

# Appendix 4 – Eign Hill

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## **1. Summary**

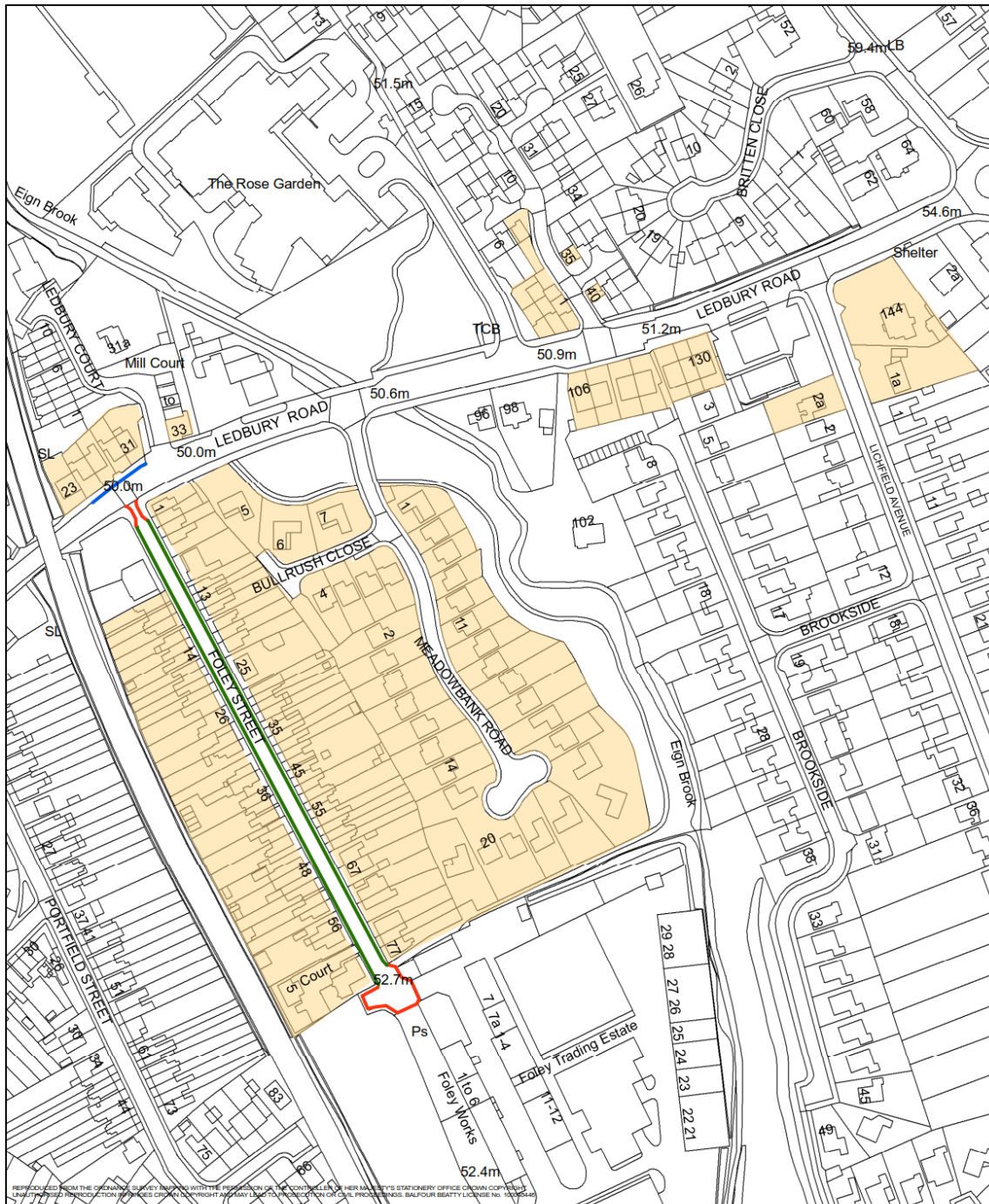
A combination of Permit parking restrictions and no waiting restrictions were proposed for Foley Street and Ledbury Road.

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

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

## 2. Original Proposals – TRO Plan

### Zone 5



- KEY**
- Proposed No Waiting at Any Time restrictions
  - Proposed 1 Hour Limited Waiting except Permit Holders parking (signed only), 9am to 8pm, all days, restrictions (Zone 5) - FOLEY STREET (No return with 2 Hours)
  - Proposed change to 2 Hours Limited Waiting except Permit Holders parking, 9am to 8pm, all days, restrictions (Zone 5) - LEDBURY ROAD (No return with 2 Hours)
  - Proposed extended Zone 5

### **3. Representations**

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

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

7 responses were received in connection with these proposals. The main points raised by the respondents are summarised below.

The commuter parking takes place during the day when there is space. The proposals will prevent visitors. The proposals do not resolve issue of cars blocking driveways and obstruction of the footway. Some households will require more than 2 permits; permit entitlement could be based on number of bedrooms per house. 27 responses from 80 households is not representative, there should be another consultation.

