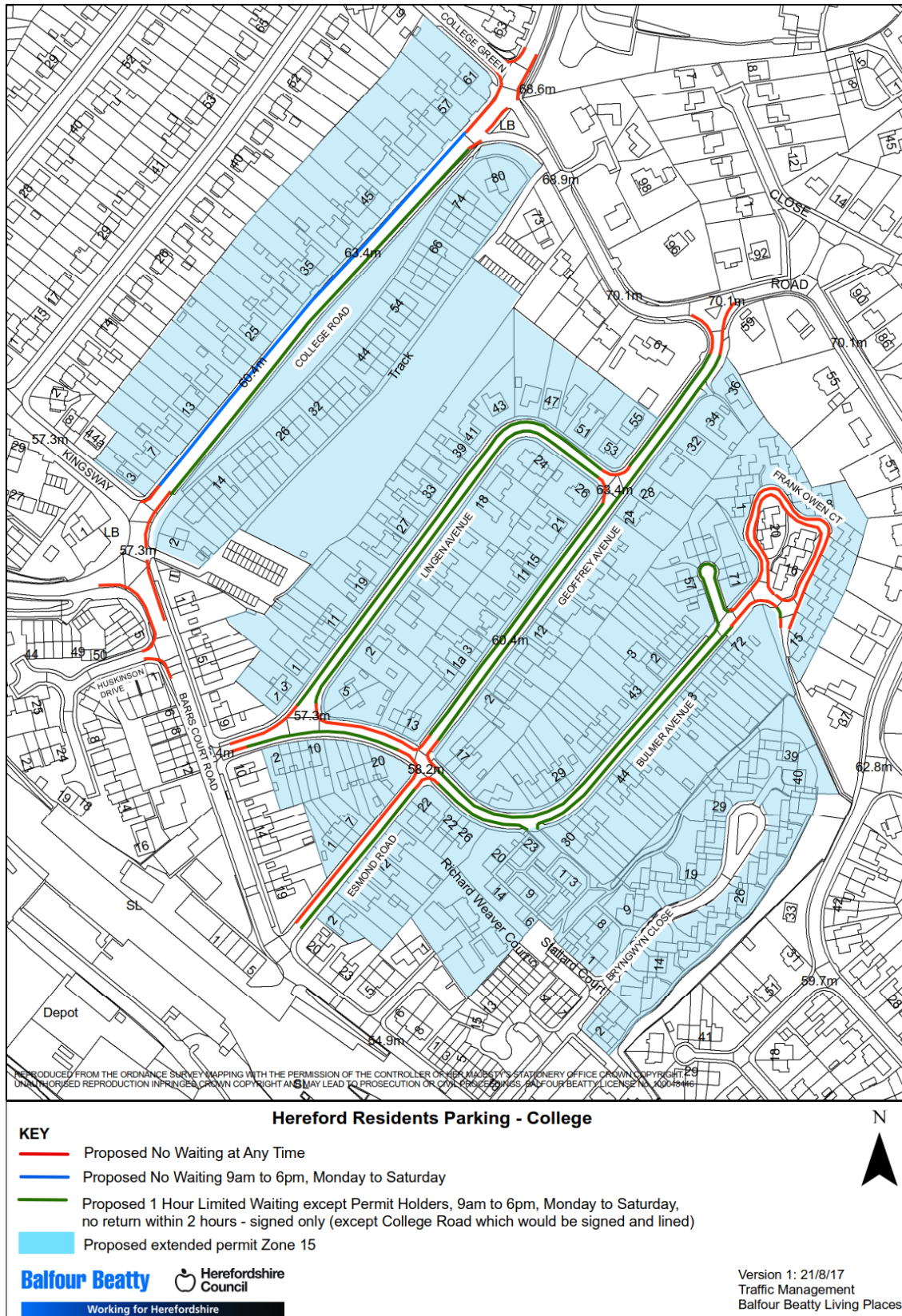
A total of 18 responses were received in connection with these proposals.

### **Recommendations (from main report page 2)**

- (c) the introduction of no waiting at any time, no waiting and permit parking restrictions in College Road and adjoining roads, as advertised (see Appendix 3) is approved, and;
- (d) the introduction of no waiting at any time and permit parking restrictions in Bulmer Avenue, Esmond Road, Frank Owen Court, Geoffrey Avenue and Lingen Avenue with a revised 2 hour waiting limit and revised eligibility list. (see Appendix 3) is approved.

## 2. Original Proposals – TRO plans

### Zone 15



### **3. Representations**

#### **3.1 Summary of representations received and response**

##### **Barrs Court Road, College Green, College Road and Huskinson Drive**

###### ***Summary of issues***

2 responses were received in connection with the no waiting proposals on the west side of College Road. The main points raised by the respondents are summarised below.

The west side of College Road should have no waiting at any time restrictions to prevent obstructive parking, vehicle damage and safety issues. The road is too narrow to allow two-way traffic with vehicles parked on both sides of the road and the verge should be reduced to accommodate parking on the east side. LGV and HGV traffic should not be using this road.

A respondent also requested further road safety measures including speed humps and a 20mph limit.

###### ***Response***

A review of the road width on College Road has shown that it narrows in its mid-section between College Green and Kingsway, which may well be contributing to the problems highlighted. However, in the absence of funding for wider engineering measures, the permit parking restrictions on the east side should still assist by reducing the density of parking. Whilst the no waiting restriction could attract parking outside of the restricted hours, this would be primarily residents or visitors with an understanding of the road and traffic conditions. On balance it is better to progress with this restriction, with the option to consider no waiting at any time restrictions, if the need arises. The prohibition of commercial vehicles is outside of the scope of consultation.

On this basis it is recommended that the proposals for College Road, College Green, Barrs Court Road and Huskinson Drive are introduced as advertised.

##### **Bulmer Avenue, Esmond Road, Frank Owen Court, Geoffrey Avenue and Lingen Avenue**

###### ***Summary of issues***

###### ***General***

There was an objection from a frequent visitor to the locality, who highlighted that the current problem arose from displacement from preceding schemes that were over restrictive (e.g. Penn Grove Road). The new proposals would inconvenience visitors and affect the custom for local shops and risk further displacement onto grass verges.

A resident highlighted their objection that vehicles would be displaced into Huskinson Drive, if they were not included in the permit scheme. The respondent also suggested that the low response from the road was due to the low number of owner occupiers in the road.

Sutherlands, managing agents on behalf of Hereford Co-operative Housing Ltd who own 125 dwellings on Bulmer Avenue, Esmond Road, Barrs Court Road and Lingen Avenue, highlighted their support for the residents parking scheme given that there have been a number of issues over recent years associated with parking, and most particularly a large number of non-residents parking within the immediate boundaries of the area specified.

There was a response from a resident of Geoffrey Avenue supporting the proposals on the basis on the commuters and rail users long stay parking in the road.

###### ***Bulmer Avenue and Esmond Road***

4 responses were received in connection with the proposals for Bulmer Avenue. The main points raised by the respondents are summarised below.

Residents in Barrs Court Road need to park in the Bulmer Estate due to the restricted parking in Barrs Court Road itself. There was also a view that the current parking issues are caused by displacement arising from successive parking schemes and failure to address employee parking issues (e.g. for Hereford County Hospital). A respondent requested that permits should be issued free of charge to elderly residents, who have the lowest household incomes.

#### ***Frank Owen Court***

A respondent stated that the proposals would not allow enough parking for visitors, tradesman and Hereford Housing and that there has never been a problem with parking in the area.

