

Appendix 5 - Greyfriars

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1. Summary

Greyfriars North Waiting Restrictions

No waiting at any time restrictions were proposed around a number of junctions in the northern section of Greyfriars Ward. See the Traffic Regulation Order plan.

Zone B (Greyfriars North)

Permit parking (Zone B) with 1 hour limited waiting restrictions were proposed in Baysham Street, Bedford Street, Guildford Street and Oxford Street. It was also proposed to extend the restriction period for Zone B (Rylands Street) to 9am to 8pm on all days.

Greyfriars South Waiting Restrictions

No waiting at any times and no waiting 8am – 4pm, Monday to Friday restrictions were proposed in Breinton Avenue, Broomy Hill, Prince Edward Road, Stanhope Street, Tower Road and Westfaling Street. See the Traffic Regulation Order plan.

32 responses were received in connection with these proposals.

Greyfriars East - Zone 12 (Old Mill Close)

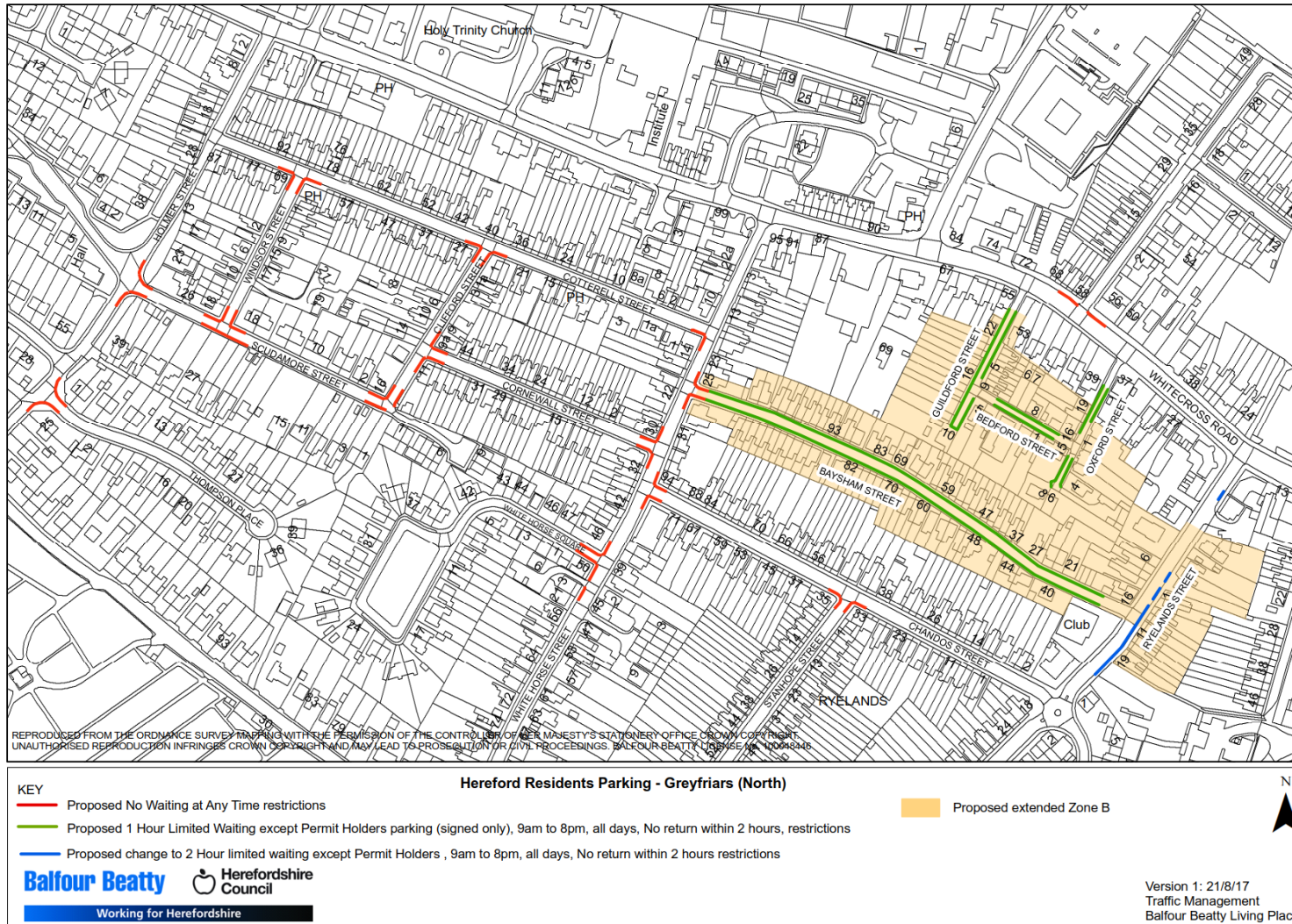
It was proposed to extend the restriction period for Zone 12 (Old Mill Close) to 8am to 8pm, on all days.

Recommendations (from main report page 2)

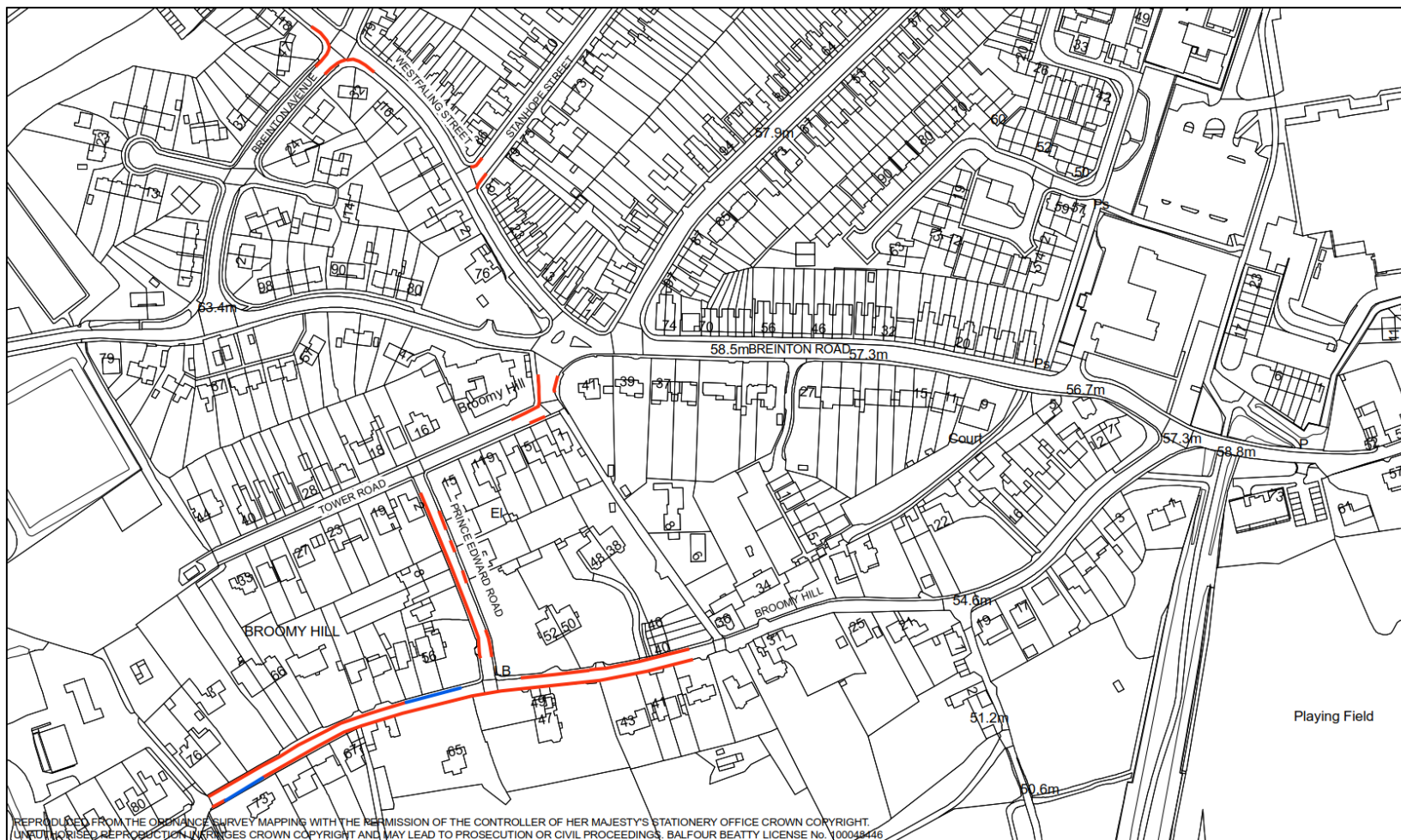
- (f) the permit parking restrictions in Bedford Street, Guildford Street and Oxford Street, as advertised, are approved; the no waiting at any time restrictions in the northern part of Greyfriars Ward as advertised and the withdrawal of proposed permit parking restrictions for Baysham Street, are approved. Also the proposed extended restriction period for Zone B (Rylands Street) and Zone 12 (Old Mill Close), as advertised (see Appendix 5) are approved, and;
- (g) the no waiting at any time restrictions for the southern part of Greyfriars as advertised, with the exception of modified proposals for Broomy Hill, taking into account objections from the public and supplementary consultation (see Appendix 5) are approved.

2. Original Proposals - TRO Plans

Greyfriars (North including zone B)



Greyfriars (South)

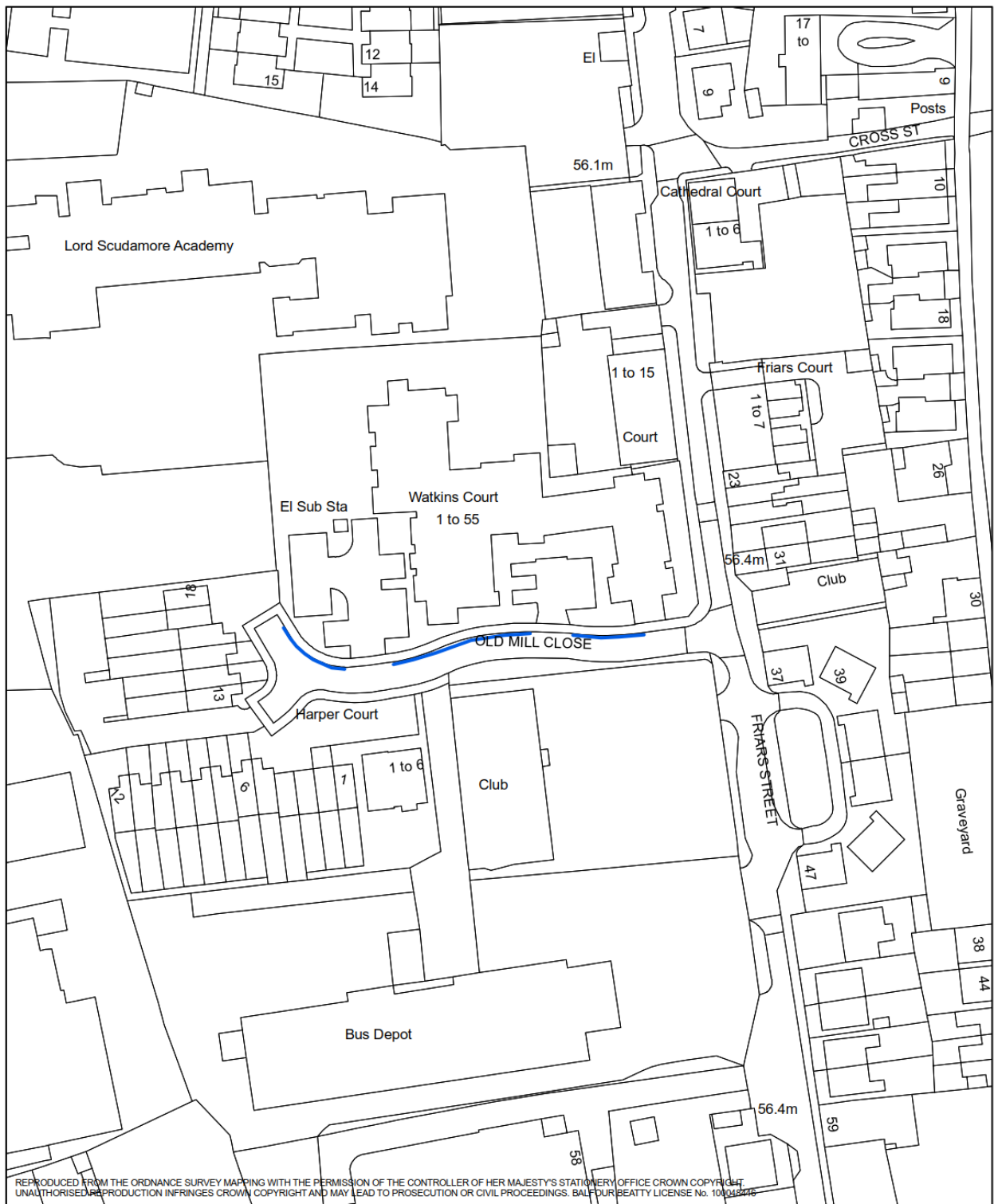


Hereford Residents Parking - Greyfriars (South)

- KEY**
- Proposed No Waiting at Any Time restrictions
 - Proposed No Waiting 8am to 4pm, Monday to Friday, restrictions



Greyfriars (East)



Hereford Residents Parking - Greyfriars (East)

KEY

— Proposed change of Limited Waiting except Permit Holders restriction period to 8am to 8pm, all days, maximum stay 1 hour, no return 1 hour

N



Balfour Beatty

Working for Herefordshire

Herefordshire Council

Version 1: 21/8/17
Traffic Management
Balfour Beatty Living Places

3. Representations

3.1 Summary of representations received and response

Greyfriars North Waiting Restrictions

Summary of issues

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

Having 10m restrictions around each junction is absolutely unnecessary and excessive. Too many parking places will be lost and residents will be prevented from parking near to their homes. Some of the vehicles parked in this area are large business vehicles; these will be displaced into the middle of the road, affecting resident parking and emergency service access.

Proposals do not address the increasing problem of obstructive parking on pavements and the no waiting at any time restrictions need to be extended to cover pinch points where vehicles and drivers come into conflict.

Response

Given the shortage of parking in this area it is understandable that a number of residents have objected on the basis of the loss of parking spaces. However the Highway Code (para. 243) instructs drivers not to stop or park within 10m of a junction. This takes into account the need for visibility and turning area for vehicles, as well as access to the road and visibility for pedestrians. Most accidents arise where traffic (including pedestrians) make conflicting movements and are therefore concentrated around junctions. With increasing levels of car ownership and subdivision of properties, the level of overparking is only likely to increase, if not curtailed by appropriate restrictions.

Any vehicle which is parked in a manner which causes an obstruction of the footway or carriageway is committing an offence and the Police have the powers to take enforcement action.

On this basis it is recommended that the no waiting at any time restrictions proposed in the northern section of Greyfriars are implemented as advertise

Zone B - Baysham Street

Summary of issues

A petition signed by 46 households (from 72) opposed to the permit parking restrictions was received.

19 other responses were also received in connection with the proposals in Baysham Street. A number of concerns were raised by the respondents over the necessity and restrictive nature of the proposals.

Response

Since the informal survey there appears has been a significant shift in residents' views against the introduction of permit parking in Baysham Street. The main concerns being whether such restrictions will materially reduce the pressures on resident parking in the evening and whether the constraints on permit allocation will cause more difficulties than they will resolve.

On this basis it is recommended the proposed permit parking restrictions for Baysham Street are withdrawn

Zone B - Bedford Street, Guildford Street and Oxford Street

Summary of issues

4 responses were received in connection with the proposals in Bedford Street, Guildford Street and Oxford Street. The main points raised by the respondents are summarised below.

The initial survey was not received by all households and results do not show support from a majority of households. Those residents supporting the restriction have off-road parking and less need for on-street parking. The Residents should not have to pay for a permit, with no guarantee of a parking space. The proposals are only a revenue raising exercise, there are no parking issues and the restrictions would limit visitor parking.

Some respondents highlighted that the permit entitlement is too low and households with more than 2 cars would be disadvantaged. Although other respondents stated that the permit entitlement would be too high for the number of properties and available on-street parking

These are narrow roads wide enough for parking on one side only. The proposed permit scheme would make access to these roads for service vehicles impossible and off-street drives will be blocked by parking bays

The existing no waiting at any time restrictions are excessive and should be reduced

Response

There does not appear to have a significant change from the informal survey when 75% of respondents supported permit parking. It is expected that if a household has a material interest in on-street parking they will represent their view accordingly.

Given that these are narrow roads with limited on-street parking, increasing levels of car ownership and sub-division of properties there is a need to manage the level of on-street parking to prevent obstruction. The Council may issue permits on an exceptional basis, and a second resident's permit could be issued, for a given year, if there is available parking.

The 1 hour limited waiting period will allow for short stay visitor parking. Longer stays can be accommodated with a visitors permits.

The design of the permit parking scheme is such that it will be signed only. There will be no marked parking bays and therefore the only change to the current arrangements is that parking will be restricted to permit holders during the restriction period (9am to 8pm, all days).

Although outside the scope of this consultation, there would be benefit in reviewing the existing no waiting at any time restrictions on these roads and around the junctions with Whitecross Road.