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

Surveys of on-street parking at 7am show that there is insufficient kerbside to accommodate all the vehicles parked on one side of the street. If vehicles are obstructing the footway or carriageway they are subject to enforcement by the Police. The current proposed permit parking restriction whilst not resolving this issue will help by restricting the number of permits available and by deterring non-resident vehicle parking. It also reflects the wishes of residents who expressed a view through the formal survey.

Given the current level of over footway parking, it would not however be appropriate to increase the number of permits available from that proposed (one Resident Parking and one Visitors Permit per household).

The limited waiting period (1 hour for Foley Street and 2 hours for the bay in Ledbury Road) will allow for short stay visitor parking. Longer stays can be accommodated with a visitors permits.

On this basis it is recommended that the no waiting at any time and permit parking restrictions in Foley Street (and associated proposals for zone change in Ledbury Road opposite Foley Street) and implemented as advertised.

#### **3.2 Full representations**

##### **Response 21**

I live in Foley Street and have a driveway. We put one car on the driveway and the other is parked in the street, over the driveway. I am therefore using a space that no-one else can, and not taking a space elsewhere in the street.

My drive is very narrow (as is the street) and people park in such a way that often we cannot get our cars off the drive. Once I was unable to park on my drive for 7 days.

I thought if the permits came into use, that you would paint white boxes that would start from where the pavement starts to dip, which would give me 2 ft either side of my drive. I understand that Foley Street will be a 'signing only' design, which will not stop idiotic parking, or help me get off my drive.

My question is, if I buy a permit can I still park over my driveway? Will the traffic wardens give me a ticket even if there are no designated bays? Many of us have driveways that we park over, and if the permits had a house number on them, the wardens would know that we are not causing an obstruction.

### **Response 31**

Hello, I have just received the letter about changes to residential parking . I live at [REDACTED] Ledbury Road, and I am trying to find out further information. Will the existing parking bay( nos. 23 - 33,shown on the map in blue) be extended or remain the same length, as at present there is space in this bay for 4 vehicles only . This is not enough space to accommodate the 6 households who each have 1 or more vehicles.

### **Response 39**

Thank you for your notice regarding the proposed residents parking on Foley Street (Proposed extension to Zone 5 Residents Parking to Foley Street and Ledbury Road 23-31).

I originally voted for the scheme but am now writing for a number of reasons. Primarily, I feel the conditions of the residents parking as outlined in your letter contradict both the advice I was given at the time in regard to the proposed finer details of the scheme and conditions I stated my vote should be counted under. Therefore, if my vote was counted for the scheme I would like to formally retract it. I would also like to make the following points/objections.

1. Access to driveways. I am one of the luckier residents with a drive. However, one of the reasons I do not use it much is because it is easy to get blocked in. Your scheme does not address this. The problem is that because of the narrowness of the road, if a car parks close either side of my driveway and someone has parked opposite (which happens a lot) there simply isn't enough room to get out. This has nothing to do with people parking over my drive as such although that is also an irritation. With the scheme as proposed the problem will remain as people just don't think about it. The only solution I can see for this – if you really want to encourage off road parking – is to mark the road showing where people can park – leaving enough room for driveway users to get their cars out. I appreciate “bays” as such are impossible but surely some basic lines showing where people can park up to or similar would suffice and be cheap enough to do?

2. Access to pavements. Not sure what the answer is here but I really have no confidence that limiting the permits to 2 per house hold will address this. I appreciate the street is narrow and the cars have won so I guess we will need to walk in the road.

3. Two permits per household. I also feel I need to address this on behalf of some of my friends on the street. Unfortunately, as much as I would like to think that two permits is enough for a house hold these days it really isn't. I have several friends in the street who as couples have two children and both work. This often necessitates two cars. With your proposal they are basically stuffed if they want to have a visitor round or require a permit for a tradesman. There has to be another option to facilitate this given that there really isn't anywhere else close they can leave their cars? Maybe the number of permits offered could be based on the number of bedrooms in the house, or could temporary week long permits be arranged for tradesmen?

To finish, although I agree with the concept of residents parking I can't help feel this hasn't been thought through properly. It really only addresses one of the many problems with Parking on Foley street and that is the number of cars. All of the other issues are simply ignored. I'm not saying I know what the answers are but I'm also saying that the proposal doesn't seem very well thought through.

**Response 76**

Thank you for your response. I realize that there will be a lot of split opinions whatever ever happens.

I'll wait with interest to see how things pan out.

I've also copied in the Balfour Beatty team in on my response so they will have a record.

The only thing I would add to my original email based on your reply is - why not include an option to install H bars in the current proposal? Although a fee of £60 a year for two permits is unpalatable I realise it is also the norm and at least to some small extent (although I am far from convinced all of it is used for this) must pay for the traffic wardens and the admin involved in issuing them. However, I balk somewhat at paying £150 to get some chap to paint a line on the road. Surely this could be included in the proposal as I assume the consultation phase allows for change and I can't imagine the costs will be noticed when absorbed into the overall plan?