#### ***Geoffrey Avenue***

A petition with 19 signatures from 14 households was received opposed to the current proposals. The main points raised in the petition was that the proposals would not solve the problem of evening and weekend parking, the proposals are punitive and a one hour restriction during the day is too short for social visits

8 individual responses were received in connection with the proposals for Geoffrey Avenue. The main points raised by the respondents are summarised below.

There is no evidence of any significant level of non-resident parking or any shortage of parking in Geoffrey Avenue and that the proposals should not proceed whilst there is not a parking problem. The issues only arise in the evenings and weekends with vehicles parked by residents of Bulmer Avenue, Esmond Road and Barrs Court Road. There is only a need for no waiting at any time restrictions on corners. The costs of permits are prohibitively high for low income households with multiple cars or frequent long stay visitors. The absence of any provision for contractors working on the houses.

There was also a view that there should be a discrete parking zone for Lingen Avenue and Geoffrey Avenue, together with a request that that the hours of operation be reduced to 10-Noon and 2-4pm.

As there is no provision for visitor parking near some properties, other residents in the locality park in Geoffrey Avenue

#### ***Lingen Avenue***

2 responses were received in connection with the proposals for Lingen Avenue. The main points raised by the respondents are summarised below.

The proposed restrictions would impact the social life of residents, with the limit of one visitors permit and 1 hour limited waiting period. If necessary a morning and afternoon 1 hour restriction as per Moreland Avenue would be more appropriate. There was also a request to extend the no waiting at any time restrictions to assist access and visibility from driveways.

#### ***Response***

From the initial informal survey 39 respondents from Bulmer Avenue, Esmond Road, Frank Owen Court, Geoffrey Avenue and Lingen Avenue supported permit parking restrictions out of 67 survey responses and 183 households. It was decided to proceed with the formal proposals, to allow residents the opportunity to consider the actual detail of specific proposals given prospective permit restrictions along College Road.

Whilst some residents in Barrs Court Road have eligibility for Zone 4, the availability of parking is limited and these residents are therefore parking on Bulmer Avenue and Esmond Road. Given the wider availability of parking within Zone 15, it would be more appropriate for 1-23 Barrs Court Road to be eligible for parking this zone.

From the responses it was evident that there were significant and particular issues in Geoffrey Avenue. As the petition highlighted that the proposed 1 hour limited waiting period was one of the concerns, the proposals were modified to propose a 2 hour limited waiting period (except Permit Holders) to assist visitor parking and reduce the effective restriction period. All the addressees from the initial consultation and other respondents were notified of this change and invited to make further or change existing representations based on this revised proposal.

### ***Summary of issues (supplementary consultation)***

Of the 14 respondents to the supplementary consultation 9 respondents restated existing objections to the proposed parking restrictions. There were 5 new objections which are summarised below. Otherwise there were no objections to the revised 2 hour limited waiting (except permit holders) proposal.

#### ***Bulmer Avenue***

A new respondent highlighted concern over the absence of no waiting at any time restrictions outside 15-21 Bulmer Avenue, which would cause issues for the passage of emergency and service vehicles, with the limited off-road parking on this section of the road.

#### ***Geoffrey Avenue***

Two new respondents raised an objection to the proposed permit restrictions in Geoffrey Avenue on the basis that there are no parking issues and no need for residents to have to pay to park. The only parking problems relate to parking around the junctions and on grass verges.

#### ***Lingen Avenue***

Two new respondents raised an objection and concerns that parking should continue to be permitted in the vicinity of 22/43 Lingen Avenue. They highlighted that this was a blind bend with limited visibility and restricted movement, where should be restricted on road safety grounds and to protect the grass verge.

### **Response**

#### ***Geoffrey Avenue***

With only 7 households from the informal survey supporting permit parking proposals in Geoffrey Avenue, and 17 households objecting to the proposals, it is evident that there is substantive opposition to permit parking restrictions. However it is anticipated that the omission of permit parking in this individual street within a wider area would result in significant displacement of parking into this street of both non-resident and resident vehicles wishing to park without a permit. It is therefore recommended that the permit parking proposals for Geoffrey Avenue are implemented as advertised with the modified 2 hour limited waiting period.

It is noted that the ward councillor's view is that given the level of objection to the proposals, the decision of the implementation should be put on hold, to allow the impact of implementation in surrounding streets to be assessed.

#### ***Bulmer Avenue, Esmond Road, Frank Owen Court, and Lingen Avenue***

From the informal survey there was a higher level of support for permit parking restrictions in Bulmer Avenue and Esmond Road as these roads have a higher density of parking and are more affected by non-resident parking. In Lingen Avenue the response was more balanced. However Hereford Housing Co-operative own 125 houses on these roads and through their agent Sutherlands have expressed their support for the scheme.

In general permit parking should encourage more vehicles to park off-road and reduce obstructive on-street parking. Otherwise the requests for additional no waiting at any time

restrictions on Bulmer Avenue and Lingen Avenue are outside the scope of this public consultation. With the narrow road width in Frank Owen Court it is very difficult for vehicles to park without obstructing either the carriageway or footway. Posts have also been installed to prevent parking on a small area of grass. Whilst there is limited scope for visitor or service vehicle parking, there has also only been one objection to the extensive no waiting at any time proposals.

Since the intention of permit parking is to help manage non-resident (e.g. commuter) parking, there is no basis for subdividing this prospective zone to provide any preferential resident parking, on what is public highway. Whilst there may be displacement of parking outside the proposed zone boundary and an impact on the availability of parking for neighbouring residents, these are best considered as and when the issues arises, as with other resident parking scheme in the city. Otherwise the schemes include a provision for visitor parking permits.

On this basis it is recommended that the permit parking restrictions in Bulmer Avenue, Esmond Road, Frank Owen Court, Geoffrey Avenue and Lingen Avenue and no waiting at any time restrictions (on all roads) are implemented as advertised.

### **3.2 Full representations**

#### **Response 9**

I have just noticed that Geoffrey Avenue will be surveyed for residents parking but I can't seem to find what that actually means. I understand that non residents will not be able to park in the road but what does it actually mean for me, do I automatically be given a pass to park in my road, do I have to buy a pass, if so how much, do I have to renew it yearly or does it stay with my house if I sell my property. There's probably a Q & A somewhere but I couldn't find it.

#### **Response 10**

I clicked on - If you have any queries about the consultation, please call 01432 261 800 or email: [HerefordResidentsParking@balfourbeatty.com](mailto:HerefordResidentsParking@balfourbeatty.com)

I haven't made a comment I have asked questions and followed the link as suggested, could someone please reply.

#### **Response 30**

As one of very few owners residing in Huskinson Drive i was angry but not suprised your decision about our road. The problem with replies is that most properties around here are rented and as such probably didnt reply as they are short term, several student and multi occupancy houses and apartments. The rest are social housing. Visitors to our property struggle to park sometimes as well as my family due to people parking who work in town or hospital. With restrictions on other roads coming in the area this will push more parking in huskinson drive!

#### **Response 49**

I want to thank you for your letter regarding residents parking in Zone 15, Hereford.

May I say this is long overdue and very much welcomed. Parking in the Avenue is difficult at the best of times due to commuters and possibly holiday makers using the railway station, parking for sometimes days at a time. I have in the past had a car parked outside my house for over ten days without moving so the proposal is supported 100% from myself and my family.

#### **Response 62**

I live in Frank Owen Court HR1 1ES which you want to make a no waiting at any time area. You say there will be a small area for parking available at the bottom of the road, this takes about 2 cars - nose to tail and that's only available if none of the residents are not using it, some residents have more than one car. Making this one way road no waiting will make it very awkward for the residents as friends, visitors and workmen (Hereford Housing) will find it very hard not being able to park next to the residence they are visiting. There has, to my knowledge, never been a problem with parking in this area. I appreciate the parking in the adjoining streets needs to be addressed with people parking on corners and restricting the view of other car drivers but I can't understand why you are doing it in Frank Own Court.