On the basis of the above, it is recommended that proposed permit parking restrictions for Bedford Street, Guildford Street and Oxford Street are introduced as advertised.

Zone B – Rylands Street

There were no objections to extend the restriction period for Zone B (Rylands Street) to 9am to 8pm, on all days.

Greyfriars South Waiting Restrictions - Broomy Hill

Summary of issues

A petition with signatures from 16 households highlighting the need to change the existing no waiting restriction on the eastern length to no waiting at any time to avoid any issues with displacement over to the proposals for extensive no waiting at restrictions on Broomy Hill.

27 other responses were also received in connection with the proposals in Broomy Hill. The main points raised by the respondents are summarised below.

The vehicles parking on Broomy Hill are primarily either resident, visitor or service vehicles, there is no non-resident parking issues. Vehicles will be displaced into neighbouring roads including Tower Road, Breinton Avenue and Westfaling Street. No waiting at any time restrictions on both sides of the roads is too draconian, there should be no waiting restrictions on one side. Removing parking along an extended length of Broomy Hill will cause a significant road safety issue, particularly for vulnerable road users, as traffic and vehicle speeds increase. There should be appropriate traffic calming measures (e.g. slow signs and a 15mph limit) to help reduce vehicle speeds. There needs to be gaps in the no waiting at any time restrictions to allow some vehicle parking and consequent traffic calming (e.g. 2 spaces between 28 and 30, 2 spaces outside the old school and 2 spaces between Camperdown Lane and no.48).

There was also a concern that not all residents received the informal survey and therefore did not have the opportunity to input to the proposals. Only 8 residents highlighted a problem with parking in the informal survey.

Need for alternative permit parking restrictions to cater for residents who need on-street parking.

There were concerns from a number of respondents that the restrictions needed to be extended, as summarised below:

The proposals do not extend to cover the western extend of the road outside 78-84 Broomy Hill and a consequence this length of road will be subject to the displacement of parking, with consequent road safety and obstruction issues. The no waiting restrictions on the section outside 73 should be replaced with no waiting at any time restrictions, otherwise there will be visibility issues for vehicles exiting the Waterworks Museum and Football Grounds. This exit is also used as a vehicle turning area. Parking on one side will impede access to driveways as the road is narrow around 5m). The no waiting restriction between 56 and 58 Broomy Hill, limits the vehicle turning area and visibility of and from oncoming vehicles is removed, which is dangerous. The no waiting at any time restrictions should be extended to cover the entrance to Broomy Hill Nursing home, as this is a dangerous corner. A request to extend the proposed no waiting at any time restriction from 5 Prince Edward Road southwards towards Broomy Hill to facilitate access often impeded by commercial vans. Also there needs to be provision for extending the restrictions with the prospective coach house development.

Response

The public consultation highlighted a high number of conflicting views, over the extent of parking that should be allowed on Broomy Hill, which are very difficult to reconcile. The initial view that the parking issues are primarily caused by non-resident vehicles does not appear to be the case, as from a post-consultation survey 21 vehicles were recorded at 6.41 am, as parking in the unrestricted central and western section of the road. To make a provision for on-street parking, a modified proposal was sent to residents with a reduced scheme length (westwards to Prince Edward Road) and a small number of spaces for some vehicle parking.

Summary of issues (Supplementary Consultation)

13 responses were received to the supplementary consultation for Broomy Hill. The main points raised by the respondents are summarised below.

Allowing parking on the north side of Broomy Hill would obstruct access for 37 and 39 Broomy Hill. The revised proposed restrictions will displace vehicles into Prince Edward Road. The parked vehicles will obstruct visibility for vehicles exiting Camperdown Lane and obstruct any turning area for vehicles accessing driveways. It is a mistaken belief that parked vehicles will improve safety for cyclists, which will have to manoeuvre into the path of

passing and oncoming vehicles to pass them. Vehicles do not slow down for the existing parked vehicles, but rather compensate by accelerating to travel through any reduce carriageway width. It is bewildering that the Council have not opted for more radical calming measures, road humps and 20mph limits.

The road is too narrow in the section between Camperdown Lane and Prince Edward Road to accommodate parked vehicles and there is no footway on the south side to assist.

There were also requests for further or alternative measures as summarised below:

As the available parking outside 37 Broomy Hill will be taken up by non-residents can these parking places be permit parking only. If the revised proposal is approved the Council will need to compensate property owners for the cost of extending their driveways to improve visibility and accessibility. The length of road outside 56-58 Broomy Hill needs to be no waiting at any time, as parking in this locality obstructs access to our driveway and the distance between the dropped kerbs is too short for modern cars. There should be interrupted waiting restrictions between Barton Road and Camperdown Lane and no double yellow lines between Camperdown Road and Prince Edward Road.

There was also three supportive respondents

Response

This is a difficult matter to decide upon. There remains conflicting views from residents as to whether the current parking is primarily resident-related or by non-residents. The early morning survey indicates that there is more resident-related parking than expected. Whilst there is no right to park on the public highway, there are clearly consequences for residents dependent on on-street parking either for their vehicles, service vehicles or visitors. Also within any planning constraints residents are also responsible for making their accesses as safe to use as practical, at their own cost.

In the medium term there would appear to be benefit in considering a possible permit parking scheme to make more effective use of any kerbside where there is benefit from a provision for parking. However this together with the requests for extended or more restricted waiting restrictions is outside the scope of this consultation. There is also no provision within this consultation for the installation of road humps or speed limits to act as traffic calming measures.

Whilst removing parking may well attract traffic and increase vehicles speeds, this in itself would not necessarily increase the likelihood of an injury accident. However in the event of any injury accident the severity would be expected to be higher, with any increase in vehicle speed. Whilst there are objections to the revised proposal with the absence of restrictions on the western extents of Broomy Hill, the level of resident-related parking and objections found the initial comprehensive scheme unacceptable.

There remain conflicting views over the provision for any parking between Camperdown Lane and Prince Edward Road. Given the strong objections from frontage holders on safety grounds, there remain questions as to the viability of parking on this length of Broomy Hill particularly, if occupied by high-sided vehicles such as transit vans.

On balance, it is recommended that the original proposal to introduce comprehensive no waiting at any time restrictions between Camperdown Lane and Prince Edward Road are introduced. This should not however preclude any future change in these restrictions, as part of any possible permit parking scheme and the issue of parking dispensations to cater for servicing needs. Otherwise the proposals from 10 metres west of Prince Edward Road are recommended to be withdrawn.

Greyfriars South Waiting Restrictions - Breinton Avenue, Prince Edward Road, Stanhope Street, Tower Road and West Faling Street

Summary of issues

3 responses were received in connection with the proposals in Breinton Avenue, Prince Edward Road, Stanhope Street, Tower Road and Westfaling Street. The main points raised by the respondents are summarised below.

There is no issue with parking and restrictions are not required. The residents need to be able to park close to their properties, those without off-road parking have no other option. The restrictions will displace parking to nearby roads.

Response

There are highway improvements planned at the junction of Westfaling Street and Breinton Road that are intended to improve road safety and may assist on-street parking. Prince Edward Road is narrower than Tower Road and cannot accommodate parking on both sides. The proposed restrictions therefore reflect where vehicles can park. Permit parking restrictions and/or additional no waiting at any time restrictions could be proposed in the future, but are outside of the scope this consultation.

On the basis of the above, it is recommended that the proposed no waiting at any time restrictions in Breinton Avenue, Prince Edward Road, Stanhope Street and Tower Road are implemented as advertised.

Greyfriars East - Zone 12 (Old Mill Close)

There were no objections to extend the restriction period for Zone 12 (Old Mill Close) to 8am to 8pm, on all days.

3.2 Full Representations

3.2.1 Greyfriars North Waiting Restrictions & Zone B

Response 4

I would like to protest in the strongest possible terms about the proposed parking permit scheme in the white cross area. I live there. Its just a money making exercise !!!!!!!!!!!!!!!

Response 7

Hello, just wondering if you have any plans to do any residential parking on whitecross road itself? I'd love to be able to park outside my house!

Response 11

As a resident of Baysham Street I fully support having resident parking permits in place.

On street parking has become a real problem for residents, especially over the last 6 months. Often, I have to park in neighbouring streets and rarely manage to park outside my own property.

Commuter parking is a large factor in the congestion; with some vehicles being left for days. With the proposed application of several new dwellings, space will be even more of a premium - simply putting in bicycle racks is not going to deter new occupants having motor vehicles.

Response 22

I live in Baysham Street and fully support permit parking and no waiting restrictions.

Response 27

Just recently I contacted my local councillor, cllr Anthony Powers, in regards to permit parking for where I live. I live at [REDACTED] Barton Road and parking for us is very restricted. We had an agreement with the bus company on Friar Street to park there but since that has been sold we no longer have anywhere close to us to park my partners car or my company van. I contacted the council about applying for a permit but the lady I spoke to said that Barton Road was not in a permit zone and therefore to find somewhere to park 'where there are no double yellow lines'. As you are well aware there isn't anywhere without double yellow lines close by and this is a problem as my fiancée and myself have a <REDACTED> . Where we do park, which is streets away, namely Ryelands Street area, there are plans to permit or no waiting restriction that area, where are we meant to park if this happens? Parking this far away is causing a problem for us, having to carry shopping bags, push chairs, carting the kids school bags back a forth etc.

I was told by the lady that Old Mill Close was out of the question because of the amount of vehicles in that area. She then went on to say why don't we park in Greyfriars car park. I pointed out that a season permit for there costs £900, as stated on the Hereford council website. Why should we have to pay that amount of money to park a vehicle when others a few doors down on the other side of the road to us are paying £30 for on street parking? We would quite happily park in the Greyfriars car park, but for the same amount as everyone else pays for a permit. It is in our area, why can't this happen? We feel that Barton Road should be included in a permit zone or allowed to park in Greyfriars car park for the same amount as on street parking. I have been monitoring, and also pointed out to cllr Powers, that the area by the Sainsbury's store where there is permit parking for zone 11 is free of cars with permits, I have also taken photos of this area with no cars parked several times. No body parks in this area and we feel that this area is going to waste, especially as its permit parking and there are people, living close by and in need of valuable parking, that are willing to pay for a permit and park in this area.

I do hope that you will include Barton Road in a permit zone, particularly zone 11 Station Road as I feel there are spaces going to waste or consider us to use Greyfriars car park but for the price of an on street permit.

Response 29

I would like to propose that you consider safety at junctions over charging residents to park outside their own property.

I see most streets on your map show 'no waiting at any time' at junctions when approaching smaller streets. Please see attached where I have marked the ends of Oxford and Guildford Streets. These are the areas that are essential there are no cars parked. Pulling out of either of these streets into a busy main road like Whitecross, is difficult at the best of times. When there are cars parked on Whitecross Road to these two streets - which there are 99% of the time - you are pulling out into an often fast moving stream of traffic completely blind.

There has been a smashed up car dumped on Whitecross Road/Oxford Street junction for over a week now with no signs of being moved. When this is eventually moved there will be something else in its place within minutes. Last Christmas there was a van with blacked out windows, so you could see absolutely nothing that was approaching, parked right on the

corner for 2 months! I reported this to the council and police on a number of occasions, as did other residents, but it was deemed as safely parked.

Please look at safety as a priority and set these no waiting areas where they are actually required.

I look forward to hearing from you

Response 37

With reference to my email about Oxford Street. Please see attached images of the view pulling onto Whitecross Road turning either way, when there are cars parked on the junction.

I look forward to your response

[2 photos included in Appendix 7]

Response 72

Another spectacular example of the view from the junction of Oxford Street into Whitecross Road.

Another example of why 'no parking at any time' is essential on these corners.

It's only a matter of time before this kind of parking causes a serious accident, or a cyclist is knocked off their bike and killed when they cannot be seen behind parked vehicles.

I look forward to hearing from you

Response 35

I have received your notification. Here are my views with regards to my stretch of White Horse Street (14-30 West side).

It makes a great deal of sense to put double yellow lines on the corners at Cotterell Street, Baysham Street and Cornwall Street from the point of view of safety and access but it will severely impact on the parking where I live. I have one car and one frontage (to which I know I have no legal right but which I do need to use when I wash the car or have a heavy load to unload. I will be <REDACTED> next year and also have a <REDACTED> year old father and it helps to be able to park near the house at times). Sadly the space near my house is often filled, either by neighbours who have one short frontage but two cars or by residents living on the double yellow lines at the north end of the street. You will understand that I feel slightly annoyed that people who bought a house knowing it had no parking available nearby then expect to be able to park in the area around my house which I chose carefully because it was possible to park nearby.

Also sometimes the only available space to park when returning home later at night, particularly at the weekends, has been the end of Baysham Street where the double yellow lines are to go. I assume that I will not have a residents permit for Baysham Street even though I live closer to the end of it than many of the residents but perhaps I could ask for consideration of this.

I think therefore, because of the spill over effect to our area from the restrictions on Baysham Street and the new double yellow lines, that it would be helpful if White Horse Street also

had residents' only parking with permits issued only to houses that do not have double yellow lines outside.

Has the Council considered making the car parks in Plough Lane available to residents at night? How about purchasing the Chandon Street Methodist Church and replacing it with a multi-storey car park where residents can rent spaces? Or there is the now closed Snooker Hall at the other end of Baysham Street. That could also house a multi-storey car park for residents. I would be very happy to pay to rent a guaranteed space in a nearby car park.

Response 96 and Response 144

I have already sent one email on this topic but here are some further thoughts and observations about the proposed 10 m of double yellow lines in each direction on the corners of White Horse Street and adjoining roads.

I accept that parking restrictions on the corners make sense and are in line with the Highway Code. However the Council, by inaction, has allowed parking to increase to the extent that residents now often fill these spaces at night. I have lived here for <REDACTED> years and there were no parking problems when we moved in. Double yellow lines at that time would have been quite acceptable and would have restricted excessive growth in local car ownership. But now that car ownership has been allowed to grow it is not helpful to reduce parking in the area without making alternative suggestions about where the vehicles should go. I fear there may be ugly disputes between neighbours over parking places.

As the problem is a night time and weekend problem I don't think resident's parking will solve it, although I am concerned that resident's parking in Baysham Street will lead to extra overflow parking in White Horse Street. Might I suggest that, following the precedent of the junction of Ryland Street and Baysham Street, and the junction of East Street and St Ethelbert Street, that single yellow lines be put on the corners to restrict daytime parking and allow easier access for delivery vehicles during working hours while permitting parking for residents at night? This could be tried for a period of a year or two while the Council works out ways to deal with the real problem of reducing car ownership in the area.

Might I also make some observations from my recent looking at the vehicles that have been parked where the double yellow lines are proposed?

I spoke to one man parking on the corner of Cotterell Street and Baysham Street who turned out not to be a resident but a visitor from Bristol attending a meeting at the Council Offices in Plough Lane. If it is necessary for such people to park in our street then the Council needs to reconsider parking provision for its visitors urgently.

For the whole of the past weekend a Balfour Beatty/ Hereford Council lorry, registration number <REDACTED>, was parked at the end of Cornwall Street by White Horse Street. This has been taking up space that might have been used by residents and is very bad PR for the Council. I believe also that allowing drivers to take vehicles home may have VAT implications over division between business and private use.

Response 45

I am writing to note my concerns with the proposed changes to parking restrictions in the Greyfriars ward.

I support parking restrictions in these areas due to the increase in people parking in this area for work and visits to the town centre. However, my concern is as a Kernal Road resident. We also have noticed an increase in people parking on Kernal Road, and Foxwhelp Close in recent months, to the point where residents have been unable to park their own cars outside their houses, myself included. The increase in parking here has been noted since surveys were posted through letterboxes quite some time ago, at which time there weren't too many parking issues. There are a lot of incidents of people parking on corners and across driveways, making travel round these roads difficult and unsafe.

The introduction of parking permits to neighbouring streets, but not Kernal Road and Foxwhelp Close is only going to push additional parking by non-residents in to these streets if they are free and unrestricted to use, and this will only enhance the issues I note above.

Therefore I ask that the parking restrictions be revised to include both Kernal Road and Foxwhelp Close. Speaking to a number of residents, we would all be more than happy to pay for permits.

I would also like to add that these parking issues would likely not be so prominent if there was more ample parking provision in the town centre, at reasonable day rates.

Response 46

We have received a letter from yourselves advising us of the results from the "recent" parking survey of households in our locality .

We were wondering how "recent" this survey was , as we do not recall any such survey taking place "recently" .

The parking in Cotterell Street has become a whole lot worse over the last 12 months or so , and the no waiting restrictions on the junctions will only serve to make the problem worse , as this will reduce the amount of space to park on the street . All the vehicles parked on the corners will have to find space on the street still , along with the vehicles already parked there .

We believe that the only way to solve the parking problems on our street is the introduction of parking permits , limited to 2 per household . This is because a number of properties in the street now have 2 , 3 , or even 4 vehicles !

Baysham Street is getting permit parking (2 per household) , and yet that street always seems to have more spaces to park than Cotterell Street ! We are only around the corner from Baysham Street and are certain that we will get a knock-on from their inability to park without permits !

It can surely not be fair for one household to be able to park 4 cars whilst we come home and can find nowhere to park in the street for our one and only car !

All we are asking for is to be able to park within 50 yards of our house , which impossible if you return home after a certain time of the day .

Response 47

as a local resident I am generally in favour of the changes but have some concerns about how it will leave my own situation.