Finally I re-iterate the point that permits based on the number of bedrooms or possibly temporary permits of a week or more for tradesmen would be worth exploring or it leaves many of my Foley street friends with two cars at a severe disadvantage.

On another note for Balfour Beatty (Hey no harm in asking right?) - Any chance of looking at resurfacing the road at some point? The road surface is pretty poor. There must be an opportunity here to address both issues, especially if you are going to have workmen on the street anyway?

**Response 116**

I recently wrote in response to your letter regarding the proposed residents parking scheme on Foley Street.

On reviewing my communication recently, I realised I had forgotten to include an important point for discussion and was hoping I could add to my additional comments while you are still in the consultation phase.

The point in question relates to Fire and access for fire engines and other emergency services. I'm just wondering if this has been considered since the proposal includes allowing people to continue to park on both sides of the road without any markings or guidance as to how far out they can park?

The reason I ask is that I live at the far end of the street, and it has often occurred to me that should there be a house fire - access for the fire service would be extremely limited. Given that people park on both sides and often rather recklessly, traversing the street in a normal size car can be tricky and for anything bigger it can be impossible.

Access from the other end used to be available and I appreciate there are removable bollards but new private spaces have now been painted in - in front of the bollards and they are now almost always occupied by a permanent skip and vans belonging to the plumbing outfit on the industrial estate.

I appreciate that sometimes there is no easy answer but wonder if this has been considered as it was not addressed in the letter to residents? By allowing parking on both sides without

any bays or markings of any kind you are essentially endorsing the parking of vehicles in such a manner as to cause an obstruction to any emergency services that might need access.

As I said - just wondered if this has been considered.

#### **Response 51**

Thankyou for your letter about Residents Parking in Foley Street. This is to state our wholehearted approval for this scheme, and to say how much we look forward to it's early implementation. I would be interested to hear of the Council's plans for the many people who will be looking for alternative parking- although this will solve our problem, it will also create one.

#### **Response 74**

This email is my representation regarding parking in Foley Street, Hereford. I am a resident of Moss House, No. [REDACTED]. Generally I am in favour of your report on the problem but I have a few comments to make.

1. People like myself who have drives could still have difficulty getting in and out if there are cars parked opposite and too close to the edges of the our drives.
2. As there will be no marked bays, could the driveways with dropped kerbs be marked with H-bars? This would help to alleviate the problem of cars partly obstructing the drives.
3. The one hour permitted parking restriction is crucial to the success of the scheme.

#### **Response 152**

As a resident in Foley Street, HR1, I would like to give my support for the parking proposal in the Eign area. The street itself has been badly effected by commuters using it to park for both the hospital and city centre.

My only feedback would be to increase the restriction to 24hours due to the potential of people using the street for parking when working on shift patterns at the hospital.

#### **Response 179**

I am writing to oppose the introduction of residents parking to Foley Street, where I have lived for nearly <REDACTED> years. Although there has been an increase in commuter parking, this is largely during the day, and as I write, the street has plenty of space available to park in – I enclose a photograph <REDACTED> today at approximately 14:30. Google Maps Street View serves to illustrate this fairly well, as can be seen here:

<https://www.google.co.uk/maps/@52.053685,-2.7019696,3a,75y,313.68h,107.08t/data=!3m6!1e1!3m4!1s3u71IKPPCdoFe5jGxXTsRw!2e0!7i13312!8i6656>

I believe the vast majority of commuter parking to be related to the hospital, where very high parking charges are incurred by patients, visitors and staff alike. I do not resent these hard working and valuable people parking in unused spaces in the street, although it is clear that some of my neighbours do.

Of the 80 or so houses in the street, I believe that only 27 responses were received. In our democratic society, this cannot possibly represent the best interests of the whole street, and I would urge you to consider a second follow up consultation. Having spoken to some of the residents of the street, it is clear that where residents didn't feel that there was an issue, they didn't respond. This proposal seems to have been backed by residents who seek to punish commuters for "parking in their space" when they leave to go to work in the morning which is quite frankly laughable. One of the neighbours I spoke to backed the proposal on the basis that "at least he would have his own parking space then". This highlights a complete lack of knowledge and understanding of the residents parking system which is clearly because not enough information was provided to residents in order for them to make an informed decision.

We have a family car and also a work van – both are required as my partner owns his own business and having <REDACTED> children and a lot of family in other parts of the country to visit. For us, the introduction of residents parking, especially with such lengthy restrictions, will mean that it is virtually impossible to have family to come and visit, as both our residents and visitor permits will be in use by our own vehicles. At least you intend to retain the current parking pattern however, since if a staggered layout of parking were to be implemented, as in the case of Portfield Street, this really would be a flagrant taxation.

I look forward to receiving your response.

[1 photo included in Appendix 7]