### **Response 73**

I am fully in agreement with these proposals, which will hopefully enable delivery vehicles, refuse lorries and the emergency services to access the streets more easily.

My own house is in Geoffrey Avenue and hopefully the restrictions will give gentle encouragement for more residents to park on their own driveways.

I do have a couple of observations, which you could perhaps consider.

- The proposal is that restrictions will apply between 9am to 6pm. A restriction between say 10-12am and then 2-4pm would prevent 'employees' using the area to park for work and enable the area to be policed more effectively as minimal attendance would be required. This could save money. I understand that similar restrictions are already in place at Loder Drive.
- The whole area is attractive, especially with the presence of grass verges. Purely from an aesthetic point of view it would be pleasing if street furniture is kept to an absolute minimum. This would even apply to the white and yellow lines, which I assume are necessary and perhaps these could be of the 'narrower' variety to make them more pleasing to the eye.

### **Response 89**

Thank you for your notification of proposed changes to parking in Bulmer Avenue, College Road, Esmond Road, Frank Owen Court Geoffrey Avenue and Lingen Avenue in the City of Hereford

I wish to object to the above proposals, as there is already a shortage of parking in this area. Many people like myself like to park responsibly and if we are unable to park – this is where the problems start.

I would imagine that the problems started when parking restrictions came into place in Penn Grove Road and Moreland Avenue. This has forced motorists to park in the affected area mentioned above. Penn Grove Road and Moreland Avenue can easily cope with more parked cars and if parking restrictions were relaxed in this area, particularly at the top end of Penn Grove Road, this would ease the pressure on College Road and College Green.

Once parking is lost in the area, I can foresee cars being parked on the grass in College Road, parking further up College Road near the blind college and parking in Kingsway and Queensway. All that is happening is that you are driving the parking problem into College Estate.

The shops at Kingsway and College Green are thriving due to people being able to park easily and close to the shop.

I hope you will consider the above objection in a constructive manner.

I am frequent visitor to a property in College Road, Hereford and any parking restrictions will cause me great difficulty when visiting.

### **Response 119**



This is formal notice as addressed "The Occupier of the fore mentioned address" to the objection to the above order.

Again, may I refer to my previous x3 formal letters addressed to Councillor Wilcox when first approached on this proposal where having taken the time to of writing this letter no return reply was ever received on the x3 previous sent.

Cllr Wilcox's initial approach highlighted key issues in my objection specifically "two-way traffic is not a problem"....IT IS!

Even now other community members are having work done to their houses that have been going on all year resulting in contractors present that are doing their best to accommodate the community's need in the work they are doing, the parking, etc....., this alone as far as method statements & risk assessments have clearly not been reviewed as present & during working is providing a high risk.

This further proposal of yours states "the restrictions & changes are intended to help manage the demand for on-street parking".....

As per my letter & the everyday use of College Road this needs looking at in the bigger picture SAFETY.

1. Anything above x2 normal size vehicles cannot pass safely & without a "near miss" on this road.
2. Any parked vehicle of any vehicle that is either not parked on the kerb, grass verge or not tight to the kerb does not allow two-way traffic to pass.
3. This has been evident at many times & continues to be.....
  - the contractors today are parked within this area & have had their wing mirror smashed off so have put a barrier along the side of the vehicle protecting their vehicle & themselves when they requiring access to their vehicle.
  - the smashing of wing mirrors is constant to local residents & road users where frequently I have seen & held conversation with them on the occurrence & their high costs in replacing/replacing.
  - your own Balfour Beatty pickups have been double parked on the pavements causing disturbance to the flow of the traffic.
  - road rage & other obscenities are seen & heard with verbal slaughtering as well as the beeping of horns
  - taxi pickups are residing parked on the pavements local to their clients beeping their horns to give notice
  - the bus service can only operate if traffic rides the pavement or the bus rides the pavement itself. I personally have witnessed this when gardening where a pedestrian got very distressed in being scared when a bus rode the pavement & they feared for their safety. It is not safe to run this bus service on this route.
  - cars tyres are constantly scrubbing the raised kerbs making squealing noises highlighting the near miss of them either riding the pavement or a tyre blow out never alone their own wheel damage
  - the parked residents are unsafely getting in & out of their vehicles & to see their children doing the same of all ages & babies being carried from these vehicles is a fatality waiting to happen
  - the LGV as well as HGV traffic should not be using this road as they cannot pass

- regular LGV & HGV vehicles of local businesses, Underwood's, Tudors, Co-Op,..... are just a few to mention that are causing these safety & near miss events on a regular basis never mind the other logistic businesses.
- my wife & fellow parents experienced a near miss some years ago reported & investigated by the police in follow up to a car hitting approx.. x6 cars parked in a row (one of them my wives) but drove off. In turn this person was elderly having been tracked down having not even realised they had done it .....the emphasis is not the person but the near miss incident if these parked vehicles weren't there the pavement would of been rode & the parents & the children would of been fatally injured.
- the blind college is local & these people use these paths & although very skilled they have no control in any vehicle that may result in riding the pavement whether intentionally or not.

#### A clear proposal

I have in my letter briefed the most long-term proposal & that is to remove all road parking completely.

- you have already spent our council funding on pruning the trees in this area but look they will need doing yet again shortly all being we are constantly sweeping up the leaves fallen by the them that can cause slippages/skidding by traffic & pedestrians where road/path sweeping is scarce these days
- you should be creating parking bays either with access in between these trees or ideally remove these trees completely, cut into the grass, kerbed & tarmacked. These parking bays should have enough parking for "x" number of residents & their guests under the same permit control & costs as proposed to keep the upkeep, maintenance & control of these areas by the users.
- In follow-up to the construction of these parking bays two-way traffic will then be able to operate. No doubt this will invite further traffic to College Road that will bring bottle necks elsewhere where we must install speed bumps of regular intervals & a 20mph limit similar to Barrs Court road to slow down the traffic below the std 30mph. The reason again is safety.... the volume of residency, the nearby proximity to the path.
- I would like to see the LGV & specifically HGV traffic kept off this College Road & kept to main roads/circulars & even the routes you are developing (again with great debate)

I see in the notes on this specific parking proposal you briefing mention statistics of two thirds of respondents.

For me these are not clear figures where I freely talk to all the community & discuss topical subjects & our concerns & the common view is there are being no other options presented where there approach to yourselves whether verbally or more formally (where there computer literacy is not commonly their strength) clearly are for parkways to be cut into the grass areas again addressing the bigger picture.

I sincerely hope this letter as some bearing where in my profession SAFETY IS NEVER EVER COMPROMISED DESPITE ANY COST RESTRICTIONS/BUDGET DEMANDS. IN THIS CASE YOU GUYS ARE IN CONTROL OF THE PUBLICS DESTINY & LIVELIHOODS WHERE A FATALITY OR INJURY CAN BE CATOSTROPHIC.

Method statements & risk assessments (RAMS) are tools that should be accurately used to determine & minimise all safety risks, events, etc..... This 2016 survey sincerely what have you been looking at clearly not safety & near misses logged but tunnel vision on the parking alone.

Typically, what is happening here, where all being the bigger issue is being masked by the availability of residential parking. Again, I appreciate there is a substantial cost to my

alternative proposal briefed but it is no substitute to the imminent fatality lead from the number of near misses I'm seeing alone.

Final Address

<REDACTED>.