My address is Ryelands Street but as I am directly on the <REDACTED> my front door is on <REDACTED> and I usually park opposite my house on Baysham Street in an area that will be covered by the restrictions.

We do not have a permit for the other side of Ryelands Street as they obviously went to residents that side of the street. On my side of Ryelands Street between Whitecross Road and Baysham Street all the other houses have off street parking but we don't.

Therefore how do I ensure, as I live on Ryelands Street but need to park on Baysham Street, that I get a permit for that area as otherwise I will be unable to park anywhere near my own house which is obviously ludicrous?

Response 52

With respect to the plans for Ryelands Street I have 2 questions.

1. Is there anything you can do or advise to stop people parking on our office premises car park as we currently have no parking enforcement.
2. With regards to Ryelands Street it would make a lot of sense to me and the residents if this road was one way after the roundabout and the same in Whitehorse Street. This could even allow sideways parking on one side if the road is wide enough thus increasing the amount of car spaces.

Response 54

I would like to comment on the proposed parking changes. The no waiting at any time restrictions on both sides of each end of Scudamore Street, while alleviating one problem, will create another problem. Some vehicles parked in these areas are large, business use vehicles along with residents/visitors cars. These vehicles will now be parked towards the middle of the street meaning that residents in these properties will have more difficulty parking than they already do. It will also mean that emergency services/bin lorries/large delivery vans will have restricted access with vehicles parked on both sides of the road. People who live in the surrounding streets already park in Scudamore Street when they are unable to park in their own street. This means that if there was an emergency and the vehicle needed to be moved, it would be impossible to quickly locate the owner.

Please consider these points before you make your final decision. Thank you

Response 57

I received your letter with regards to permeant parking in Baysham St Zone B and was after some more details as I'm unable to find on Herefordshire web site.

Please could you advise on the following,

Where I can find the terms and conditions of the different parking zones? All we can find are the different Zones codes but not what they mean or their restrictions,

Why the extending times and days if the permit parking is to stop shopper and commuters why can't the times be from 9 to 5 Monday to Friday? Please can you consider changing this to be more appropriate times and days, we lived here from 2001 and really don't need weekend restriction and will make life a little easier for some of the below and for friend and family visiting, we would really appreciate that you give this some real consideration as we

will have to live and pay for with your decision which is unnecessary cost to a very tight budget.

Can more than two permits be purchased? If this can't be change what do you expect residents to do with their third vehicle? as you aware the younger family member live at home for long as it not easy for them to find their own home at 18 and also have vehicles which need to go somewhere until the time comes they can move on.

In our circumstances will may have difficulties as we own one car, one motorbike and have the use of company pool vehicle, the pool vehicles have different registration no, its not going to be practicable to keep changing the permit each week to the different pool cars and was concerned to what system is in place for people that use different vehicles on a regular bases, now we could use the visitor permit for any one of them when needed and a designated one for our own car, (not sure if motorbike have to display a permit) but what do I use for visitors when I use a visitor permit for the pool car? unless I park in a neighbouring Street which is unfair on them, just like what is happen to us if we had cheap adequate parking in and around the city then we all could save money and not have to worry about permits that we don't really want but don't have much choice.

For residents that have a drive that has a dropped crossing with the painted H bar white line on the road which they had to pay the council for; will they need to display a permit to park on their own line if they decide not to park on their drive?

Response 59

Thanks for a speedy reply, yes I wait Balfour Beatty reply, in mean time I will be speaking to my neighbours so far my immediate neighbour are against the proposed permit parking and are asking to why we need it and they saying we may need to set up a petition, I did forget to ask with only 44% for and then 56% against why has permit parking even proposed and is it even legal as you don't have a majority result, and as Baysham st doesn't really need this it starting to appear its a way of trying to top up council funds.

Just to note the cost for most residents will be £60 per year for the first year (I think we both know this will increase year after year) as most if not all will need two if they want visitors and some possible going to need three.

On A personal note if the street had a parking problem with shoppers and commuters I would be for a 9-5 weekday permit proposal, as we don't have any more parking issues then any other street in the area I have to object to the Baysham st parking permit proposal and with the neighbouring street opting out like Candos st Whitehorse st, Cornwell and Cotterell st, then this is unfair to put this into our street, and the survey was unclear to what people need, most town street are small and space is limited but we know this and choose to live here and do you really think a permit system will help as people aren't going to sell their cars they just need educating in how to park.

Response 98

Please can you see if you can get a response from Balfour Beatty regards to some of my questions from my first e mail today still waiting for a reply to some of them questions, I find this disappointing as the notice latter "any further information please contact us".

On behalf of my husband and 19 residents would like to object to the current residents parking permit on the bases below, understand I may not be able to object on the residents behalf so their names address and signatures has been passed onto [REDACTED] who will be in touch with them after we spoken to the rest of the street, so will this be ok for the objection on my husband behalf.

[REDACTED] objections are:

Mislead by survey, the proposed plan doesn't match to what the survey suggested. if you keep to the survey plans then he would not be objecting.

Day time on street parking isn't the problem

The cost of the first permit at £30, on-top of £1500 plus council tax bill that we don't seem to get good value for money

£15 would have been sufficient.

I've personally spoken to 19 residents with some mixed feelings, they all kind of said the same when the survey was carried out last year most people did agree with the RP but have now change their mind as the proposed plan is different to the survey, my husband and some of them feel the survey has mislead them, I don't remember but I'm told by them and my husband that it suggested a 24 hour permit as it ask about evening time as well as day times and it suggested the cost would start from £15 for the first £30 second £45 for the third upto £75 and so on, some of residents I spoken to would like to buy more permits if required and should be their choice, personally three should be a max and not two, for myself I would buy three one for our car and two for visitors or when my husband uses a company pool car, as we have <REDACTED> young children that have <REDACTED> so when they visit on birthdays and Christmas they don't need to worry about illegal parking.

A good suggestion did come out when chatting and would be popular is a one way system for Baysham and Cotterell street, what we do have a problem with both streets are used as a rat run when Whitecross road is busy, what happens drivers comes down both street from Holmer St to Ryeland St trying to bypass the traffic, a one way for Cotterell St starting from Whitehorse st to Holmer st and for Baysham st starting from Whitehorse to Ryelands st, having them going in opposite direction would reduce the rat run problem and not expensive to put in place, going back a good many years ago a temporary one way was put in place down Baysham St when Whitehorse St was having major works.

Response 58

Thankyou for your recent notification of proposed changes to Parking Restrictions in Greyfriars Ward. However, I wish to object to the order relating to Baysham Street for the following reasons.

I personally undertook my own physical survey of parking in Baysham Street and the surrounding streets on 28th and 29th of September 2017 between 12.15pm and 1.30pm and found that 46% of Baysham Street's parking spaces were still empty. The average empty parking spaces for all the surrounding streets was over 38%.

The level of vacant daytime parking in Baysham Street was greater than that in Ryeland St, (upper area), Stanhope St., Chandos St., and Cotterell St., Bedford St., Guilford St. and comparable with all others. Please see attached survey sheet.

It can therefore be concluded that concerns over non-residents parking are unjustified and on street parking is available in Baysham Street during the working week.

Any parking congestion is during the evening and weekends and caused purely by residents returning home from work. Therefore the introduction of parking permits will have no effect on this situation and will achieve nothing but will financially penalise residents and actually cause problems with visitors of residents.

Out of a mere 371 survey returns for the general area only 44% were in favour of permit parking (there is no indication of how many of these relate to Baysham St.). This means that 56% were not! Obviously the vast majority of other residents were insufficiently concerned to even complete the survey. And yet permit controlled parking is proposed by the council for Baysham Street and various other surrounding streets.

Based on my findings I therefore see no justification in introducing permit controlled parking.

I would be most interested to know the logic and thinking behind this proposal as all I can see is a negative impact on the residents of Baysham Street while achieving nothing. I would appreciate acknowledgement of receipt of my comments and look forward your reply to my observations.

Please note, I accept that the proposed introduction of no waiting areas at junctions as justified based on traffic and pedestrian s

Response 220

Please find enclosed a petition registering our objection to the introduction of parking permits in Baysham Street from 46 residents of the 72 properties in the street.

The objections are based on the following reasons,

- 1) At the present time on street parking is available in Baysham Street during the daytime working week and concerns over non-resident parking during the day are unjustified. Please note my physical survey 28th and 29th September showing that 46% of Baysham Street's parking spaces for this time were empty. This compared favourably with an average of only 38% of parking spaces being available in the surrounding streets.
 - 2) Any parking congestion is during the evening and weekends and is caused purely by residents returning from work. The introduction of parking permits will have no effect on this situation, as all residents will hold parking permits, and is likely to cause problems for visitors to residents.
 - 3) Ineffectual parking permits will have the potential to penalise each household to in excess of £600 over a 10 year period. Note when permits in other areas were originally introduced some years ago they were £10! The present price represents a year on year increase of over 8%.
 - 4) Holding a permit will not guarantee that a resident will be able to park outside their own house, only that they will not receive a parking ticket for parking in the street.
 - 5) The introduction of Permit Parking will eliminate any flexibility in parking arrangements. Once the first visitor permit has been allocated any other visitors to occasional social gatherings, such as anniversary and birthday parties will be limited to a maximum stay of 1 hour.
 - 6) The introduction of parking permits will have the effect of only pushing out the very small number of non residents that park in the street and will then create problems for other streets in the surrounding area.
 - 7) The number of returns from your own survey was very low and therefore was a poor indication of resident's feelings. There is also no indication in the details given of the number or percentage of pro-parking permit survey returns that related to Baysham Street.
- In the process of going door to door to all houses in the street for our petition a general summary of household responses/wishes was as follows:-
- Objecting to the introduction of parking permits 53% of households.
No response, undecided or empty properties making up the majority of the remaining houses.
Less than 10 households were for parking permits.

Based on these objections and the presented information I trust that full consideration will be given to this petition and that the wish of the residents is followed and that the proposed parking permit scheme for Baysham Street will be withdrawn.

Residents Parking Baysham Street

1 of 3

We the undersigned wish to register our objection to the proposed introduction of parking permits in Baysham Street for the following reasons:-

- 1) On street parking is available in Baysham Street during the daytime working week and concerns over non-residents parking during the day are unjustified.
- 2) Any parking congestion is during the evenings and weekends and caused purely by residents returning home from work. The introduction of parking permits will have no effect on this situation and potentially cause problems for visitors.
- 3) Ineffectual parking permits will have the potential to penalise each household to in excess of £800 over a 10 year period.

Name	Signature	Address
		Baysham
		Baysham St
		Baysham St
		BAYSHAM ST
		Baysham St.
		BAYSHAM STREET
		" "
		" "
		" - "
		Baysham Street.
		" "
		Baysham St.
		Baysham St
		Baysham St.
		Baysham St
		Baysham Street

Residents Parking Baysham Street

1 of 3

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Name	Signature	Address
		Baysham
		Baysham St
		Baysham St
		BAYSHAM ST
		Baysham St.
		BAYSHAM STREET
		" "
		" "
		" - "
		Baysham Street.
		" "
		Baysham St.
		Baysham St
		Baysham St.
		Baysham St
		Baysham Street

Residents Parking Baysham Street

2 of 3

We the undersigned wish to register our objection to the proposed introduction of parking permits in Baysham Street for the following reasons:-

- 1) On street parking is available in Baysham Street during the daytime working week and concerns over non-residents parking during the day are unjustified.
- 2) Any parking congestion is during the evenings and weekends and caused purely by residents returning home from work. The introduction of parking permits will have no effect on this situation and potentially cause problems for visitors.
- 3) Ineffectual parking permits will have the potential to penalise each household to in excess of £800 over a 10 year period.

Name	Signature	Address
		BAYSHAM ST.
		Baysham Street.
		Baysham Street.
		Baysham Street
		"
		Baysham St.
		BAUSHAM ST
		BAUSHAM ST
		BAYSHAM ST.
		Baysham St.
		Baysham St.
		Baysham St -
		Baysham St
		Baysham St.
		Baysham St.

Residents Parking Baysham Street

3 of 3

We the undersigned wish to register our objection to the proposed introduction of parking permits in Baysham Street for the following reasons:-

- 1) On street parking is available in Baysham Street during the daytime working week and concerns over non-residents parking during the day are unjustified.
- 2) Any parking congestion is during the evenings and weekends and caused purely by residents returning home from work. The introduction of parking permits will have no effect on this situation and potentially cause problems for visitors.
- 3) Ineffectual parking permits will have the potential to penalise each household to in excess of £800 over a 10 year period.

Name	Signature	Address
		Baysham St.
		Baysham Street
		Baysham St.
		Baysham St.
		Baysham St.
		Baysham St
		BAYSHAM ST
		Baysham St
		Baysham St
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		Baysham St
		Baysham St
		Baysham St
		Baysham St

Response 60

We are writing to you regarding the new proposed parking for whitecross road. (I think you class this as grey friars?) We own number [REDACTED] Whitecross road, there are 6 houses in our terrace, we can currently park outside our home if we can get a space. This hasn't been an issue with anyone as far as I'm aware in the <REDACTED> years we have owned this house. We have a young daughter and her safety is paramount and it's very important to be able to park near our home as Whitecross road is extremely busy, and the footpath is also very busy and a cycle lane! Being able to park. Close then limits the distance that I need to walk to the door with my daughter with our belongings, shopping, building supplies (we are renovating our home) etc if you put this as a no parking zone the only place that we can park near our house is Mostyn street, which is already far too congested with its own residents, or on the opposite side of the road which is unacceptable as I don't want to put my daughter or ourselves at risk having to cross this busy road every time I wish to leave the house!! It is however frustrating that anyone can fill the little spaces we have outside our homes and mostyn street, and I have watched people park in the spaces and walk to the council buildings in plough lane and into town which annoys us all. Having no parking for our home is unacceptable and would make living here impossible to do shopping and go about our daily business safely for our family. We would however support and pay for a permit parking zone. I also notice that after mostyn street having problems for a long time that you don't have that on your list of proposed areas to permit? I know all of our neighbours would support this idea and should free the areas up to help residents park somewhere near their property, and with this in place it should also reduce the amount of traffic flow trying to get free parking therefore make the areas safer.

Response 63



BEDFORD ST.,
WHITECROSS,
HEREFORD.
HR4 ODR.

30-09-2017

BALFOUR BEATTY

re. Proposed Changes to parking restrictions
in Greyfriars Ward

Ref. GF ZB new.

Dear Mr. Szuketi,

Thank you for the information sent to residents about the 'proposed changes to parking restrictions'. We are pleased to have the opportunity to apply for a resident's parking permit on the following grounds.

We enclose photos of our property of which we are the owner-occupiers since [REDACTED].

2.

As you see No.8 has no front garden, but we have a narrow space, between our house and our neighbour's garage, on which it is just possible to park our small car. In fact part of this space belongs to our neighbour's property (No.7 Oxford St.) as does the garage, but previous owners allowed us to use the space. We had it surfaced with bricks, and with Council consent the roadside kerb lowered. We cannot reverse into this space because it is impossible to open the car doors without the bonnet completely overhanging the pavement.

Our solution has always been to open the rear passenger door and climb in through the gap between the front seats in order to reach the driver's seat, and once parked to get out the same way! You may imagine that with increased age - I am 82 and my wife 70, this manoeuvre is becoming more difficult. We should therefore be very grateful

3.
for an on-street parking permit.
We could also point out that each
of the other seven houses in Bedford
Street have room for two cars on
their properties.

We are sending this letter now because
we will be away from Hereford until
19th October; unfortunately missing your
deadline for representations.

To be able to park outside our
house is so vital to us that we hope
you will appreciate our anxiety and
reason for this early letter.

DI

[4 photos included in Appendix 7]

Response 64

Dear Sir

Proposed Changes to Parking Restrictions in Greyfriars Ward.
Representation that the Proposed Order be Modified to Include a
Section of Whitehorse Street (In a Similar Manner to Rylands St.)

With regard to your proposed changes to parking restrictions in Greyfriars Ward, I am concerned about the present parking problem. I am further concerned by your proposed changes which will not help improve the problem in Whitehorse Street.

Would you kindly consider, similar to Rylands Street, a section for permit holders in Whitehorse Street. Your list of changes Section C, four lengths of road, please add length of road 5) Whitehorse Street: East Side - From 10m south of the southern kerbline of Baysham Street to 10m north of the northern kerbline of Chandler Street.

In taking the above requested action it would stop people from outside the area, with commercial vehicles or cars from continuous parking Friday afternoon to Monday morning - unless permit holders. It would be a start to improving parking in Whitehorse Street.

Response 65

Dear Sir.

11/10/17

changes to parking restrictions.

Thank you for your letter dated 7th concerning the above. However, I am very surprised that Kernal Road is not included in the scheme, especially as we received your letter, and we previously completed a questionnaire re: the parking problems in Kernal Road.

Since we completed the questionnaire, the parking here has got worse, and we notice that people who live in Breinton Road park all night in Kernal Road, plus others park to go to work, pick children up from school, and because of the

engines and ambulances.

I note that roads around the Broony Hill area are scheduled for restricted parking, and yet they are much further from the town centre than Kernal Road.

Is this because there is a distinction between these mainly detached large houses, possibly occupied by people with more say ??, than us living in smaller houses ??

The effect of the restrictions in the areas outlined on your plans, will mean a lot more people will be finding places to park, with Kernal Road, high on the list, so this area will become one big parking lot. I hope you can re-consider our case, and perhaps monitor it, to see for yourselves.

Response 66

Dear Sir.

I am disabled with a blue badge and a painted disabled bay outside my house which is necessary for access for Hospital appointments, Health visitors etc. However, it is hardly ever vacant as every one else parks there. Is there any legal way of preventing this happening please as I am unable to walk unaided? I am friends with all my neighbours and wish to remain so, as they are very helpful. Kind
Sincerely

Response 69

I am contacting you reference the new proposed parking restrictions for Baysham Street.

Although I live in Whitehorse Street([REDACTED]), my property is also in Baysham Street which is where the side access to my property is along with my garage.

When Baysham Street was resurfaced the white line which indicated the access to the garage was not repainted.

I would like you to repaint this line prior to the commencement date of your proposed permit parking scheme.

My thoughts on the proposed permit scheme in Baysham Street are that it will place more pressure on the parking in Whitehorse Street. As my property is on the junction of Whitehorse Street and Baysham Street there will be a no waiting at anytime restriction therefore, I believe I should be offered the option of using the parking permit scheme.

Response 77

I live at [REDACTED] Bedford Street, Whitecross HR4 0DR and recently received your undated letter regarding proposed changes to parking restrictions in Greyfriars Ward.

I filled in and returned the survey, offering provisional support for a residents parking scheme with some caveats. However, I am having trouble finding anyone else from Bedford, Oxford or Guildford St who did return the survey.

You reported receiving 371 completed surveys. Was every household in Greyfriars Ward sent a survey form? As there are 1743 households (2011 Census) in this ward then that equates to a 21% return rate. If only 44% of the returns were in favour of permit parking restrictions then this means less than 10% of residents were in favour of a permit scheme. Or to put it another way, over 90% of Greyfriars Ward households were NOT in favour of the permit scheme. Please feel free to correct me on any of the above figures.

The following comments and questions refer specifically to Bedford, Oxford and Guildford Street.

1. How many households are there in Bedford, Oxford and Guildford Streets?
2. How many completed survey forms were returned and what were the results of the survey for just Bedford, Oxford and Guildford? Please could you break the figures down into individual streets.
3. How many restricted parking places does Herefordshire Council/Balfour Beatty think can be installed on Bedford, Oxford and Guildford Streets (separate numbers for each street, please)? I ask this because the map supplied by yourselves suggests parking on both sides of the street and in front of my two driveways. Do you realise these are some of the narrowest streets in Hereford City?
4. A resident has asked why the restricted period extends to 8 pm rather than the more normal 6 pm.
5. Is it a requirement to purchase a resident's permit (e.g. if they already have off-road parking)?
6. Is the resident's permit assigned to a specific vehicle? If not, how do you propose to 'police' the system?
7. Can you purchase only a visitor's permit (e.g. if you have off-road parking for your own vehicle)?
8. At the junction of Guildford and Bedford Street there are currently no double yellow lines on Guildford Street (whereas there are at the junction of Oxford and Bedford Street). This needs to be remedied at the earliest opportunity otherwise emergency vehicles cannot gain access. This will also reduce the number of restricted parking places.

I would appreciate an early response so I can organise a local survey of Bedford, Oxford and Guildford Streets with updated and relevant facts. Unfortunately, the information provided in the letter is severely lacking in this respect. Mind you the webpage on the Herefordshire Council website is even more unhelpful.

Response 103

I wrote on the 5th October with a list of questions. I see from the automated reply that my letter will not be looked at until after the consultation period has closed. I will try to call someone to see if my questions can be answered before then.

Having had a closer look at the plans it begs the question: has anyone from the Council or Balfour Beatty actually visited the area of Guildford, Bedford and Oxford Street?

The supplied map and description show parking on both sides of the road for Guildford, Bedford and Oxford Street. These are narrow roads wide enough for parking on one side only.

The proposed permit scheme would make access to these roads for emergency vehicles, delivery vehicles, dustbin lorries, etc impossible. Note access is already difficult for these larger vehicles; additional double yellow lines need to be added to the west side of Guildford Street where it joins Bedford Street (as it does at the junction of Bedford and Oxford Street).

Also, according to the map, both my off-street drives will be blocked by parking bays as will the drives of the other houses on Bedford Street. Surely some mistake!

I have estimated from the map supplied that there is on-street parking for about 11 cars in Guildford Street, 5 cars in Bedford Street and 8 cars in Oxford Street. This assumes 5-metre parking bays, parking on one side of the street only and additional double yellow lines at the junction of Guildford and Bedford Street to allow access for emergency vehicles, etc.

Also from the supplied map, I estimate 21 properties in Guildford Street, 8 properties in Bedford Street and 12 properties in Oxford Street. So that is 41 properties vying for 24 on-street parking bays. In practice, because some properties have off-street parking and some might not have cars, the situation is not quite so bad assuming residents from Ryelands and Baysham Streets do not use their option to park in Guildford, Bedford and Oxford Street. However, it still seems a stretch to allow each resident 2 parking permits. Maybe best to allow one per household until the demand is known.

In order to work, the permit system must be policed properly. We occasionally see a traffic warden, usually at the wrong time of day when the streets don't have many parked cars on them. At other times people park on double yellow lines, on the pavement and too close to corners. There are also quite a few 'transit' vans on the 3 streets which narrow the roads and reduce the amount of parking spaces (would these fit in the parking bays?).

It would be great to see someone from the Council/Balfour Beatty walk around the 3 streets to see what the problems are.

Response 196

I am neither for nor against a residents parking scheme in Greyfriars Ward. However, the scheme as described in the proposal (and illustrated on the map) is impractical and needs to be replaced with something that works. With regards Guildford, Bedford and Oxford Streets, I would like to make the following comments and suggestions.

1. Parking on both sides of the road in any of these streets does not work because the roads are too narrow. Parking should be allowed only on the east side of Guildford and Oxford Streets and the north side of Bedford Street.
2. Clear 'no parking' markings are required on the west side of Guildford and Oxford Streets and the south side of Bedford Street. Unloading should be possible (e.g. delivery vans).
3. The junctions of Guildford and Oxford Streets with Whitecross Road and the junctions of Bedford Street with both Guildford and Oxford Streets should be designated 'No waiting at

any time'. See for example the proposed plans for Cornwall/Clifford/Scudamore/Windsor Streets.

4. Items 1,2 &3 above are necessary to ensure safe entry/exit from these roads and to allow access for larger vehicles (i.e. fire engines, ambulances, dustbin lorries, delivery lorries, etc).

5. If possible, consideration should be given to shortening the double yellow lines at the junctions with Whitecross Street if this is legal and if it makes room for extra parking.

6. I'd be happy to discuss any revised layout with the appropriate councillors/Balfour Beatty/etc preferably on-site so we can see the problems and issues more clearly.

Response 84

I am writing to object to your proposed changes to parking restrictions in Greyfriars Ward.

I live with my family at [REDACTED] White Horse Street. We possess <REDACTED> vehicles. Currently, due to insufficient space, it is rare that we are able to park both vehicles outside our house. Your proposals will further reduce available space on White Horse Street between Cotterell Street and Chandos Street by at least 50 metres (space for 10 cars). This will only make a bad situation worse. We already have to cope with large restrictions in front of 24 White Horse Street.

I also worry that proposed parking restrictions in adjacent streets will put increased pressure on available space in White Horse Street.

I therefore request that you suggest alternative arrangements.

I would be grateful if you could acknowledge receipt of this email and look forward to hearing from you. Thank you

Response 85

I oppose the introduction of residential parking permits for the following reasons:

Having paid for a permit will not reduce the number of cars parking in Baysham street as most houses have at least one car each. There isn't enough room for all cars to park especially after 6pm. This reduces after 8am once people has gone to work etc.

There's no evidence to show that non residents take up space.

The issue is the number of works vans that are brought home each evening. Private vehicles should be allowed to park only in the street.

There is still no guarantee that a space will be available. If we are to find a space in another street then this doesn't solve the problem.

Only a minority of 44% were in favour of a permit and so if residents feedback is valued, the proposal of the implementation of permits should not go ahead.

I am however in favour of double yellow lines at each corner of the street as without this, and current situation there is a high risk of accident to drivers and pedestrians.

I would appreciate this feedback to be considered please.

Response 86

I have just signed the local petition in Baysham Street against the proposals for the following reasons.

- 1) if you carry you a survey of parking in the street between 09.00 and 17.00 you will see that there is plenty of parking available although I admit that the Ryelands Street end of Baysham Street does have a number of 'commuters' parking.
- 2) It is night time parking that is the problem and this is not addressed by restricting parking ONLY during the daytime.
- 3) As proposed my wife and I would not be able to host family gatherings as there would be nowhere in the street for more than one other vehicle meaning that family from <REDACTED> would have to find alternative parking, but where?
- 4) The residents of the street will therefore be penalised for parking without the problem being addressed.

You mention people being encouraged into using off road parking but where people have a driveway they are wary of using it because they can be blocked in by inconsiderate parking in the evening.

The problem in the street is being exacerbated by such things as the conversion of family homes into bedsits. One house has been converted into five letting rooms and another is currently being converted into, I believe six letting rooms. This provides the potential for 11 vehicles parking in the street in the evening when your proposals are highly unlikely to be policed.

An alternative to the current proposals could be to make Baysham Street and Chandos Street one way. Baysham Street running East to West and Chandos Street running West to East thereby creating a mini one way system. If parking was the to be Echelon rather than parallel up to a third more vehicles could be parked in each street. This would also alleviate the problem of drivers being forced to reverse when vehicles meet head on which is often the case especially in the evening. It would also potentially make it easier for emergency vehicles to access the two streets. This arrangement could be adopted in other Victorian street such as Grenfell Road, Grove Road etc in St James, Oxford Street, Guildford Street and Bedford Street to name but a few. It happens in ther cities so why not Hereford?

I hope that my objection will be heard and taken into account <REDACTED>.

Response 90

I am writing to state my objection to the proposed introduction of parking permits for Baysham Street. I live at [REDACTED] Baysham Street and I am not aware of any real problems with parking during the weekdays 9am to 8pm, which is when the permits are proposed to cover.

I did sign the original consultation notice when it came round shortly after we moved here because that proposed 24 hour restrictions. This would prevent anyone parking here overnight that is not a resident or staying with a resident.

I have changed my mind because now that I have lived here for longer I do not think it is the parking that is our problem. There are always spaces during the daytime hours.

I find the problem with traffic on Baysham street is not the parking but the two way traffic, it is only when cars travelling in opposite directions meet that it becomes a problem. My husband and I have now been living in Baysham Street for almost <REDACTED> years and I am of the opinion that it should be a one way street, with Chandos Street being one way the other direction, and that would solve a lot of problems. I also think it would help if it were access only for Baysham Street to prevent so many non residents driving through.

In actual fact the permits do not affect me most of the time because I have a drive (which I do use) and a white line outside my drive. However, it will affect me when I occasionally host a <REDACTED> here, when there would be three vehicles visiting us for over 3 hours beginning before 6pm. It would also be very inconvenient for the occasional family gathering with family travelling for hours to get here and then being unable to park near the house. In these situations the proposed parking permits would prove a hindrance to residents rather than helping them out.

Response 91

I am writing to object to the proposed introduction of parking permits in Baysham Street.

You state in your letter that 44% are in favour of permit parking and that is not a majority of respondents, therefore not a democratic decision.

It also seems unfair that parking permits are to be introduced to Baysham Street and not surrounding ones.

There is usually no shortage of parking on the street during normal working hours therefore the proposed permit times of 9am to 8pm are nonsensical. It is evenings and weekends when the congestion occurs. Permits which only operate from 9am when most of us have already left for work, until 8pm are of little use to those residents who return in the evenings and are unable to park.

While I understand there is no legal right for people to park outside their houses, surely the Council can find more imaginative and practical ways of facilitating parking in these congested streets, and which residents would possibly feel more like paying for.

A one way system between Chandos and Baysham Streets would help the flow of traffic and marked parking bays would increase the number of available parking spaces. The consideration of providing echelon parking on one side of the street could also be considered and introduction of low cost weekend parking at Plough Lane Offices is another option. There is no other convenient off street parking in the vicinity.

Planning permission for converting houses into several bedsits or houses of multiple occupancy only exacerbate the problem of further vehicles needing parking spaces, and I believe the Council should not approve such planning applications in this area.

No waiting restrictions at junctions are already provided for in the Highway Code (Rule 243) and vehicles parked on or near junctions are in breach of existing regulations.

However, this is not enforced at present. If vehicles which are illegally parked were issued with parking penalties it may encourage drivers to park more safely. Other traffic violations such as parking on pavements and blocking access to driveways occur quite often and there are never traffic wardens around to penalise the offenders so it is difficult to believe that the new permit restrictions would be enforced.

Sadly, the introduction of permits smacks of a revenue raising move more in the Council's interests than the Residents'. The scheme as it proposed will cost most households £60 per year for no real change to the current situation and should be reconsidered.

Response 94

I do find all the proposed regulations and restrictions and proposals for residents parking confusing, and also the signage put in place that gives Franklin House(now closed) and not Blueschool House as a point of contact.

I live in Ryelands Street, and I do not think I am affected by the residents parking scheme, however I am concerned that due to residential parking in nearby streets and a reduction in available parking areas due to alteration of double yellow lines and other parking restrictions/enforcements etc., that this will mean that all the streets included will opt to park in Ryelands street to avoid paying the charge.

There is a big issue that will not be combatted by any of the restrictions proposed and that is the ongoing issue of residents of Kingstone Walk(Ryelands Street mini roundabout) having garages but still parking four cars across the pavement overnight.

Which brings me the issue of off-road parking that I believe is not covered by your enforcement officers and so this will possibly be too big an incentive for the more evasive residents and visitors to the area and this will cause dangerous parking where there are children and elderly people living.

The other matter is the development of the Potting Shed, and where will all the builders vans park during its construction and where will all the residents and their visitors park in the future once it is built? There needs to be a real plan for the future of the area and the shape that it takes and not just about income generation through parking fines and residential permits without giving real options for a parking solution.

Response 99

In the spirit of democracy, I am writing with my views on the proposed new parking restrictions in residential streets around Hereford. I must say, Hereford is somewhere I now do not now visit for shopping or entertainment because of the paucity of parking and dreadful traffic situation.

Compare this statistic of similar sized cities and their available parking spaces

Salisbury – 7358

St Albans – 4580

Winchester – 4722

Hereford - 2666Says it all really.

Here are my objections and the reasons for them.....

I am distraught to find out that my daughter's street is to be included in the proposed new parking restrictions. Baysham street, where she lives is a very narrow street I agree, but I visited her on Friday October 6th at 11.45am and there were huge gaps to park during the day. She and her partner left <REDACTED> because they couldn't afford to live there any longer and they returned home.

She works at <REDACTED> I, starts work at 8am. She leaves her small car parked on the street as she cycles to work, no hospital parking and I think you will agree, this is to be encouraged. Her partner's work van is parked until approximately 7am when he goes to work, to return between 4 and 5 pm. As with many on the street the congestion is not caused by commuters but by the residents! Hence my ease with parking to visit her on Friday.

The primary reason for them returning to live in her home city was for me to help with future childcare, they are hoping to start a family soon. I live 10 miles out, no buses, how on earth can I even visit her, let alone help look after their child if there is no where to park? We aren't even allowed to visit for Sunday lunch! Why oh why are Saturday and Sunday included ?? No family time at all, after 8pm is far too late. Are there to be no visitors parking allowances? No way that grand parents, sisters/friends can visit? The scope of the proposal mean at least a half an hours walk to get to her if any free parking can be found on streets not restricted. The residents on those streets won't be very pleased will they? She has decided they will have to move out of their rented house and that will cost a minimum of £1500 in letting agents fees. Not only are we incredibly upset but she is beside herself. There is no way they can use a front garden for parking as has been suggested, there is no front garden! Why is everything made so difficult for the young? Is it just easy to exploit them? Please please please reconsider this.

I know she will be writing to the council to make the case also, she is particularly upset at the undemocratic way this has been proposed-such a small survey, and not a majority in favour. Hereford is swiftly becoming the most unfriendly and inaccessible place and it makes me so sad as well as very very cross.

Yours, with hope that something can be done to stop this,

Response 102

My family and I live at [REDACTED] Ryelands Street. I was very disappointed to see that our section of the street is not included in the plans for residential parking zones.

Every day, dozens of people use our end of the street as a free car park while they go to work or go to town for the day, and the situation has been getting worse and worse over time. We have been unable to park in front of our own house for some time, making tasks like shopping, having building work done, arranging deliveries, having visitors etc, almost impossible. These cars are left there from 8.30 – 5.30 every day. Imagine the revenue the council could gain if these people were actually paying for a car park.

When the proposed resident parking zones come into place the situation will only get worse. I can't understand why only one end of the street will stay residents only. Surely all residents should have the same right to park in their own street. I can only think that the houses where there are multiple dwellings, or families who have three or more cars (permanently left parking on street) have decided they want it to stay a free-for-all. This seems very unfair on those of us who have only one car, and yet can't even park that.

Please reconsider the decision to make only one part of Ryelands Street residents only. Failing that, please consider allowing us the option to buy a permit so we can at least attempt to park at the end of our street, or on a nearby street when our part is full.