I have also tried to represent my community in raising further issues in the area including the nuisance of garden bonfires constantly being experienced by the community, (I persevered with this before being palmed off by saying I need to address Parliament on a government ruling, REALLY!) availability of bins & their regular emptying, fouling by dog walkers, many issues..... where I feel there should be representation, a representation that the council & specifically Councillor Wilcox either does not give clear access to raise such subjects where every obstacle is made to "give up" & lose any respect for this representation by any approach being deflected by third parties.

The clarity of your proposal emphasises this where email & postal addresses have no clarity.

I again hope I can expect a formal personal reply in taking the time to communicate with yourselves & I again am not deflected to a feeling of no significance, a reply initially in acknowledging receipt of this objection, followed by the process ensuring no final decision is made without accurate information on statistics, surveys & justification in this decision having addressed my concerns on safety & the responsibility you are taking.

#### **Response 124**

Reference the below email please could I make an application for 2 parking permits, 1 no. for my tenant and 1 no. for me as a visitor and landlord of [REDACTED] Bulmer Avenue Hereford.

Please can you advise on the process.

#### **Response 125**

I refer to the above extension to include residents parking in Bulmer Avenue, Esmond Road, Frank Owen Court, Geoffrey Avenue and Lingen Avenue.

Please note that we act as managing agents on behalf of Hereford Co-operative Housing Ltd who own 125 dwellings on Bulmer Avenue, Esmond Road, Barrs Court Road and Lingen Avenue.

I am writing on behalf of the Housing Co-operative to express our support for a residents parking scheme given that there have been a number of issues over recent years associated with parking, and most particularly a large number of non-residents parking within the immediate boundaries of the area specified.

At our Annual General Meeting, when all residents are invited, there is also support for such a scheme.

#### **Response 145**

Having received your notification proposing an extension to zone 15 residents Parking to include Lingen Avenue I have a query concerning what constitutes roadside parking. Lingen Avenue has the benefit of a grass sward and my driveway across this area, beyond the path and up to the roadside is a car length. We often park one car across the drive (see attached photo) so that the car is off the road but not blocking the path; it is off course blocking our driveway but as it is either our car or our visitor's that is not a concern. If parking restrictions are imposed how should an enforcement officer interpret this parking - as roadside parking requiring a permit for more than one hour, or as off-road parking not requiring a permit (or not permitted at all)?

This also raises the question of parking on the grass (visible in photo, further down the avenue) – is this to be permitted, with or without permits? If prohibited then the parking restrictions will have the effect of putting more parked cars onto the road in Lingen Avenue.

A quick response would be appreciated while we consider whether to object to these proposals before the deadline of Thurs 19 October.

[1 photo included in Appendix 8]

### **Response 180**

We wish to register our objection to the proposed parking restrictions for Lingen Avenue. We reside at [REDACTED] and currently have no problems with street parking. Our objection is based on the antisocial aspect of the restrictions. With only one guest permit per property any social event involving more than one car (e.g. club committee meetings, coffee mornings, lunch party) will no longer be possible, representing an unacceptable restriction by the council on our social life.

If it is really necessary to introduce parking restrictions in Lingen Avenue why not adopt the arrangement that is in place in Moreland Avenue, viz no parking without permit for one hour only mid morning and again mid afternoon? This prevents non-residents parking all day in the street but provides for longer periods of time for resident's guests.

### **Response 158 and Response 185**

I am very concerned about the proposed parking restrictions in Geoffrey Avenue.

We are a family of <REDACTED> and another <REDACTED> (all our children being students with no income). All of us have a drivers license and we have 3 cars and no off road parking. With the poor state of public transport in Herefordshire we all need to have access to a car.

We do have an under-employment problem in the house with my wife being the only one employed right now and she is only part time. While she needs a car for various reasons my prospects of working and starting my own business will diminish without a car. Our daughter at university in <REDACTED> has left her car in Geoffrey avenue to use when she returns from university.

We do have a serious problem with the proposed parking permit system in Geoffrey Avenue. Apart from the fact that parking has never been a problem in the street during working hours, when the scheme will be in effect, the punitive cost of the proposed system will have dire financial consequences to our house hold which is currently only just managing cutting all our discretionary spending and surviving on my wife's part time income and our savings. We fear that such punitive measures will lead to a spiral of poverty. If it is a revenue raising measure we would prefer an increase in council tax as at least that would spread the burden equally rather than hitting families like us. We do note the high proportion of comfortable retirees in the street with their triple lock pensions, free tv licensees, parking spaces on their own property and no children to put through university. In order to pay for 3 permits plus an extra one in case we have visitors or indeed need a plumber or workman to work in office hours we would need to earn an extra £1030 over the next 3 years when tax and national insurance is taken into account. Pretty tough when my wife's wage is only £13,000 per year.

The proposed cost is unnecessarily high even for one car. Putting up a number of signs on the roadside without painting lines on the road is a minimal expense for the council given the income gained just from the first year let alone subsequent years where there will be no outlay at all. You state in your letter that you justify such high charges of £75 and over by the demand for spaces in the street. The below photos were taken of Geoffrey /Lingen Avenue at noon on the 17th August and 16:30 of the 16th. Given the lack of demand for spaces might I propose a flat fee of £10 to reflect actual demand rather than the use of financially punitive measures.

What about our visitors, my wife's family come from <REDACTED> they are elderly and come to visit by car. To avoid social isolation from them and other friends who would want to visit us we would also have to spend more money to get a permit. Money we do not have. With the Governor of the Bank of England talking about an impending increase in interest rates I do fear for our financial future and our ability to maintain the house. It is not the councils job to push its residents further into debt. I would propose an associated financial help package or free residents permits for families in our situation.

There is also a problem with social isolation. 1 hour for a social visit is not long enough. Visitors would be spending more time watching the clock than engaging socially and may be put off visiting at all. As a way out of our poverty trap we had considered a <REDACTED> business run from our house. A one hour parking restriction would put off customers and potentially sink the business before it starts. A 2 hour limit would be better. With the introduction of these restrictions there will be no free parking within walking distance for any elderly people.

From speaking with those in the street who were in favor of permit parking fell into 2 groups. For one group the main objection to the current system was people who parked all day in front of their houses to go to work at the hospital and those or who left their cars in the street for days on end potentially for a train trip. For this group perhaps, a better solution would be to have a system that doesn't penalize the social visitors would be to place a restriction over 2 hours in the morning and another 2 hours in the afternoon. That would stop people parking all days and for days on end. A second group, which does overlap had fears for emergency services not being able to get through the street at night time. The current proposal will not address this problem and will indeed make it worse as it will concertina the cars in the street when the restrictions are not in force by introducing double yellow lines at the top of the street. The council has complicated the situation even further by not allowing parking on the verge.

The council/balfour beatty needs to listen to the people rather listen to what they want to hear because they need a cash cow to justify their corporate involvement.

Will there be any provisions in place for workmen that we may contract to work on our house? Geoffrey Avenue is a street with a high proportion of elderly residents we do not want to find that workmen will not come to the street if we cannot find a permit for them will we need a permit for them. Will workmen either refuse work or charge a premium for working in our street to offset the risk of a fine.

Once the measures have been enforced will there be any help for people like us who will be put under SEVERE FINANCIAL stress by these measures and just can't afford the resident parking permits and can't afford the social consequences of not having a car? A £10 flat fee would certainly ease our financial burden should the permit system be implemented. There are people who initially supported permit parking but have changed their mind based on cost. Some thought initially that every house would get one free permit. Perhaps this would be a better way forward given the lack of competition for spaces during the proposed hours of operation.

Another problem I have with the proposal is that the route Esmond Avenue, Geoffrey Avenue Lingen Avenue is often used as a rat run when traffic is held up in peak hour on Bars Court Road. On occasion when cars are not parked on either side of the road frustrated drivers speed up Geoffrey/Lingen Avenue to get Penn grove Road and beyond. I fear this problem will continue.