Response 105

I strongly object to your proposal to change the free residents parking to paid parking permits as this is just a money making exercise by Herefordshire council and would not benefit the residents of Baysham Street. Your letter states that the fee would be £30.00 per year but you would be able to increase this amount as much as you choose. Also, many households are struggling financially and some, such as myself live on a very low income and are in receipt of benefit and therefore, cannot afford to pay the parking permit fees. You also fail to clarify the full details of what zone B means and that this does not guarantee residents a parking space. If you walk along Baysham Street during the day you will see that, other than on evenings and weekends, there is not a parking problem therefore, how can you justify this proposal?

This proposal would severely impact on the social lives of residents by limiting the number of visitors and the length they can visit. For example my daughter visits me several times a month to help me as I am disabled and brings my granddaughter who is <REDACTED> old to cheer me up. My daughter is <REDACTED> and needs to be able to load and unload my granddaughter and heavy luggage from her car which needs to be parked outside my house as she often stays overnight. I really value my visitors and seeing friend's and family and do not want them to be put off of visiting me because of your proposed parking restrictions!

As I am disabled I need to be able to park outside my home and although I might be eligible for a blue badge and disabled parking. I am a very private person and I do not want my neighbours and passers by to know my private health problems by having a large sign painted on the road outside my home saying DISABLED!

Please kindly reconsider this proposal.

Response 118

Objection to proposal of parking permits in Baysham Street.

44% is a minority not a majority.

If the reason for proposed resident only parking in Baysham St. is to stop city workers who live out of town parking in residential areas, I notice there are spare spaces during office hours in this street.

The times proposed for Baysham St. and change to Ryelands St. far exceed office hours, if you insist on parking restrictions please keep to the 9am -

5 pm and make it Mon - Friday only, and do NOT include week ends & early evenings. The proposed times are incredibly restrictive limiting non-permit holders to only 1 hour will encourage visitors to Baysham St. residents to park in neighbouring streets, thus causing annoyance to neighbouring residents. 1 hour is not long enough for friends to visit, and certainly not long enough for builders to do a job. Even the usual 2 hrs slot is not long enough.

If you include weekends it means residents can't have more than one car visitor at weekends.

So I would rather you didn't bring parking restrictions to this area at all.

It will only cause friction between neighbours.

Please make provision to accommodate city workers who live out of town, like park & ride, park & cycle, or affordable all day car parks in town. Please solve problems rather than create more problems.

Or maybe the reasons are to raise more funds for Hereford Council? Residents pay their council tax and should not have to pay extra to park near their homes, or for their visitors to park near them.

Restrictions at junctions.

I am glad you have at last realised there is a problem with cars parking on or at corners. But 10 m in both directions is far too much for these minor roads, majority of which are not bus routes. 5 m would be ample to provide visibility. 10 m is unnecessary and will greatly reduce parking spaces for residents, which again will create more problems.

A good idea but please consider reducing the distances.

By the way the yellow lines at the roundabout on Ryeland St. cars occasionally park at the roundabout inside the yellow lines, on the no-man's land, (which one is never sure is road or pavement). Not sure what the logic is there.

Response 120

We are concerned that the parking consultation does not include Meyrick Street and the neighbouring streets on the North side of Whitecross Road. Restricting parking in Holmer Street, Cotterell Street and other streets in this area will transfer the problem to our street. We already suffer from non-resident parking, as well as overspill parking from Whitecross Road, and anything that makes this worse will cause more problems. Please include this area in your consultations.

Response 122

As a resident of Chandos Street I would like to advise you that I think it is absolutely unnecessary for us to have double yellow lines 10 metres from each junction. Whilst I understand that they are needed I do believe that 10 metres is a tad excessive. If this was to come into fruition we would lose too many parking places in the street which in itself is a nightmare.

I would really appreciate it if you would kindly consider my thoughts and I'm sure a lot of other people's thoughts from Chandos Street.

Response 143

I am writing to voice my objection to the residents parking scheme proposed at Baysham Street. This is a wholly unnecessary measure that will bring no benefit to the local residents. There is no issue with commuters/shoppers parking on this street and I am always able to

park with relative ease, especially during working hours. Any congestion that may occur arises in the evening when residents come home and park.

I feel very strongly that the majority were not listened to here: 44% of people in favour of restrictions does not a majority make! Where is the democracy here? We also didn't yet live in the area when the survey took place so didn't have a chance to make our vote count at the time.

We have two vehicles in my household; my car and my partners work van. We would therefore need two permits to cover these vehicles so where does this leave us for visitors? How on earth is anyone ever meant to visit us? I have friends with small children and babies, it really isn't appropriate for them to have to walk from a few streets away just to get to my front door. We are also hoping to start our own family soon and will need childcare assistance from my parents who live outside of town; they need to be able to park. With the currently proposed model this would make it impossible.

The proposed time restraints are also wildly unfair; seven days a week, 9-8pm?! This is completely out of touch with what is actually happening in the street and will cause no end of problems for the residents of Baysham Street.

I hope the council take these points into consideration.

Response 146

I am writing to formally object to the proposed Parking Restrictions. I have lived in Chandos Street for <REDACTED> years and have <REDACTED> children aged <REDACTED>. My concern is that this is already a very busy street and in the evenings from about 7pm it is almost impossible to park on the Street let alone near my house. I am often picking my children up from clubs and activities and find it difficult to find anywhere to park. When these changes are implemented my concern is that people will use Chandos Street and the surrounding Streets that are not permitted to park. I agree that the corners of the Streets should be no parking as people park their cars in very dangerous places that restrict access and vision for traffic and pedestrians. I would like to see Chandos Street permitted. I think the residents of Chandos Street in the past have not bothered with responding to the previous surveys as they were unaware of the overall plans to permit Baysham and the other Streets.

I therefore propose another survey to assess whether the residents feel that Chandos Street should be permitted as I feel these changes will cause more of a problem on what is already an overly used street.

Response 154

I am formally objecting to the parking restrictions that are proposed around the Guildford St area. I do not understand why these need to be put into place other than raising funds for the council via permit revenues and more parking ticket revenues. I have been a resident on Guildford St for over <REDACTED> years and have never had any reason to complain about the parking. Although I have had complaint about the double yellow lines that are too long and shortened could provide more parking and still enable emergency vehicles access if required.

I do not see how introducing a permit system will improve the parking here as if all the residents parked their cars here and paid for permits there is still no guarantee of getting a space. You also state that there is a restriction to 2 permits per household. I have a work vehicle and a personal car and <REDACTED> adult children live in the property who have their own cars as well. I also have family and friends who visit on a regular basis so that a visitors permit required as well. So In my case I would need 5 permits that I have to pay for, that's if I was allowed 5?

If I am only allowed 2 then where do I park the other vehicles? I would suggest that people who support the parking restrictions have drives or do not own a vehicle and do not consider the difficulties that these restriction would cause others.

I also feel aggrieved that I have to pay for parking outside my own house which I have never had to for the previous <REDACTED> years, with no guarantee of getting a parking space.

Response 161

We would like to comment on the proposals for residents parking in the Greyfriars district.

We are residents on Chandos Street and have one car. One of us works from home so is well placed to comment on the daytime and night time parking situation. When the original survey took place a year ago there was no problem with daytime parking on our street and there were always plenty of spaces available. Night time was a different issue and it was always difficult to find a space but that was something that wouldn't have been solved by daytime residents parking restrictions.

Since that time, the volume of cars parking on Chandos Street has increased massively during the daytime and it has become increasingly difficult to park anywhere vaguely near our house. We live at one end where there are only three houses and between us we only have two cars, and no houses opposite so there really shouldn't be a reason why it is constantly so busy. Often if we return after around 4pm we can't even park anywhere at all on the street. We often have to park on Baysham Street or Whitehorse Street, if there are even spaces available there.

With the recent planning approval for flats on Baysham Street and the imminent planning application for The Potting Shed to be changed to flats, the problems are only going to get worse.

We would argue that the parking is currently more congested on Chandos Street than it is on Baysham Street, so if Baysham Street has parking restrictions introduced it will exacerbate the problem on Chandos Street even further, and leaving us with literally nowhere to park our car within a 5 minute or so walk (which may not sound much but when you're carrying a heavy baby and bags, trust me it's incredibly difficult and frustrating.)

The plan to introduce the no waiting restrictions at the junctions is sensible as, particularly at the Stanhope/Chandos and Chandos/Whitehorse junctions, there tends to be a "drive and hope" mentality because you literally can't do anything else.

Unfortunately introducing these no waiting restrictions will mean that further spaces will be lost from our street (possibly 10?), at a time when it is a struggle already to park during the

day or night. There really is no capacity on our street for removal of spaces plus overflow of cars parking here when previously they may have parked on Baysham Street.

Making the parking restrictions 8pm for the neighbouring streets is sensible to allow workers to hopefully be able to arrive home and park their cars.

The parking situation here is already so frustrating that every time we arrive back in the car we talk about it being the reason why we would move house. The changes as outlined in the proposals will certainly hasten our search!

As much as we really don't want to have to pay to park on our own street, we feel that with the recent changes to volume of parked cars and proposed introduction of restrictions to Baysham Street, there can be no alternative than to introduce parking restrictions on Chandos Street.

Response 167

I live at [REDACTED] White Horse Street, on the corner <REDACTED>. There are three comments I wish to make:

1) We have a driveway fronting onto Cotterell Street. Despite notices on the gate, this is occasionally blocked by inconsiderate parking. If anything, the proposed reduction in on-street parking spaces is likely to exacerbate this problem. Therefore I request that driveways in the affected area are marked with white H-bars in order to discourage illegal obstruction and therefore reduce the amount of time the police have to spend dealing with the issue.

2) Yeomans buses regularly use White Horse Street. There is a pinch point just outside our house where careless parking frequently (ie at least once a week) makes it impossible for buses to get through. This results in the drivers knocking on doors, trying to turn round, or just sitting there blowing their horns. This issue has not been addressed in the proposals.

3) Also not addressed is the increasing problem of people parking on pavements. This has got significantly worse in the last couple of years and it is often not possible to push a buggy along the pavement, let alone a wheelchair.

I would appreciate it if you could give the above some consideration before finalising your proposals.

Response 173

We refer to the "Proposed changes to parking restrictions in Greyfriars Ward" paper recently received.

There would appear to be no restrictions planned & indeed no thought given to Kernal Road - Foxwhelp Close in the stipulated area.

There is an overwhelming need for these two roads to be included for restriction zones for the following reasons.

1 Cars are parked by residents of nearby streets all day & all night. eg Brenton Road & Ryeland Street

2 Cars are parked all day by people who work in town & around who park here then walk the 10 mins or less into work/town thus incurring no

without including Kernal Road - Foxwhelp Close it would mean that the two streets would become the chosen parking area for any motorist who cannot find a parking spot elsewhere. As stated this would exacerbate the present problem even more.

I have done a survey of neighbours & residents in the streets who are in agreement with this letter

I have included some sample names & addresses below. We would be pleased to discuss this with you at your convenience. We would be pleased to be part of the "public consultation" mentioned in your message.

We trust that you will rectify the omission post haste

3 Cars are parked on internal and external corners three/four of which are right angle corners where view is restricted anyway and is exacerbated by parking on these corners. This greatly increases the likelihood of collision indeed two such incidents have occurred resulting in injuries to a cyclist. Cars & cyclists are forced to drive/cycle in the middle of an already narrow road and accidents are virtually inevitable.

4 There is a children's play area in the estate, cars park all around the site causing danger to children running after balls, on scooters & bikes etc.

We would suggest that parking be restricted to residents & permit holders only, thus stopping the above mentioned parking perpetrators from elsewhere as itemised above

5 If you persist with the stipulated

Response 176

I am deeply concerned by the current plans laid forth for Chandos Street. We have recently seen a massive increase in parking on Chandos Street from surrounding residents, particularly those from Ryland Street.

This issue is highly likely to be compounded by plans for other surrounding streets to become permit controlled. Residents such as those in Basham street will clearly seek to use Chandos Street for their households second and third cars, just as Rylands street residents are doing.

The only solution is to ensure Chandos Street is included in the plans for residents parking. This would ensure that the street is not merely used as a long stay car park for those in surrounding permit controlled residential areas.

There are an ever increasing number of houses on Chandos Street with 2 and 3 cars in the family, as well as a good deal of housing with multiple occupants such as the bedsit on the corner of Stanhope and Chandos. It is already very difficult to find parking anywhere on the street, I often have to park on white horse street, even in the day time since Ryland street residents are now parking cars here for days on end.

I strongly urge you to reconsider your current plans and make Chandos Street resident permit in line with surrounding streets.

Response 183

With regards to the proposed enforced parking scheme(residents parking) I would like to have my concerns noted.

I live in Ryelands street and the parking issue has become very bad over the last couple of years. During in the daytime council staff from both Plough Lane and in particular Nelson building use Ryelands Street to get out of paying to park themselves. With the proposals only applying between the times of 8.00pm and 9.00am that will mean that residents from Baysham Street and Chandos Street will park in Ryelands Street until 8.00pm and then park outside their own properties to avoid the charge-this will cause massive disruption to an already busy street.

There is the issue of residents of Kingstone Walk who on a regular basis park 4 cars across the pavement(which is not covered by enforcement officers and so this will continue and will possibly get worse again to avoid paying for a permit.

There needs to be allocated parking right outside ones property with a painted number on and the person obstructing that space can be towed away if not moved for the resident who has paid for that space.

There needs to be a plan for parking and not just a permit scheme that penalises residents but allows shoppers or people working near to Ryelands Street to continue to abuse it.

Response 190 and Response 217

Further to your letter recently received (which for some reason was not dated).

Firstly your letter refers to a recent survey. I live in Bedford Street and have not recently been asked to undertake any survey. I have spoken to some of my neighbours who also say they have not undertaken a survey.

My wife and I are against a residents permit scheme for our street for the following reasons.

1. It will restrict the number of visitors we can have at our property.
2. It gives all the surrounding streets the opportunity to park in our street.
3. I do not see why I should have to pay to park outside my own house and still not be guaranteed a parking Space.
4. We have 2 cars which means that with only 2 permits where will my visitors park.
5. With the current arrangements there are no restrictions on the number of visitors who can park in my street.
6. I already pay car tax to use the road so why should I have to pay more to park on it.

If permits are issued (and I sincerely hope they are not) they should be issued to only those who's address is Bedford Street.

Response 198

Whilst I appreciate the reasons for the proposed restrictions to parking in the Whitecross area, I think the extent of the double yellow lines is too great.

- In Whitehorse Street and adjoining side streets along the 10 meter lines will take out 20+ spaces. I do agree that safety/visibility etc should be improved, but think that yellow lines in the side streets could be reduced to 5 meters and still have the same safety impact i.e. Cotterell St, Baysham St, Cornwall Street, Chandos St and Whitehorse Sq
- I also request that the lower half of Whitehorse Street i.e. Whitecross Road to Whitehorse Square) be made resident parking (parking in the upper half of the street does not appear to be a problem). Baysham Street and Ryeland Street becoming resident parking will just move the problems further away from the town.
- Whitehorse Street should be considered for a 20 mile an hour speed restriction in the future this would vastly improve safety.

Response 203

I live at <REDACTED> Chandos Street since <REDACTED>. There are several 'white lined' spaces already for garages/off roading facilities, and at least two disabled spaces.

I comment as follows:

A) 4) - accepted.

11) - accepted

17) - accepted

C) 1) - not accepted

3) - not accepted

4) - not accepted

C) 1) 3) and 4) above I object to because in your Residents' Parking Policy July 2017 permits "should help to manage parking in particular areas for residents and their visitors in order to give them a better chance of parking close to where they live or are visiting".

If there are permits 9am - 8pm in surrounding streets Monday to Friday, where do I park when I come home from work from 5pmish as Chandos and Stanhope are full by 4.30pm? As is Whitehorse Street. After 5pm these streets are full so arriving home at any time after 5pm there is rarely a space for residents in Chandos Street or Stanhope now. The arrival of permits in these surrounding areas is only going to make it far worse as Chandos and Stanhope will take the overflow from Baysham Oxford and Guildford visitors and commuters daily especially at weekends as well.

If there are permits 9am - 8pm on these surrounding streets, and the enforcement as per (A) above are introduced as well, the current situation in Chandos will be worse than ever.

I therefore object on the grounds that these proposals in nearby or adjacent streets are likely to have a detrimental impact on the locality.

It is simply 'replicating the same problem again in another nearby area' to quote from the Residents Parking Policy July 2017 and not just replicating it but wholly intensifying and exacerbating the current problem in Chandos Street.

I would like to propose two things to be considered for Chandos Street instead:

a) consider some form of permit parking in Chandos - there are at least two properties that do not own a vehicle, and two vehicles 'dumped' currently ie permanently parked - one has a sticker on it thereby in the process of being removed and the other could soon follow it presumably?

b) consider more 'white lines' from those that want them and are prepared to pay for them in Chandos Street instead, presumably at a higher charge than the current parking permit tariffs?

In thinking about the above would it not be a good idea just to see how many residents have a vehicle that requires parking and whether this would be a resident owned vehicle or a visiting vehicle? Compare this with the actual number of spaces available given the already allocated white lines and disabled spaces?