Ultimately we would like for these measures not to come into place as both the social and financial cost is too high for vulnerable families and older people. The problem is essentially created by the hospital not providing adequate provision for its employees and train station not providing adequate provision for its customers. Why does the council not make those who cause the problem pay rather than hitting residents who cannot afford it.

[4 photos included – see example below)







## Response 202

We the undersigned oppose the current (September October 2017) proposed resident permit parking system for Geoffrey Avenue, Hereford, HR1 1BZ on the following grounds

- It does not solve the parking problems in the evenings and overnight
- It is punitive
- A 1 hour restriction on parking during the day is too short for social visits.

We urge the Council/Balfour Beatty, to come up with a proposal that better suits the needs of the residents of Geoffrey Avenue rather than use an off the shelf proposal.

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## Response 162

We, the Occupants of: [REDACTED], Geoffrey Avenue, HR1 1BZ, object to the proposals as set out in your Notice.

The proposals are unnecessary in Geoffrey Avenue, save for the double yellow lines on the Southern corner where Geoffrey Avenue joins Bulmer Avenue & the Northern corner where Geoffrey Avenue joins Lingen Avenue.

Furthermore, Zone 15 is too large an area & should be reduced.

Should the proposal be forced upon the residents of Geoffrey Avenue, a Zone covering only Geoffrey Avenue & Lingen Avenue would be more appropriate, as the current proposals will simply encourage non residents to park in either Geoffrey Avenue & Lingen Avenue.

These two Avenues only suffer from a high demand for parking before & after your proposed hours, due to Residents from Bulmer Avenue, Esmond Road & Barrs Court Road, parking vehicles, especially work vehicles outside of normal working hours.



**Response 177**

I wish to raise an objection to the Proposal of Residents Parking - College.

We have been tenants of the Hereford Co-operative Housing Ltd, who own and manage the houses commonly known as "The Bulmers Estate", since 1995. We have been in residence at [REDACTED] Barrs Court Road since 2001. My home has a <REDACTED> with space for one vehicle. The front and side of the property have restricted parking by way of double yellow lines. We are a two car household, with both cars being used for commuting to work and my wife's being used to transport our <REDACTED> to school.

We have traditionally parked our second car opposite our driveway on Bulmer Avenue. Under the Proposal of Residents Parking - College, we will have no option to purchase a residents parking permit due to our address being on Barrs Court Road. With the parking restrictions around our home at present it would mean parking either on an already congested Barrs Court Road, or further afield, possibly into the College Estate.

The addition of parking restrictions on Penn Grove Road have pushed the commuter parking for the Hereford County Hospital and the railway station further along Barrs Court Road and in to the "Bulmers Estate". The Proposal of Residents Parking - College, will do exactly the same by pushing the problem into another area, the College estate? This is a symptom of too little and too expensive parking at the Hereford County Hospital for its employees. The extra commuters cars parked in Bulmer Avenue will then be pushed on to an already congested Barrs Court Road, in turn pushing us and other residents further afield.

A large proportion of the residents of Hereford Co-operative Housing Ltd are elderly. The Proposal of Residents Parking - College, does not make provision for any resident to receive a parking permit free of charge. All permits will have to be bought at considerable cost to those who are already in the lowest household incomes. The increasing cost scale to purchase more than one permit then has a very real cost impact when a resident has to buy extra permits to allow visitors, family members, or care-workers to allow them more than 1 hour of visiting time.

When speaking to my neighbours many were under the impression that the Proposal of Residents Parking - College, would "entitle" them to park outside their own homes, even giving them a designated parking space. Many of the tenants had suggested removing front hedges and converting front gardens into driveways. We have also received from The Secretary of Hereford Co-operative Housing Ltd a letter outlining our responsibilities as tenants and the restrictions that being in a conservation area place upon us. I have enclosed a copy for your records. I have also attached photos of the exterior of our home and the parking restrictions currently in place.

**Response 178**

I wish to express my concern to a proposal of residents permit on Geoffrey Avenue. I live on a property on Penn Grove Road that is covered by the resident permits as that only available on half of Penn Grove Road, the other half is double yellow lines to restrict parking. If I have visitors there is no where to park outside of my property as the permit doesn't reach my area, visitors park immediately around the corner on Geoffrey. Please can you let me know if this consultation goes ahead will visitors from the rest of Penn Grove Road be able to park there as in recent weeks cars have been parking on the grass verges, this will only get worse if visitors are unable to park on Geoffrey without anything being done for the rest of Penn Grove Road.

**Response 194**

I am Writing to object to the proposed parking restrictions in Geoffrey Avenue.

I do not see the need for parking restrictions in our road as there is always plenty of parking available and everyone has a drive.

I feel that parking restrictions would only cause problems for me and my family/friends/guests etc. if they were to go ahead.

I understand that other roads nearby have commuter parking problems and parking restrictions there may affect Geoffrey Avenue,

but until then can the proposed restrictions be halted until we do have a parking problem?

**Response 195**

I would like to make an objection to the NOTICE OF PROPOSAL (COLLEGE) with relation specifically to part B - the introduction of no waiting 9am -6pm Monday to Saturday in College Road: North West side.

Having lived as a resident at [REDACTED] College Road for a while now it is clear how congested the road can become between the hours of 7:30 am and 10am, and between the hours of 3pm and 7pm. if you propose to allow vehicles to park on the road up to 9am and from 6pm, then this will make an already troublesome road to navigate, even more troublesome. In fact recently I've had to phone the police to alert them to cars parked and causing an obstruction to pedestrians and other road users on the North West side. I firmly believe that allowing residents parking on one side and also parking on the other will cause the road to become almost impassable at times and even more dangerous.

Should limited waiting become introduced on the North West side It will certainly cause ingress and egress problems to properties on the North West side who have taken the opportunity to remove cars from the road by converting their front gardens to parking spaces.

I hope a sensible resolution is found to this.

**Response 204**

Please note that I have separately received a text to my mobile phone from [REDACTED] Geoffrey Avenue that won't forward to email, which says inter alia:


"All appear to be agreed on double yellow lines at the top and bottom of the Avenue. Most think that the zone is far too big and would prefer Geoffrey and Lingen together."

Please add this comment to the responses to be taken into account.

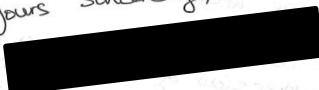
I would like to say that we are pleased that you propose parking restrictions in our area, as we ourselves live near to the top end junction of Wingen Ave, just off Penn Grove Rd and must say that this part of Wingen Ave to date has been a magnet of migratory car + van parking, from outside the area + people locally during the day + night, + also people who have more than one car per property or no space at all for parking. At present we are concerned that the new proposed scheme for local people with parking permits will naturally see this part of Wingen Avenue as a suitable site for parking, which could potentially put us in a worse situation than we were before from your proposal, even though as we intend to purchase two permits ourselves.

I also wish to point out if cars are parked either side of our driveway + across the road, we cannot as often proven to be can't have <sup>clear</sup> visibility <sup>and</sup> safety to get out of our driveway, as the junction is so near and incoming traffic as well is dangerous preventing us from getting out and having to drive over the verges which makes damage + is illegal.

The said junction at the top of the road is unpredictable as there are no visible markings of directions usage, and if cars parked outside our house will cause dangerous congestion as you are literally on the bend and can cause an accident if cars are lined up parking.

Can you please extend the two yellow lines from Penn Grove Rd into Wingen Ave down to encompass our property  Wingen Ave to allow us visibility, less congestion and safety when entering the junction approach, and allowing us to get out of our drive, our side.

Your help and interest and a reply would be very much appreciated,  
Thank-you.

Yours Sincerely,  


(These are our objections to where the lines will BE FOR SAFETY + also will there be <sup>a</sup> consultation? etc.  
about 1 hr waiting times as although purchasing permits will not engage us in having one in road - we pay road tax.

**Response 237**

Would it be at all possible to help three residents on Barrs Court Rd.

In our area we are having resident permit parking, this will encompass Esmond Rd, Bulmer Avenue and surrounding areas. We all park or try to park in this area and have done for nearly thirty years, however now I understand that we will not be able to have a permit for these areas due to us living on Barrs Court Rd. I understand the need for the permits to be put in place and whole heartedly agree with the scheme .I have phoned Balfour and they have said that due to the closing date on the 26th October nothing can be done to object and that we need to go through your office.

Outside our properties we have double yellow lines so cant park there we would love to be able to have a driveway however due to these houses being in a conservation area that is unlikely however will enquire with the housing estate manager Mr Reed.

What we are asking is can we be included in the permit scheme and what would the best way of dealing with this I have copied [REDACTED] of our housing cooperative and Balfour Beatty so hopefully we can get the issue resolved quickly and amicably.

**Response 238**

I hope you can help with an issue myself and my two neighbours have. I live at [REDACTED] Barr's Court Road, which is part of the Bulmer Estate known as Garden City. I have lived in this house for approximately 20yrs. Due to the location of where our house is situated we have always been told we are not allowed to have off road parking, as it is part of a conservation area. We have therefore always parked on Esmond Road.

We have not had any correspondence regarding the current plans to make our area permit parking, and have only just found out that due to our address we will not qualify for a permit to park on Esmond Road and will in fact have to park quite a way from our home.

I'm seeking your help as this has only just come to light but I have missed the deadline for the consultation period to be able to appeal. We are not opposing the permit scheme, in fact I welcome it as the parking situation in our area is ridiculous, however We would like one of two things to happen:-

1. Be allowed to purchase a parking permit to park on Esmond Road

Or

2. With consultation with the conservation officer and completely at our own expense be given permission to create off road parking at the front of our house.

We would be more than happy to work with the conservation officer to make sure we are within guidelines and hopefully reach some kind of compromise, which suits all parties concerned.

I would like to think we would have support from our estate with this issue as we have always been good tenants, we have rarely used the estate for any repairs to the house as we do most things ourself and keep our home and garden in very good condition.

**Response 239**

I write in regards to the proposed permits for resident parking in zone 15.

It appears for our address [REDACTED] Barrs Court road will not be eligible to park in Esmond road as for the same [REDACTED].

It seems that for our address we can only get a permit for the barrs court area which is quite a way down the road.

My neighbour has spoken to Hereford council and they have said it's beyond their control because it has gone past the proposed date.

We would like to know where myself and my neighbours stand with this? And where we are to park if we are not eligible to apply for permits.

#### **Response 237**

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In our area we are having resident permit parking, this will encompass Esmond Rd, Bulmer Avenue and surrounding areas. We all park or try to park in this area and have done for nearly thirty years, however now I understand that we will not be able to have a permit for these areas due to us living on Barrs Court Rd. I understand the need for the permits to be put in place and whole heartedly agree with the scheme .I have phoned Balfour and they have said that due to the closing date on the 26th October nothing can be done to object and that we need to go through your office.

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What we are asking is can we be included in the permit scheme and what would the best way of dealing with this I have copied [REDACTED] manager of our housing cooperative and Balfour Beatty so hopefully we can get the issue resolved quickly and amicably

#### **Response 238**

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We have not had any correspondence regarding the current plans to make our area permit parking, and have only just found out that due to our address we will not qualify for a permit to park on Esmond Road and will in fact have to park quite a way from our home.

I'm seeking your help as this has only just come to light but I have missed the deadline for the consultation period to be able to appeal. We are not opposing the permit scheme, in fact I welcome it as the parking situation in our area is ridiculous, however We would like one of two things to happen:-

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It appears for our address [REDACTED] Barrs Court road will not be eligible to park in Esmond road as for the same 21 & 23.

It seems that for our address we can only get a permit for the barrs court area which is quite a way down the road.

My neighbour has spoken to Hereford council and they have said it's beyond their control because it has gone past the proposed date.

We would like to know where myself and my neighbours stand with this? And where we are to park if we are not eligible to apply for permits.

### **3.3 Supplementary Consultation Representations**

#### **Response S1**

My objection is based solely on Road Safety Factors.

The almost right angled bend at the North end of Lingen Avenue(opp. No 43) is a blind corner.

The road is only wide enough for two vehicles to pass .

Any parking on or approaching this bend would cause vehicles to move to the wrong side of the road on a blind corner !

One of any two vehicles passing a parked vehicle at the same time on, or approaching, this bend would be forced to reverse around a blind corner to make way !

May I request that this corner and its approaches be marked in red on your map (ie No waiting at any time) as elsewhere on corners.

There have been several " near misses" due to thoughtless parking on this bend in the road in the past.

May I suggest that to provide a safe negotiation of this blind corner the red line starts on both sides opposite Nos. 39 /20 Lingen Avenue.

Thank you for the opportunity of expressing my concerns,

#### **Response S2**

Thank you for your letter dated 16th April, please see my comments below. I can provide photographic evidence showing considerable damage to grass verge as a result of parking on the bend opposite 22 Lingen Avenue, I would recommend no parking on both sides of this bend to protect the grass verge and allow free movement of vehicles.

Could you advise when the proposed scheme comes into effect?

In respect of the plan version 21/8/17, I would like to record my concern that should parking be allowed, at any time, on either side of Geoffrey and Lingen Avenue then should there be a fire emergency then this service would not be able to negotiate these streets. This is evidenced by the refuse collection who regularly have difficulty with these streets, particularly at various junctions, some of which are shown in green not red on the plan.

#### **Response S3**

With regard to your letter of the 16th April 2018, I write to outline the following observations.

In the 25 years of living in Geoffrey Ave., there has never been a problem with parking, with the exception of parking within 10 metres of the various junctions in the Ward.

This problem could be solved by

- (1) painting double yellow lines at these junctions.
- (2) enforcing the no parking restriction.

As regards, the proposed permit parking - this is unnecessary, even with the Councils attempts to make parking within a 2 mile radius of the City as difficult as possible.

As usual, the proposals have not been thought through, little or no account of residents wishes have been afforded and the proposals are offering unpopular and uneconomic solutions to a problem that doesn't exist.

May I suggest that, if the Council is having parking problems within the City, they look at converting the white elephant of a link road into a car park.?

#### **Response S4**

Thank you for your letter dated the 16th April in respect of the above, the contents of which have been noted.

We fully appreciate that you cannot be expected to reply to all householders who made individual representations to you in 2017 and therefore wish to object to the amended proposal.

As asked previously:

- (1) Why is the Zone so large?
- (2) Why can't the proposed large Zone be separated into two smaller Zones, with a Zone for Geoffrey Avenue/Lingen Avenue and another Zone for Bulmer Avenue, Esmond Road and Frank Owen Court?

We look forward to hearing from you in due course.

#### **Response S5**

Having been notified of the latest amended proposal dated 24/02/18 I wish to continue my objection.

Without going over my concerns all over again may I ask you to refer to my initial detailed objection towards COLLEGE ROAD & my high concern on its use from a safety prospective.

Emphasis is on two way traffic cannot pass without the mounting of the pavement with the present on road parking especially with the use by LGV & HGV vehicles .