I am aware that there are some residents with at least two vehicles if not up to four needing spaces near their homes. This particular situation could work reasonably with a white line for one outside the property, two permits for the household and a visitor one if those residents wish to pay for them? Why can't there be a mix of permits and some more white lines whether or not you have off road parking? At least this would give Chandos (and hopefully Stanhope) residents a chance to park near their homes if they wish to do so over and above

visitors and commuters? With the current proposals we will have no chance at all after work or weekends and daytime isn't much better either. During weekends the same problem as now will be worse as there will be no restricted parking in the surrounding streets since the proposal for Baysham and Oxford is not as a 'on all days' one anyway.

Response 224

I would firstly like to say that I thoroughly approve of the proposals to put double yellow lines at many junctions in the Whitecross area, particularly at the bottom of White Horse Square where we live. We have often taken our lives in our own hands trying to exit the Square between two or more dangerously parked cars onto a busy street with often very fast moving traffic.

However I fear there will be no gain without pain in many of these cases, as you will undoubtedly cause people who currently inconsiderately park at these junctions to move and inconsiderately park elsewhere. I would guess the proposed double yellow lines at these junctions are going to remove in excess of 30 parking spaces from the area and the cars parked here are only going to put pressure on spaces elsewhere.

In the case of White Horse Square / White Horse Street I feel you could partially alleviate the problem by addressing the excessive and unfair parking restrictions outside several properties adjacent to the junction. These restrictions (as is often the case with new builds in established areas) have given unfair advantage to the residents of these properties at the expense of their neighbours. The situation is best explained in the attached pdf.

Response 235

I am hoping that consideration will be given to introducing parking restrictions in Kernal Road, Hereford.

As a resident of this road I constantly observe commuters park up daily and walk through Sainsburys car park on route to the city centre.

Due to an increase in let properties there has been a massive increase in on street parked vehicles. For example one resident parks a camper van on the driveway and one camper van project plus three cars on the road.

There has also been an increase in drivers using Kernal Road to park their vehicles before walking off to properties in neighbouring streets, Barton Road for example.

When residents of Kernal Road received letters asking for views on restrictions, there wasn't much response. I believe this was due to the way the letters were worded. The original letter never once mentioned that restrictions were being introduced into neighbouring streets, if it had been then residents would conclude that other vehicles will park in Kernal Road with it being restriction free.

It makes sense to add restrictions now rather than later on, reducing the problem before it starts.

3.2.2 Greyfriars South Waiting Restrictions

Response 13

Following receipt of the above notice I am writing to object to the no waiting at any time proposal for Broomy Hill (item A3). I live at [REDACTED] Broomy Hill where there are no proposed changes. If the proposed changes are brought in all the people parking in the areas to be changed will park on both sides of the road outside numbers 78-84. This would be very dangerous as traffic coming from the Breinton country road direction is only just slowing to 30 (and most don't slow down) and will come round the corner to two sides of parked cars and traffic coming up the hill. We have recently had 5 months of builders traffic parked on both sides of the road outside our house and there were many near misses. If there are no restrictions outside our house the cathedral school kids and builders will soon fill these spaces each day. Added to this where will our visitors park? Perhaps we need visitors permits too, a permit covering lunchtimes will prevent people parking here all day while they are in town.

The double yellows further down Broomy Hill have made traffic much faster through the road. If you extend the double yellows this will only be exacerbated. There are lots of children, cyclists, pets and dog walkers in this road and their safety will all be threatened by your proposal. I ask you please to not go ahead with these changes.

I look forward to hearing from you asap

Response 19

We have no reason to object to people using the road outside our home (number [REDACTED]) to park and to enjoy the benefits of walking and cycling in this beautiful spot but with the proposed restrictions reducing the availability of free space in the area, we strongly believe this would be abused by all day parking and with out reasonable consideration to other road users, to avoid the city parking charges.

We therefore wish to register an objection to the order at point A)3) on the grounds that:

1)

a) the restriction ends at 76 Broomy Hill and

b) it would not serve the houses for the remainder of the road (*78,80,82,84)

c) the proposal would encourage the current street parkers, to use the unrestricted space, at point in the road where the highway is both narrow and is subject to a blind bend. Currently during times of heavy street parking, both sides of this section of road are utilised for parking in a manner that dangerously reduces the road width and restricts access to the driveways of the properties*

d) currently on street parking somewhat helps in reducing the excessive speed of cars on Broomy Hill

Should the proposal at A)3) be adopted by the council we hope that amendments will be made:

2)

a) to extend the restrictions to beyond the boundary of number <REDACTED> on both sides of this section

b) a speed limit of 20mph be imposed to ensure the safety of other road users, walkers and runners

Response 20

I am now in receipt of your letter outlining the proposed changes to parking restrictions Greyfriars Ward.

I live at no. [REDACTED] Broomy Hill and have parking for only one car on my drive. Due to work commitments, my partner and I are a 2 car household, which when we bought the house <REDACTED> ago was not a problem as we were able to park 1 vehicle on the road, usually not too far away. My house is in the minority at having such a small parking area, therefore, I am possibly the only resident on the street to be adversely affected by the new restrictions.

I did complete the survey in favour of resident permit parking as I agree that the 'free' parking currently available is often abused by non residents.

Is there any possibility of reconsidering making the area highlighted in red on your map, outside house numbers 40 - 41 a resident permit area please? Our only option to park our second car will now be in Tower Road, which apart from being 2 streets away, is already a very congested road, and we will be contributing to their problems.

In addition, the speed of cars using Broomy Hill will increase once the road is clear. This has already been proved by the residents lower down Broomy Hill who had yellow lines painted last year.

Response 28

I am writing to lodge my objections to the recently proposed changes to parking restrictions in Greyfriars Ward, specifically in relation to the areas being newly identified as being No Waiting at Any Time.

I live at [REDACTED] Broomy Hill and strongly recommended the current parking situation to remain as it stands for all areas along Broomy Hill, with the exception of 5-10m of a junction, where I accept for safety and visibility of other vehicles a No Waiting at Any Time restriction is very logical.

There are a number of reasons for my objections and they are as follows:

1. The location of the Hinton Football ground at the top end of Broomy Hill, and the recent building works, results in a number of vehicles coming up this road. Not everyone who uses this stretch of road drives with due care and attention, and speeding is a common occurrence. One of the key obstacles which helps slow these cars down is the presence of vehicles parked alongside the roads, as this reduces access to a single lane and makes people more aware of potential oncoming vehicles. If these new parking restrictions were to be enforced there would be no need for vehicles to slow down and would increase the risk to residents, dog walkers, and visitors to the river Wye.

The pavement on our side of the road is not full sized and this adds to the risk when taking our dog off our property to walk down to the river. As a couple looking to start a family this is also a concern for coming out of our house with a pram and in due course a small child. Particularly as the house is already on the edge of a bend in the road where visibility is limited.

2. We have lived on Broomy Hill for 3 years and we are familiar with the cars that use the roads around us. A large number of these cars belong to either the residents on this street, visitors to the residents on this street, or tradesman working at these properties. I know one family that do not have parking for their property and therefore rely on the street parking to be able to park near their home.

By removing the ability for the residents to use the street parking as I have outlined above, as frequently or infrequently as required, would result in significant inconvenience and even be a considerable hindrance in a number of situations.

A standard household today has at least two cars, and typically on our street there is capacity for two cars on a driveway, if available. If families have adult children, or additional family members living with them, then this may mean there is insufficient parking on their property to accommodate any additional cars, making street parking a necessity.

The unavailability of additional nearby parking is also detrimental to friends and family who are visiting the residents on this street.

3. Parking restrictions already implemented on the lower half of Broomy Hill only resulted in cars parking in the areas up to the junction of Prince Edward Road as well as on Prince Edward Road itself. Therefore by implementing further restrictions will result in further movement of cars up to Tower Road which will not have any restrictions.

The most obvious issue which Hereford Council seem to be blatantly avoiding addressing is the fact that if there was adequate and more importantly affordable parking in the City then there would be no requirement for non residents to be parking in these residential areas. This surely is the point which needs to be reviewed, and to have time and money spent on addressing, rather than creating unnecessary problems for residents.

For those of us who rely on the flexibility of parking on the street if we have family or friends visiting, or are unable to use our drives due to building/ground works being performed on our properties, this proposed change is completely unreasonable and unnecessary.

Please can you acknowledge receipt of my objection and confirm what action I need to take to prevent these proposed parking restrictions.

Response 82

Further to my previous email I thought I would provide evidence of my previous statements (point 2 below) where I stated that most of the parking on Broomy Hill is from the residents of Broomy Hill. Over a weeks period I took photos of the street at various times of day to demonstrate the number (or lack of in many cases) of cars using the street parking at the very top of Broomy Hill. For a very high proportion of the time the cars pictures on the street are from the residents on Broomy Hill.

You can quite clearly see we don't have any issues with people parking on the street who are avoiding parking in the city centre. Therefore this is overwhelming evidence that your proposed plans for Broomy Hill are unnecessary, and not only a waste of council money but also an inconvenience to the residents in the area. While I may have only photographed the area outside of my house, I can assure you that the rest of the road to Prince Edward Road was the same scenario.

I have all the original photos with the date and time stamp should you wish to see these. I would also be happy to continue collating this evidence to verify further that your proposed plans are shown to be without substance.

Response 106

Further to my previous emails I would like to ask for a summary of the response to the parking restrictions survey conducted for Broomy Hill.

I have spoken to a couple of neighbours who do not have any recollection of being surveyed on this matter, myself included. Your letter states that for some streets 'it was difficult to identify viable schemes due to low response rates or conflicting views'.

Can you therefore provide details on the number (and percentage against the total) of houses on Broomy Hill who responded to the survey. Also the number of these respondents who requested a no parking at any time restriction, the number who requested restricted parking, and the number who asked for it to remain as it stands.

I would appreciate a response to this request ASAP as the consultation period is closing in and I would like to prepare further objections to these proposed plans.

Response 128

Thank you for providing the information I requested. The figures are quite a compelling case against the requirements for parking restrictions, in that only 8 residents actually reported a problem with parking. This is by no means a majority consensus, at only 10% of the residents, and reiterates the unfair approach the council have taken to these proposed plans.

I would like further clarification on the same statistics but this time taking into account only the residents from 36 Broomy Hill upwards and 35 Broomy Hill upwards, as all the residents below these numbers already have parking restrictions outside of their property.

Response 213

Further to your email regarding survey responses I carried out a brief survey on Broomy Hill residents and found that of those I spoke to none of them requested the solution which has been presented to us. The summary is as follows:

11 households spoken to

5 did not receive the survey

8 do not agree with any element of the proposed plans, and 3 would like significant amendments to the existing proposal

It is concerning that so many of those I spoke to did not receive the survey in the first place.

I understand you should by now have received quite a number of responses from Broomy Hill residents who have expressed their safety concerns as well as their clear disapproval of the proposed plans.

I do hope that this consultation process has shown the lack of need of parking restrictions on Broomy Hill, and that in light of the number of objections that these plans will not be forced upon us.

Response 32

We received your letter regarding the impending changes to Greyfriars parking.

My question is, as a resident of [REDACTED] Westfaling Street where we have NO parking due to double yellows on both sides of the road, our only parking options are Tower Road and Breinton Ave (around Broomy Hill Rest Home), does it mean there will now be Resident parking permits???? As the correspondence is a little unclear, it reads like that we are taking away more of our options to park with the new proposed restrictions, but unsure if those restrictions will be hand in hand with resident parking permits. I already have a hard time parking with out of towners parking in our area for work and shopping!!! It's beyond a joke now with parking sometimes resulting in hundreds of meters away from our house. I have <REDACTED> small children so this does become difficult at times.

Could you please clear up my confusion on the matter. I do support permit parking for our area.

Response 43

We received the parking plans for Greyfriars the other day. By the looks of it, for us where our parking is limited already due to double yellows and people parking in our area to go to town for shopping and work, we are now going to LOSE even more parking with the "no waiting at anytime" restrictions!!!!!!!!!! It doesn't appear or is not clear whether we are getting permit parking to help with residence limited parking!!!!

If this is the case then I fully oppose this plan, it doesn't help me at all and if anything will hinder my ability to be able to park in a reasonable distance to my house. The issue of parking has gotten worse since Breinton got permit parking. Pushing the parking problem from there up to our area in Tower road, Breinton Ave etc. I live at [REDACTED] Westfaling street and I have NO option to park anywhere other the. Tower Road or Breinton Ave due to the double yellows on both sides of the road outside our house! This is absolutely ridiculous and 100% oppose the "waiting at anytime" proposed for Tower Road unless we get Permit Parking to stop out of towners taking up resident parking spots!

Response 33

I am writing re the above and in response to letter dated 28/09/17 as a resident of [REDACTED] Tower Road, Hereford, HR4 0LF.

Having spoken with one of the Balfour Beatty team this morning I wish to log the following re the current proposal. My primary concern is as a Tower Road resident with no available off street parking (nor an option to even have the front of our house remodelled to create such facilities).

Plans to designate the corner of Tower Road leading to Breinton Road 'no waiting at any time' are welcome for safety reason. The proposal to extend the same restriction to parts of Broomy Hill & Prince Edward Road do not seem so necessary for safety reasons and will potentially remove alternative parking options for those displaced by restrictions on the North & West sides of Tower Road.

The cumulative effect of the above will highly likely push all vehicles with a need to park in proximity to Broomy Hill Nursing Home (particularly Tower Road side), Broomy Hill, & Prince Edward Road into the portion of Tower Road where there are no new restrictions currently proposed. This could create a problem for Tower Road residents without off street parking getting parked close to their homes, and as a result of restrictions proposed in the wider surrounding area having to travel a fair distance from home just to get parked at all.

We have<REDACTED> 2 young children (<REDACTED>) and one of the adult residents has a <REDACTED> which makes issues of <REDACTED> that much more challenging.

In order to offset the potential impact of the current proposals I would be in favour of either;

1. Making all of Tower Road permit based residents parking (2 permits per residence maximum) with a restriction of 1 hour no return for anybody without a permit wishing to park on the street between 8am & 9pm Monday - Saturday
2. Removing the restrictions proposed for Broomy Hill & Prince Edward Road (where the vast majority of residents have off street parking options) so that all surrounding streets share the impact of traffic being displaced by restrictions proposed for the North & West side of Tower Road.

I've spoken to other Tower Road residents without off street parking options who feel the same but understand they must submit their own response to this phase of the Consultation.

I hope the above is clear and look forward to your reply

Response 48

Thank you for your recent communication regarding the proposed introduction of parking restriction. In the main we are happy with the proposal and grateful to you for the details provided. However we do have one specific area of concern on the proposal for Broomy Hill.

My wife and I live at number [REDACTED] Broomy Hill. For several reasons we feel strongly that it is a mistake, and an unnecessary complication, to exempt the short stretch of road on the South side of the road before the turning to the Waterworks from 'no waiting at any time restrictions'.

In effect the adjacent junction is a surprisingly busy unregulated four way crossing and evening and weekend parking on the nearby south side of Broomy Hill will create a significant safety risk.

In detail:

Cars descending from Breinton, some at alarming speed down the hill, are difficult to see when ascending the narrow and lower single track road from the Waterworks Museum and Football ground.

The entrance to the Waterworks on the North side is, and will remain, the popular turning point for cars and larger vehicles. Again a hazard will be created if the visibility of reversing vehicles is limited by parked vehicles.

The Football Club, Waterworks Museum, Engineering Society and Miniature Railways generate large volumes of traffic at weekends and occasionally in the evenings. Cars leaving these venues will have very limited visibility when leaving the car parks and wish to turn right at the top of the hill.

We cannot help but feel that if this proposal is instigated an accident will be an almost inevitable result.

We would be grateful if the matter could be given serious consideration. We would be happy to provide any further details and thank you for your time.

Response 50

Greyfriars ward - have no problem with most of the proposals but as a resident of Tower road would like no waiting at any time to be extended slightly to the driveway of Broomy Hill Nursing home. Parking around this corner is dangerous - surprised that there has not yet been a collision. thank you. <REDACTED>

Response 67

Thank you for your recent letter regarding the above. We wish to make the following comments:

1. We welcome and fully support the proposed no waiting at any time restrictions on Broomy Hill as proposed in Hereford Residents Parking Order 2017.
2. We are grateful to Councillor Powers for putting our case forward as there have been many times in the past when we have found it extremely difficult to exit or enter our property due to cars and commercial vehicles being parked opposite our drive for long periods of time.
3. On occasions when we have attempted to enter our property when vehicles have been parked opposite, it has resulted in damage to our cars i.e. scraping of bodywork on the stone walls of the entranceway. This is due to the fact that Broomy Hill is particularly narrow opposite our driveway thus exacerbating the problem.
4. The earlier scheme that imposed no waiting at any time restrictions on the lower part of Broomy Hill has proved to be very successful and has improved the quality of life for residents. We fully support the recommendations for the middle and upper part of Broomy Hill with no further amendments.

Response 71

Thank you for your letter regarding the proposed changes to parking restrictions in Greyfriars Ward.

My wife and I live at [REDACTED], Broomy Hill and are concerned about the proposed changes.

We see that the proposal includes extending the current restrictions in Broomy Hill, which we agree are necessary to prevent 'commuter parking' on week days and also to improve the road safety in what is a narrow road.