There is going to be a serious accident on this road if it is not addressed where you have the resources to assess & action with this proposal not to delay any further, please consider getting this parking off the road utilising the unused grass-way as parking bays for residents, incorporating speed bumps (as Barrs Court Road) limited the speed traffic travels & also restriction to LGV & HGV traffic cutting through opposed to the main routes.

Please keep me in touch direct reference this objection via email.

#### **Response S6**

I am writing to let you know that I wish to object to the amended proposal for the above. The reasons for doing so are:

Parking on the street where I live (Geoffrey Avenue) is not a problem so there is no need to implement Residents Parking.

There is no reason to have to pay to park on the street as at present we can already park without there being any issue.

The only problem is that some people who live on the street park on the grass verges in order to be directly outside their properties.

This will still be an issue should there be Residents parking. In fact this problem will presumably worsen.

As indicated on the map which was sent out the no waiting at any time on the bends is quite obvious and is already not allowed according to the Highway Code.

The other areas labelled as no waiting on Esmond Road, Bulmer Avenue and Frank Owen Court are not used for parking anyway due to the roads being quite narrow.

This whole exercise seems to be taking place in order for the council to increase revenue.

In short why change something that works just for the sake of it.

### **Response S7**

we live in Huskinson Drive and my objection is that we should have resident parking as well, as people will just park in our road.

---

The parking restrictions will be for Bulmers avenue etc. but not for us in Huskinson Drive. All this will do is let people park in our street and clog the street up. Houses with more than one car will not be able to park ( as in our case). We need permit parking for residents as well. We suffer at the moment when there are football matches, people parking to go to work in Hereford or shop. We are possibly one of a very few owner occupiers in the Drive, so any replies will only come from me ( as perhaps other owner occupiers are unaware). The short term lets do not care about parking as most of them have a car park ( as in the apartments) or longer drives as in private lets and housing association.

### **Response S8**

Thank you very much for your recent update on Residents Parking but unfortunately Frank Owen Court still has a No Waiting at Any Time restriction on it, according to the map, with the exception of a small area just big enough for 2 cars if you're lucky and not being used by one of the residents.

### **Response S9**

Many Thanks for the revised information really appreciate to being informed.

Would it be at all possible to verify if we at numbers <REDACTED>, <REDACTED> and <REDACTED> Barrs Court Rd have been encompassed in the scheme.

We have been in consultation with Mr Brian Wilcox our councilor with regards the parking and he has informed us that he passed our details onto Balfour. Just in case you require some outline of our plight, We have been parking on Esmond Rd for thirty years and we can not put a drive way in due to the house being a conservation property. There are limited spaces on Barrs Court rd several hundred meters away and there is never any spaces hence the reason why we are in a predicament. Can you please advise and reply if we have been accepted for the resident scheme.

---

Hi Mr Wilcox

Unfortunately that is not the response that i was hoping for. If it would be possible we would like to meet I can get the two other neighbours to discuss. I appreciate that you are very busy however it is very important that we have somewhere to park, as we explained we can not have a drive put in due to the conservation criteria. We have all parked in the same area for thirty years and it feels we are being discriminated against due to the people from the



hospital and train commuters using the streets to park if it wasn't for these people we wouldn't have a problem. Also can you confirm when the restrictions will come into fruition and where we can park this will be very stressful for all of us.

Can you give this your earliest possible attention due to the time restraints.

### Response S10

Further to our previous correspondence to yourself around November last year regarding the above parking situation. Myself & [REDACTED] at number [REDACTED] and [REDACTED] at number [REDACTED], as well as [REDACTED] at number [REDACTED] Barrs Court Road, have a grave issue we would like your help and guidance with please, as you have always been our link with Herefordshire Co-operative Housing and the person to go to with any concerns. We also feel you need to be in the loop with what is happening regarding your tenants.

You have extensive knowledge which we feel would benefit us in trying to negotiate and find a solution to these parking issues. If you read the thread below, it appears we are not going to be included in the forthcoming new parking regulations and have basically been told, it will cost too much money to now change the current proposals.

However, all we are asking for is a clause putting in the current proposal to include that **"numbers <REDACTED>, <REDACTED> & <REDACTED> Barrs Court Road will meet the criteria to apply for parking permits on Esmond Road".**

If we are not allowed to park on Esmond Road, we need to know :-

a) what our options are, as it is ridiculous to expect us to park so far away from our homes and walk, when we have parked in the same place for 20+ years in our case and 30+ years in the case of [REDACTED].

b) why is it such an issue to request a meeting with the conservation officer to discuss a mutually agreeable way forward for off street parking. This particular issue is perplexing when we are in the day and age when everyone has cars and to not have parking facilities is outrageous. I'm sure I'm confident in speaking for my neighbours when I say that if we were able to move forward with off street parking, it would be done sympathetically with guidance from the conservation officer and it would not be done cheaply, which we are all willing to pay for. As tenants in these houses, we have kept them in a good state of repair and have rarely needed to ask the estate for anything and would not want anything unsightly outside our own front doors.

Finally, as I have stated, we have not asked for much over the years but we are now asking for your guidance and support and request that you also attend the proposed meeting, which hopefully will take place next week, at one of our homes, so we can actually demonstrate what our issues are and find a way forward.

### Response S11

I wish to raise an objection to the Proposal of Residents Parking - College. (Modified)

We have been tenants of the Hereford Co-operative Housing Ltd, who own and manage the houses commonly known as "The Bulmers Estate", since 1995. We have been in residence at [REDACTED] Barrs Court Road since 2001. My home has a <REDACTED> with space for one vehicle. The front and side of the property have restricted parking by way of double yellow lines. We are a two car household, with both cars being used for commuting to work and my wife's being used to transport our <REDACTED> to school.

We have traditionally parked our second car opposite our driveway on Bulmer Avenue. Under the Proposal of Residents Parking - College, we will have no option to purchase a residents parking permit due to our address being on Barrs Court Road. With the parking restrictions around our home at present it would mean parking either on an already congested Barrs Court Road, or further afield, possibly into the College Estate. The

commuters cars currently parking in Bulmer Avenue will then be pushed on to an already congested Barrs Court Road, in turn pushing us and other residents further afield.

A large proportion of the residents of Hereford Co-operative Housing Ltd are elderly. The Proposal of Residents Parking - College, does not make provision for any resident to receive a parking permit free of charge. All permits will have to be bought at considerable cost to those who are already in the lowest household incomes. The increasing cost scale to purchase more than one permit then has a very real cost impact when a resident has to buy extra permits to allow visitors, family members, or care-workers to allow them more than 1 hour of visiting time.

We have also received from The Secretary of Hereford Co-operative Housing Ltd a letter outlining our responsibilities as tenants and the restrictions that being in a conservation area place upon us. I have enclosed a copy for your records. I have also attached photos of the exterior of our home and the parking restrictions currently in place. We have no option to extend our driveway, or to indeed change the position.

Why has the Proposal of Residents Parking - College. (Modified) made no attempt to restrict parking on Barrs Court Road? A residents parking scheme is in place at the south-eastern end of Barrs Court Road, why has this not been extended? I have seen evidence recently of the overflow of commuter parking on to south side of Barrs Court Road, outside houses on Railway View, severely restricting the flow of traffic along Barrs Court Road, which the Hereford Link Road has done nothing to alleviate.

We as residents of Barrs Court Road the proposal will effect how we can park close to our home, something that will have an adverse effect on our <REDACTED>, and we will have no option to purchase any parking permits because we are not a resident within the proposed permit area.

## **Hereford Co-Operative Housing Limited**

### **Conservation Area Requirements – Car Parking**

Given that it seems likely parking permits will be introduced in Bulmer Avenue, Barrs Court Road, Esmond Road and Lingen Avenue it would seem sensible and timely to remind everyone of certain requirements in relation to the Conservation Area status of the Estate, and associated parking measures.