We are however very surprised and concerned that the proposed extension of the no waiting at any time restriction does not include the section of Broomy Hill between 76 and 84. This relatively short additional section will undoubtedly become heavily congested with displaced vehicles from the new restricted sections. The road here is narrow and has a 'blind' bend and the inevitable parking will make this section significantly more dangerous. Furthermore, parked vehicles in this section will make the entry and exit from driveway more hazardous.

To summarise, we feel that the proposed extension of the no waiting at any time restrictions in Broomy Hill should extend to the end of the residential section of road, up to and including number 84 and on both the North and South sides of the road.

We submit this formal objection for your consideration and would be happy to meet you in order to discuss it further.

Response 78

Proposed Parking changes to Greyhairs Ward
I am rather concerned about the changes proposed. As you know I already have double yellow lines outside my house. I would appreciate parking as close as possible to my house. Preferably on the left hand side of Tower Road, with a reserved space, or could I use the disabled bay already marked.

We have a [REDACTED] Although Mobile, now no road sense. I do not have a blue badge because he lives in Gloucester and uses the house one, I have been unable to get one for home use. My son is a frequent visitor we would appreciate close parking for his own safety.

My husband has been very unwell and has to use a stick at the moment, and may take up to 2 years to get better, if at all.

I would appreciate your help in this matter. Staff at the old Peoples home also use some of the red marked area. Also a family from Breinton Road take up to 2 areas even though they have a drive. Family's from Ryeland Street also do this. I think we need resident parking permits

Response 88

As the owner of [REDACTED] Broomy Hill, I wish to object to the proposal to introduce a no waiting 8am-4pm Monday to Friday on Broomy Hill, as detailed in section B) 1) of the Notice of Proposal (Greyfriars) dated 29th September 2017.

My reasons for this objection are:

If cars are parked on the small space between 56 & 58 Broomy Hill, it prevents me being able to exit the drive of my house in a forward gear in one manoeuvre if I wish to turn left towards Prince Edward Road.

If vehicles are parked in the space between 56 & 58 Broomy Hill, it prevents me being able to enter my drive in a forward gear in one manoeuvre.

If vehicles are parked in the proposed no waiting Monday to Friday zone it reduces visibility when trying to exit the drive of our house, especially if a van is parked in that space. This is dangerous as I cannot see vehicles coming towards me & they cannot see me.

Both 56 & 58 Broomy Hill have parking for multiple vehicles so there is no need to provide additional parking for weekend visitors.

The proposed no waiting Monday to Friday zone on Broomy Hill will be the only available spaces for people to park at the weekend & it will mean that the inconvenience we now face will become worse.

I would be grateful if you would acknowledge my objection.

Response 93

Being an owner occupier of [REDACTED] Broomy Hill, hr4 0lq, I wish to put forward my own views on your recently circulated proposals. What is really needed, is a stop to all day parking by those who have no business in road.

I believe any restrictions must go as far west as no. 84 to prevent that end of the road being used as a long-stay car park which will inevitably occur if they stop at no. 76 as you propose.

I am fortunate in having ample space on my land, but others are not in this position, they might wish to have residents parking permits?

I believe double yellow lines both sides of the road may be too draconian; how will visitors to a house park, including tradesmen wanting to carry out some work on a property? Might not single lines on one side with a restriction say " between 8am and 5pm, parking for 4 hrs only, and no return" or something similar, and double on the other, answer most of the requirements?

Response 107

[REDACTED] Broomy Hill, Hereford HR4 0LQ

REF BEnsk. rps [REDACTED]

I am writing about my concern for the proposed parking restriction in the Greyharts Ward & specifically Broomy Hill. Your current proposals finish @ no 76. This would push the commercial parking up past nos. 78, 80, 82 & 84. Some of these vehicles stay for long periods. All the houses in this area have off street parking. So it is not residents parking. Yours sincerely [REDACTED]

Response 110, Response 111, Response 112, Response 113, Response 114 and Response 171

I am a resident of one of the houses from 1-11 Westfaling Street, where we have no options to park due to Tower/Breinton/Westfaling junction or Double Yellow lines, we are required to park in the area of Breinton, or Tower Road area. Due to the recent survey that has identified further car parks being made into "No Waiting at Any time" areas, our options to park are being limited even further. With people parking in this area so they can walk into town for work or shopping means we battle carparking daily, sometimes resulting in parking quite some distances to our homes or unable to find parking at all. We are requesting some form of permit parking zoned for the residents 1-11 Westfaling Street as we have nowhere safe to park at the best of times, and with the further implementation of "No waiting at any time" zones, and Resident Permit Parking in other areas, is going to push even more problems into an area where we have very little parking already.

As previously stated, the houses of 1-11 Westfaling Street have **NO** other option but to park in the Broomy Hill Rest Home area which is already short on car parks due to out of towners using it as a personal parking spaces to do their shopping or going to work. As stated by the local Councillor Mr A. Powers in email correspondence, very little support for Permit parking in our area was received. This is probably due to most of them already having their own driveways, and the only people requesting it would have been the residents with nowhere to park! So, the survey didn't show accurately the unique problem we have on our stretch of Westfaling Street.

We the residents of 1 – 11 Westfaling Street are requesting consideration for a zone of Permit Parking in the vicinity of Tower/Breinton roads close to Broomy Hill Rest Home to park our cars safely and without restriction (other than permits) in order to be able to park in a reasonable safe distance to our houses.

Response 121

We are replying to your letter about proposed changes to parking restrictions

We live at [REDACTED] Broomy Hill.

We note that your proposed changes for this road are to make the major part of the road into a no waiting at any time zone.

We would like to make the following points and ask some questions

1) Your letter refers to "there was, however, higher support for no waiting at any time restrictions to maintain access by service vehicles and to assist road safety. This has therefore been incorporated in the design, together with more extended waiting restrictions in the Broomy Hill locality."

Could you please detail exactly what numbers lie behind your statement of "higher support"? Was it for example 80 of 100 people surveyed on Broomy Hill? The reason for the question is that to date we have not found anyone on Broomy Hill who actually supports the proposal,

2) We recall completing your survey on car use etc but do not recall being asked my opinion on the need for parking restrictions.. Could we please have a copy of the completed form for reference.?

3) Was the survey the only method used to establish local opinion?.

4) Personally we believe your plan is ill conceived and would expect the suggested changes to result in::

A) Tradesmen will not easily be able to park when making service visits

B) The road will be empty of cars and this may well encourage drivers to travel at a speed above 30 mph increasing the road safety risks and possibly endangering the local residents.

C) The restriction specifically penalizes those households who cannot accommodate the cars of their owners and visitors on their own driveway.

We would like to add that throughout the <REDACTED> years we have lived in Broomy Hill the current lack of parking restrictions appears to operate well and we know that some of our neighbours who have lived here for numerous years would echo this sentiment..

Response 157

I live at [REDACTED] Broomy Hill and am writing regarding the proposed changes to parking restrictions in Greyfriars ward.

My major concern is the proposed partial parking restriction outside 73 Broomy Hill which would allow parking in the evenings and weekends. Currently there are no parking restriction on this side of the road but because traditionally everyone parks on the opposite side of the road and the road is not wide enough to allow parking on both sides I have never seen any vehicle parked outside 73 Broomy Hill. The scheme would undoubtedly lead to vehicles parked in this position in evenings and weekends much of the time. I have safety concerns about vehicles leaving the lane leading to the Waterworks Museum and Hinton FC both of which operate evenings and weekends. Visibility will be reduced by cars parked outside 73 Broomy Hill and due to the exit from the lane being a hill start and at an angle the risk of an accident must be substantial.

I am well aware that the reason some residents want the sort of additional parking restriction within the scheme is because at times it is impossible to leave their drives due to parked cars opposite. I know the residents at 14 Prince Edwards Road have complained of problems with parked cars. I have measured the width of the Prince Edwards Road beside number 14 drive at 5.25 metres. The width of Broomy Hill beside our exit at <REDACTED> is 5.5 metres. I also measured the effective width of a small well parked car at 1.9 metres, while one of the vans which regularly parks in the road and was well parked was 2.2 metres.

If Prince Edwards Road residents have problems exiting their drives with parked cars opposite I would expect exiting our drive at <REDACTED> Broomy Hill to be problematic with parked vans opposite. My logic is that although our road is .25 metres wider it would appear vans are .3 metres wider than parked cars.

Here is a link to a video link to demonstrate.

<https://www.dropbox.com/s/7iymfh6av556fbe/Exiting%20from%2074%20Broomy%20Hill.mov?dl=0>

I am also concerned that I am not aware that I ever received the initial survey specifically concerning parking. I believe I filled in a general survey but I cannot remember any specific questions about local parking. I think the views in the parking survey on our part of Broomy Hill were narrow and unrepresentative of a general consensus.

There are currently I believe 3 vans and additionally a somewhat wider truck that park on Broomy Hill above Prince Edwards Road on a regular basis. The truck and 1 of the vans certainly belong to residents down our end of the road and my suspicion is the other vans do too. Generally as far as these vans go they have not caused problems with us leaving our drive. On a small number of occasions cars parked inconsiderately have caused minor problems. Under the proposed scheme these vans could cause us considerable difficulties even when parked entirely legally opposite our drive.

To be honest I would prefer no parking restriction beyond Prince Edwards Road up Broomy Hill. My next preferred option would be no waiting at any time all the way up to 84 Broomy Hill. I am sure you have will have received concerns about the scheme's effect from the residents of 78-84 who have no proposed parking restrictions in the proposals. They would rightly expect many of the current parked vehicles including the vans mentioned parked in outside them which is why I suggest this as my second option. No parking all the way up Broomy Hill however is likely to make life difficult for some of my neighbours... particularly the van owners. As such it's quite a long way below no parking restrictions.

Response 163

With the new parking restrictions being implemented in the greyfriars area it is now a concern that the stretch of single yellow line at the lower end of Broomyhill. Will become. Over used. As at the present time it is already attracting non-resident motorists looking for free parking after the four o'clock time limit (8:00 till 4:00 Monday till Friday)' and again all weekend (Friday till Monday.) We are already experiencing problems for residents' exiting their properties opposite. So with the implementing of the new proposals. This can only worsen the situation.

We would therefore like to put forward for consideration a proposal to upgrade to.

(No parking at any time defined by double yellow lines)

Please find attached the survey results for the properties that might be affected.

Plus, map of area.



Notice of proposal Greyfriars
From Breinton road junction to belvedere lane

Option Survey
Upgrade single yellow line to double yellow lines

House no	name	in favour	not in favour	signature
[Redacted]	[Redacted]	✓		[Redacted]
		✓		
		✓		
		✓		
		✓		
		✓		
		✓		
		*		
		*		
		✓		
[Redacted]	[Redacted]	*		[Redacted]
		✓		
		✓		
		✓		

survey concluded 16/10 2017 Date 16-10-2017

* indicates not in

Response 197

Good evening as a result of double yellow lines and permit parking in areas near to Breinton avenue this has caused people to emigrate to our avenue to park their vehicles for days on end making it hard to find a parking space for our own vehicles. People also use our avenue as a local car park for them to park and walk into town to go to work or shopping to avoid paying a charge. In the letter we received it stated it was hard to identify viable permit scheme areas particularly where response rates were low well neither me or my neighbours received a survey to responded to. I think permit parking would be a good idea and I look forward to your response

Response 199

I am a resident of [REDACTED] Broomy Hill and cycle each day with my children to school. The removal of parking in the lower section of Broomy Hill has had the result of speeding up the traffic considerably in that section with double yellow lines and no parking during the day. This has made cycling dangerous due to no speed bumps or other traffic calming measures.

The proposed removal of day time parking proposed in the notice will further allow traffic to speed down the length of Broomy Hill and make it dangerous for us to exit our driveway for our school run in the morning. I object to the proposals and suggest that strategic parking bays be put into the plan in order to slow down the traffic to a safe level. These could be easily placed so that they did not restrict access from driveways opposite (which I understand is the main reason for the changes proposed). Even if there were only two or three parking bays in the road it would be sufficient to slow down the traffic to an extent that did not endanger cyclists or other road users. The parking bays could be time limited or not, the main purpose would be to slow down what otherwise will be a danger to children and others cycling up and down the road. In the context of Hereford's objective to increase cycling and reduce car usage this parking notice proposal is a retrograde step which will, if implemented, result in someone being badly injured or killed.

Response 200

I am the owner of the property at [REDACTED] Prince Edward Road and would comment as follows

1 I agree with the proposals for no parking at any time restrictions on the west side of Prince Edward Road

2 [1] On the eastern side of Prince Edward Road I would ask you to consider my request to extend the red line from the entrance to no 5 further down towards Broomy Hill . In this very narrow road cars are often parked without consideration or courtesy .Frequently these are big white commercial vehicles left overnight. They present considerable difficulty for me to gain access to my property especially if i have my bike rack extension in place. I do need adequate space to be able to swing into my property. My suggestion would help me considerably .

[2] What is the present state of the possible/proposed coach house development at the rear of no 52 Broomy Hill ? If this is approved it will require an entrance access to be made in the listed wall opposite my property It will presumably also require an extension to the red no parking line from no 5 towards Broomy Hill .

I would be grateful if you gave careful consideration to these issues raised

Response 205

We support all the proposed amendments.

However, to reduce the speed of traffic along Broomy Hill we would strongly urge for appropriate calming measures, e.g. slow signs, 15 mph limit, etc.

Response 206

I am writing in response to the Council's proposal to introduce further parking restrictions in Broomy Hill, Greyfriars ward.

I am aware that some residents have had problems accessing their driveways, which is presumably why the double lines were introduced at the bottom part of Broomy Hill last year, and is driving these proposals. However, the proposals as they stand will create more problems than they will solve and I implore you to consider a critical modification, namely, that the double lines up the length of the road are interrupted by the installation of a few

carefully cited single parking spaces both east and west of Prince Edward Road. These are possible at least in the following locations without compromising access to anyone's driveways:

- 2 spaces between no's 28 and 30
- 2 spaces outside the old school.
- 2 spaces between Camperdown Lane and no 48.

The reason for this suggestion is as follows:

Since the removal of day time parking on the lower section of Broomy Hill, creating an open road, car traffic has speeded up considerably – about 10mph on average, and car drivers drive with much less care. In my experience, when there are cars parked on one side, passing cars take much more notice of what is happening in the road and are more aware as well as slower. I understand the Council is introducing 20mph limits within some residential areas. By introducing these double lines without keeping some single spaces the length of the road, you will be creating a situation when cars regularly travel at speeds significantly higher than this and in a few years' time, after the resulting accidents, you will be forced to spend more money on traffic calming measures. Please avoid this now by maintaining a small number of evenly distributed parking spots to act as traffic calming.

We cycle every day up and down the road with our children to get them to school. Cycling east of Camperdown Lane is now very dangerous since the installation of solid double lines at the eastern end of Broomy Hill. The road itself looks something like a racetrack as you come from Barton Road, and has completely lost its residential character. The removal of daytime parking all the way up the road will further exacerbate this problem. People will die as a result of these proposals. Cars travelling in each direction west of Camperdown Lane currently have to drive carefully, and wait to pass each other as the parked cars effectively reduce the road to single track. I anticipate that within a short amount of time, cars coming from opposite directions will pass each other without slowing down and also, leave no room for cyclists. Broomy Hill will come like Barton Road, a road absolutely impossible for cyclists to use safely. You will have created a situation in which cyclists from the west of Hereford are unable to travel into the city centre, and thereby push cyclists to resort to driving cars, thus worsening further car traffic and reducing fitness – hardly a good ambition for a council in the 21st century.

However it is not just cyclists who will be made much less safe by your proposals. The increased speed of through traffic which Broomy Hill has already experienced due to the new double yellow lines has made it even more dangerous for residents emerging from their driveways by car, as the oncoming cars are coming so much faster towards them and without care, seeing a clear open road up which to speed unencumbered.

The only other option is that in removing parked cars to calm traffic by keeping a few parking spaces, is that you add a cycle lane on one side of the road to restrict cars from passing each other at speed.

Broomy Hill is used by many non-residents, from south of the river and from the centre, for cycling and walking. These traffic proposals, removing the only traffic calming element, will

make this road dangerous for all users. It will discourage all those people accessing this area by foot and bike to visit the river, the fields beyond, the Waterworks and Steam museums, the football and rugby grounds. They will all come by car instead as the only safe option.

The result of this proposal is that Broomy Hill will become MUCH more used by cars as a cut through, both into Prince Edward Road and through to Westfaling Street (a route much increased since the double lines were introduced last year) and through to the Brecon Road via Breinton and is likely to become as busy in the medium term as Barton Road. These proposals will turn our road from having an access-to-driveway issue to having a huge traffic issue which is unsafe for cyclists. The installation of a few carefully cited single parking spaces would mitigate that. Please amend your proposals intelligently.

Response 207

I live at [REDACTED] Tower Rd. What is the reasoning in restricting Prince Edward Rd and not Tower Rd? This will make the latter even more congested and it barely copes now. The present situation in Broomy Hill, Tower Rd and Prince Ed is working well for most although there will always be moaners. Save yourselves some money and LEAVE WELL ALONE!

Response 210

I live at Broomy Hill, Hereford. My postcode is HR4 0LQ. I cannot find what zone I am in, on the web site.

Also, when can I buy a parking permit. Do I have to wait until yellow lines are in place?