1. Please note that no hedges should be removed without consultation with the Secretary, and potentially the Conservation Officer, and this includes any work to widen or enhance a driveway.
2. Please do not park in front of dwellings but only use driveways. It is unsightly and something that has always been discouraged to have vehicles parked in front of the facades of the houses.
3. In certain driveways it may be feasible to extend them or enlarge them so as to accommodate an extra vehicle. Again if you are contemplating this please contact the Secretary in the first instance to discuss the possibility of enhancing of any driveway on the Estate.

Thank you very much for your assistance with this matter, please contact the Secretary if you have any specific queries or questions.



### **Response S12**

With regards to the plans for the residents parking, we are a little concerned with the plans for two hour limited waiting except permit holders along Bulmer Avenue. Between 15 and 23 Bulmer Avenue there seems to be green lines on both sides of the road indicating that parking will be placed on both sides.

Out of the six driveways there are three in that small space and if there were parking on both sides of the road you'd struggle to fit a bicycle through, the parking is also indicated to be placed on an internal bend on Bulmer and Lingen Avenue.

We hope these concerns will be taken into consideration and we fully support the need for parking along the designated roads.

### **Response S13**

I strongly oppose the amended proposal for parking restrictions in Geoffrey Avenue for the same reasons as set out in the petition I submitted to your office during the last consultation period on the 19th of October 2017, of which more than half the households in the street signed. The amended proposals do not satisfactorily address any of the points raised in the petition and indeed only attempt to satisfy one of the points mentioned in the petition.

There is no shortage of available parking spaces available during the day and the proposal does not address the problem of over crowding that sometimes occurs during the evening.

It is too expensive for a street where there is a high proportion of larger residences with families with multiple cars. The proposal is far too onerous on this struggling section of our society. As a suggestion it should include free parking to residents first car.

It does limit my family's freedom of association as 5 adults live in the house but we can only have visitors from outside walking distance for more than 2 hours. For example, in December we are planning a family celebration with visitors coming from Wales Lancashire and Australia.

they will be staying for more than 2 hours. The Australians have booked a hire car from Birmingham airport. Should I cancel the function as I will not be able to purchase enough parking permits. Just recently there was a family wedding in the street on a Saturday. The street was perfectly capable of accommodating the extra cars that did stay for over

2 hours. Geoffrey Avenue is a street with several large families in large family semi detached houses. It has a totally different profile of resident with different needs to the Victorian terraced houses closer to the center of town where parking restrictions are applied.

It makes no provision for tradesmen working on houses in the street during the day time.

This garden city area is characterized by houses with large hedges and stone or brick front walls bordering the street. The proposals risk residents knocking down the hedges and walls to create off street parking totally destroying the unique nature of this side of the garden city area.

And finally, in the interests of transparency can you please let me know if there has been or is any financial incentive to Balfour Beatty or Herefordshire council in imposing this round of parking restrictions on Hereford's streets?

### **Response S14**

As discussed per our telecon of today's date, I herewith wish to raise my concerns over the revised proposed permit parking limited waiting period affecting Bulmer Avenue from no's 15 up to and including no 21.

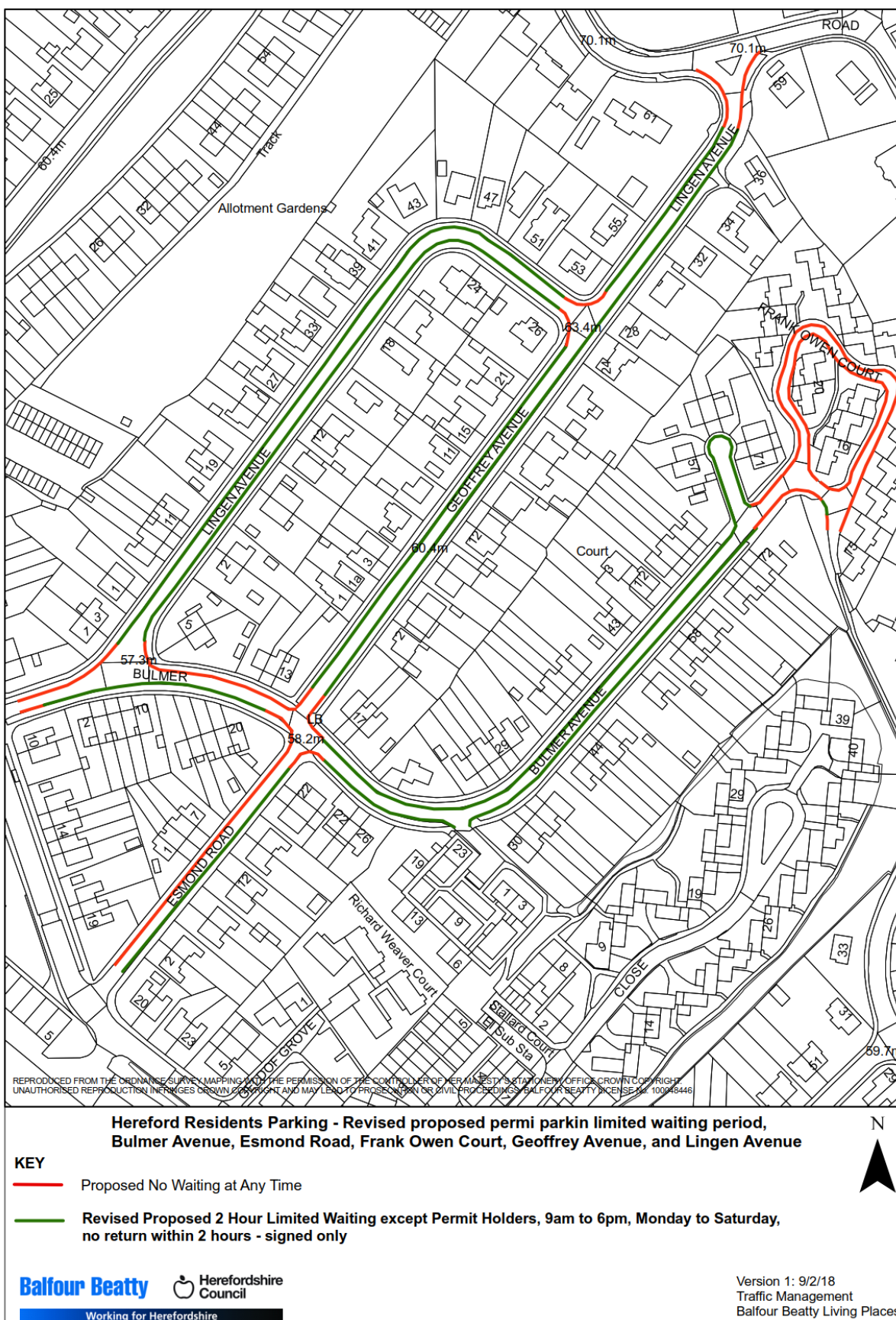
The opinion is that this stretch should be subject to the same ruling as the rest of the Avenue running from Barr's Court Road up to and including no 13, as we are concerned that the road is not wide enough, and as such will cause undue problems, especially with emergency vehicles (eg. ambulance and fire engine) trying to navigate this stretch as and when there are vehicles parked on both sides of the Avenue.

The rest of the Avenue further along, from no. 23 onwards, has off road parking bays provided and as such will not experience the same problems as we will.

It would therefore be greatly appreciated if due consideration could be given to this request before the final decision is taken in this matter.



#### 4. Modified TRO plan for Zone 15





## 5. Recommended TRO plan