Thank you for your anticipated assistance with these two questions,

Response 223

I am currently abroad but I have been informed that the proposals for parking restrictions in Greyfriars have been posted out, requesting a response. I have been emailed the proposals (attached). I fully support the proposals for Broomy Hill, where we live, and I strongly oppose any parking bays east of Prince Edward Road. We have had many years of problems relating to getting into, and out of, our driveways. Any parked vehicles would mean a continuation of this problem.

Could you please forward this response to the appropriate department.

I copy in my nearest neighbours for information.

Response 225

I realise this may be a bit late to submit my response on the proposed changes to parking restrictions on Broomy Hill area.

I have a concern about putting yellow lines along all of Broomy Hill. Most houses in the area have driveways but there is a <REDACTED>, dating back to the 1930s. The majority of traders have large transit vans and these do not <REDACTED> to park on our drive.

When the yellow lines are painted along Broomy Hill the traders will no longer be able to park along the road. Some of the work they carry out may last between one and two weeks. I don't know what the solution is, but is it possible to introduce some sort of temporary parking permit to allow the traders to park near or outside my house?

3.2.2.a Greyfriars South, Broomy Hill - Supplementary Consultation Responses

Response 1a

Dear Sirs

Further to my telephone conversation, I am writing to explain the situation regarding parked cars in Broomy Hill which affects my ability to get in and out of my drive. I live at [REDACTED].

I am thrilled that you have decided to put double yellow lines up Broomy Hill. Today, for example, I cannot get out of my drive at all without a 7 point turn, involving the driveway opposite and hopefully narrowly avoiding hitting the cars that are parked. I know they are Cathedral School pupils' cars, and I don't mind them parking (my own kids went to that School), but it is slightly alarming that those who have only just passed their tests have forgotten the rules of parking regarding access and obstructing driveways so quickly!

I have subsequently received your letter dated 16th April regarding keeping 3 spaces available for resident parking and to assist with reducing the speed of vehicles. I think this is a good idea in principle, as we all need extra space sometimes. However, I am a little concerned as to how big the space will be. I was looking out there this morning – unless the space allocated is for 3 very small cars, I will still be unable to turn right out of my drive, heading into town, without a bit of manoeuvring. I had considered a while ago that I might improve the visibility out of my driveway by rounding off the corner of the wall and also lowering the level of the wall as it can be very dangerous coming out of my drive. I had the conservation chap and the planners out and, in principle, they totally agreed with me and acknowledged that it was dangerous (notwithstanding the fact that the wall is crumbling – it is often hit – and that the edge of it is made out of stone which is not local). However, in the end I did not submit a formal application to the planners; the need to install a new bathroom in the house taking priority. It is, though, something that needs to be done. I am wondering if, considering the difficulty I may still have in being able to access my drive easily, whether you would consider contributing to the cost of altering the entrance to my driveway. I believe the cost of the new stone, the removal of some of the top layer of soil and the additional pavings for the driveway would cost in the order of £2000. As part of your scheme is not just to alleviate access issues, but also to improve safety up and down the road, I hope you may consider this as part of your plan, and may even assist in its execution.

I would be very happy to meet you here if you think it would be useful.

Response 1b

I live at [REDACTED] Broomy Hill.

Further to my previous email, I am writing to you again regarding the proposed parking restricting proposals in Broomy Hill. In particular, my attention has been drawn to the disparity between the letter you sent to me dated 16th April indicating there are 3 intended parking spaces outside of No. 37, which will continue to adversely affect my ability to get in and out of my driveway if I am travelling from and to town, and the letter that you sent to other residents further up the hill (also dated 16th April) which does not mention these 3 parking spaces. Indeed, my neighbour, <REDACTED> has pointed out that other proposals say 2 vehicles outside of our properties. Which is it?

If there are 2 spaces planned further down the hill, effectively continuing to make things awkward for No. 37, my access will probably be improved. However, if the proposed spaces are higher up the hill, I shall be in the same predicament that I am now. This morning I was totally blocked in by someone parking directly opposite my drive. I had to do a complex manoeuvre, which involved 2 other residents' driveways, narrowly missing all the parked cars, along with various stone and brick walls. Are you sure these proposed parking spaces

are going to assist the situation. I don't think that you can bring into the equation the thinking that a couple of parked cars will make the cars going up and down the hill slow down. Presumably if there are no parking spaces to be had at all, then 'chancers' will be less likely to come round in the unlikely event of finding a space anyway.

As per my previous email, I would invite you to visit the site and look at my driveway and its access. <REDACTED> would like you to consider his too. If the concern is partly safety, then let's take this opportunity to get this right. I'm not saying there should be no on-street parking at all, but I think you need to look at peoples' actual driveways and their accessibility – and please, please will you be consistent in your proposals so that we all know what is actually on the table.

Response 2

Thank you for the plan of proposed parking restrictions. I wish to make some comments. As it is, all the cars parking for the day in this area will simply move up to the part beyond Prince Edward Rd, why not continue it further if you have it at all? I note gaps on the N side by no.40 and 52, the latter in particular, when a sizeable vehicle (e.g. large SUV) is parked there, a coach has not been able to pass, it is too narrow!

I do not believe in using parked vehicles as a means of "traffic calming" there must be more intelligent ways of dealing with this if it is a problem

Response 3

Thankyou for your recent correspondence dated 16 April regarding the amended parking restrictions for Broomy Hill.

The decision to allow approximately 3 parking spaces opposite <REDACTED> Broomy Hill does go some way towards assisting resident/service provider use, but unfortunately the fact remains that the majority of vehicles currently using these spaces are not in any way connected to the residents of the this street. They are routinely occupied by drivers who park there mainly during the working day, and walk to their place of work or town.

I live in [REDACTED] Broomy Hill, on the corner of Camperdown Lane, and by the nature of our property, we only have parking for 1 vehicle on our land, therefore we rely on the availability of parking spaces on the area of road outside 37 Broomy Hill for our second car (which is a necessity for my partner and myself to each own a vehicle due to work) and any guests/service users we may have. We believe we are the only house affected by a lack of parking, as all the others have large drives for at least 2 cars.

May I please request that the solution would be to provide 'Resident Permit' parking as this would prevent a bun fight over the only 3 spaces available by non residents and allow both ourselves and any other resident who may be interested in on street parking a fair chance to park somewhere near our own homes, in addition to raising an extra small revenue to the council for the permits and forcing those drivers who are currently not paying car park fees to do so.

Should your decision be that resident permit parking will not be granted, then it would mean that we will be forced to park significantly much further along the road, together with the cars who are currently taking advantage of our 'convenient' spaces, thereby compounding traffic outside someone elses home.

Thankyou for your consideration,

Response 4

Dear Sir _____

Re: BROOMY HILL - PARKING

I would like to support the new proposals for parking in Broomy Hill as outlined in your letter of 16 April. We are particularly vulnerable to parking problems as number [REDACTED] is situated on a narrow part of the road making it very difficult to exit our drive if any vehicles are parked in the near vicinity. It would appear from the plan that there are no parking places planned anywhere near our property.

It would appear that in this instance common sense has prevailed and a suitable compromise reached.

Response 5a

May 7th 2018

Dear Sirs HEREFORDSHIRE RESIDENTS PARKING GREYFRIARS SOUTH (BROOMY HILL locality) Parking Restriction proposals. letter dated 18th April 2018
OBJECTION .

At our Site Meeting at Broomy Hill with Mark Hadley , Chair of Broomy Hill Residents Association and members and local residents and with Cllr A Powers on 22nd February 2018 It was clearly understood that there would be NO amendment to the Parking Restrictions previously submitted by Balfour Beatty especially from Prince Edward Road junction to No 37 . ie double yellow lines on both sides of this narrow stretch of road. WITHOUT any car spaces.

We are now faced with this Proposal with one car space opposite No 47 and two car spaces nearly opposite No37 on the North side of the road.

The introduction of both these car spaces will not reduce traffic speeds or safety.

At No37 and we and other residents affected by the Proposal are terrified in leaving their driveways safely for fear of a collision or fatality with any type of vehicle.. It will be appreciated the vehicles travelling down Broomy Hill would have to dodge around the cars parked in the spaces and travel on the right hand side of this narrow road against oncoming traffic or pedestrians . or children.

We also cannot exit our drive to the left due to the car spaces almost opposite and without a pavement on the South Side and with restricted visibility this is dangerous. likewise we cannot enter our drive down the hill . This Proposal will also affect other residents along the road and users of Camperdown Lane with restricted visibility leaving the lane, There would be danger to all cyclists pedestrians children and vehicles and mobility scooters . (Camperdown Lane is a approved City Cycle Way and is used by cyclists of all ages. and pedestrians)

It will also be appreciated that as the road is so narrow Coaches Service Vehicles sometimes get stuck and scrape the boundary walls due to cars parked already on the North side.

Traffic at times has increased due to Sports Matches and Visitors to the Water Works Museum and farm traffic and walkers and this is upported and appreciated

It is therefore hoped that this Proposal will be dropped and agreed that double yellow lines are extended from No 37 on both sides to Junction of Prince Edward Road. This will give a safe environment to this Conservation Area for Residents and their families and all traffic users ..

It would be appreciated if this OBJECTION is Brought to the Attention Of Committee Members of the appropriate Committee . if necessary.

Response 5b

Dear Sirs You will note that my wife and I have already objected to the Proposal .

HEREFORD RESIDENTS PARKING GREYFRIARS SOUTH (BROOMY HILL LOCALITY) PARKING RESTRICTION PROPOSAL... but after this mornings experience with and almost collision by a vehicle coming down the hill almost colliding with my wife and <REDACTED>. whilst trying to safely leave the house... Enough is enough and we state that due to visibility problems and speeding traffic and cyclists . Even now with cars parked almost opposite, cause problems which will not be eased by your proposal, which does Not make sense. The Proposal will Not ease traffic speeds. and the reason we had a meeting and Public Consultation was to solve the problem and it was agreed that double yellow lines on both sides continuing from No 37 to Prince Edward Road would be the approved answer NOT your PROPOSAL

If the Proposal is approved we will press for compensation from the Council to improve our visibility splay to our driveway caused by your proposal which will of course require Planning and Conservation Approval not to mention the cost for the works which has to be borne by The Council This work will be necessary due to your Proposal .. It would be better for the Proposal to be dropped and go slow signs or speed restriction signs situated along the road or even beware children etc I trust that the above will be taken into consideration please and that the council are made aware of our safety concerns before a collision or scrape or even a fatality occurs . Please confirm that the Council will meet all our costs in the event of work to be done to our boundary wall and driveway.

Response 6

RE: BROOMY HILL PARKING - AMENDED PROPOSALS

The double yellow lines to the lower regions of Broomy Hill were installed for safety reasons. These have been most successful both to residents and through traffic,

Having considered the proposed amendments to parking in Mr. Szuketi's letter of 17th April, we consider that introducing two parking spaces almost opposite No,37 Broomy Hill and one parking space opposite No.47 Broomy Hill, with double yellow lines between the proposed

parking spaces, to be highly dangerous. The spaces will not only cause visibility problems for residents leaving their driveways for both vehicles and pedestrians, but particularly will present an awkward situation for large vehicles etc. passing through. The amended proposal would allow vehicles to be parked almost permanently in the spaces.

Traffic in Broomy Hill has increased due to the popularity of the sports facilities in the area, visitors to the Waterworks Museum and farm traffic. Large vehicles, such as coaches, refuse collection vans and tractor service vehicles etc. already have difficulty passing cars parked along this narrow stretch of road as can be seen by damage to boundary walls.

This proposal is dangerous and with no pavement on the South side of this narrow road makes exiting driveways very difficult for fear of an accident with another vehicle or bicycle forced to use the South side of the road against oncoming traffic.

Response 7

I write to object to the proposed amendment to the planned parking restrictions in Broomy Hill. The amendment includes parking bays opposite no. 47 Broomy Hill ([REDACTED]) and no.37 Broomy Hill, down the road from us.

To me, this proposed amendment makes no sense at all. We have already suffered significant damage to our car trying to get in and out of our drive, and allowing a parking bay opposite us (even if it is not directly opposite) will severely hamper the access to our driveway. This also applies to people coming to visit us, tradesmen and our gardener, who cannot get into the drive with his small trailer if there is a car or van parked near opposite.

I also think it is mistaken to believe such a proposal would make the road safer for cyclists, as I believe has been suggested. Cars parked in the road will require both cyclists and vehicles travelling down the road to swerve out onto the other side of the road to pass by. This makes the likelihood of an accident greater in my opinion. If there is a persistent speeding problem in the road, it should be addressed by other measures.

In summary, this proposed amendment would directly affect our household and prolong the problems we have suffered for several years. I strongly oppose it, and very much hope that it will not be accepted.

Response 8

I write to object to the proposed amendment to the planned parking restrictions in Broomy Hill. The amendment includes parking bays opposite No. 47 Broomy Hill ([REDACTED]) and No. 37 Broomy Hill (nearby).

I totally disagree with the suggested amendments that do not make any sense to me and will only continue to result in the problems we already experience and will not result in any improvements in safety for anyone living on the street.

My objections are based on the following:-

- During the past few years we have experienced great difficulty getting in and out of our drive-way, which has resulted in us damaging our car to the extent of several hundreds of pounds on a number of occasions as we cannot get past our

gate without damaging the cars parked nearby (which we aim to avoid). We have also had to have our gate repaired when workmen tried to enter.

- There is no foot-path on our side of the road, so trying to get out is dangerous when cars are parked nearby as we (or on-coming traffic) cannot see each other. Hence there have been several near-scrapes. Getting access is also difficult as, if a car is parked nearby, you have to stop in the road, reverse and try to get around it to get access - not good for anyone.
- We have had family visit our house who were trapped inside as they could not get their car out due to cars parked outside on the opposite side.
- Workmen who have arrived (e.g. someone to put up new fencing in our garden) had to carry the fencing down the road as they could not deliver the goods due to vans parked outside.
- As the road is narrow, when cars/vans are parked nearby large trucks have great difficulty passing and have hit our wall on several occasions. We have also had to help a large lorry reverse down the road on two occasions as they could not pass (a danger in itself).
- We also own the house next-door to us ([REDACTED]) where our tenants live. They have severe problems getting in and out and sometimes have missed school/hospital appointments due to this issue.
- If the intent of the suggested proposal suggested is to make the road safer for cyclists, then I think it is mistaken. Cyclists will have to veer around the parked cars and will make accidents more likely (visibility is not great in any case due to the lack of pathway on one side, so any-one exiting their driveway could also possibly hit the cyclist as he/she passes.) At least if the road is clear of parked cars then everyone can see what is coming and there is more room for passing cyclists.

In summary, I strongly oppose the suggested proposal. I was happy with the suggestions you had made to improve the situation on Broomy Hill. which we appreciated, whereas this proposed amendment will just continue to make our life here difficult as it has been over the past few years.

Response 9

Dear Sir/Madam,

Re: Broomy Hill Parking Proposals - Objections

I'm resident at [REDACTED] Broomy Hill and am writing in response to the most recent communication dated 16th April 2018.

I am particularly concerned, and somewhat bewildered, by the latest proposals; specifically, the inclusion of permanent parking spaces opposite No.'s 37 and 47.

It's not clear what the reasons are for these particular variations on the original proposals.

However, I would strongly dispute that they will promote road safety. I've set out my objections in point form below –

- The evidence for the traffic calming effect of parked cars narrowing the road is rather poor: life-saving interventions in other spheres would require much more corroboration. It may be that it sometimes helps as part of a wider scheme of changes - or in a particular context. The case for parking as a traffic calmer might sound quite plausible, but it is far from proven to be universally applicable
- On the contrary, the current situation in Broomy Hill, where there are numerous permitted spaces and consequent road narrowing, has not prevented the inconsiderate/dangerous speed of many motorists. Since moving here last year we have been astonished at the speeds of many motorists. This is exacerbated by motorists coming away from Wyeseide, Hinton Football Club, and the Rugby Club driving much too fast on their way home.
- The same motorists are apt, as in other narrowed roads, to apply compensatory acceleration as they exit the chicane; or, to drive as fast as they can through it in

order to beat any possible oncoming traffic; this is often accompanied by dangerous weaving in and out – at speed

- Parked cars in an already very narrow road present a danger to pedestrians, motorists and cyclists. There is simply not enough room for people to take quick evasive action – car doors suddenly opened are a particular hazard. They also occlude good advance warning of dangers – e.g. motorists may not see children playing
- It is bewildering that the Council has not opted to institute more radical calming measures: a 20mph speed limit, road humps and safety signage
- I am, of course, delighted that the proposals include double-yellow lines in front of many houses such as ours. However, even if some of the proposed parking spaces are not immediately in front of residents' driveways, they will add to the difficulty and dangers of access – the narrow road necessitates the maximum room for manoeuvre and especially for advance visibility.

I do hope that the Council will consider a long-overdue comprehensive scheme of traffic calming rather than this potentially dangerous and inconvenient compromise.

Response 10

I refer to your letter of 16/4/2018 with new parking restriction proposals. You have given instructions to contact you by 11/5/2018 with objections. I have left it until the last minute to respond because I've been unsure whether I should respond. I have no objections to the proposals shown as "version 2: 19/3/18". I am grateful to all the efforts made by yourself and Anthony Powers to listen to the views of Broomy Hill above Prince Edwards Road.

I am personally happy with these proposals.

Response 11

I wish to strongly object to the amended proposal regarding parking restrictions on Broomy Hill. As the owner of [REDACTED] Broomy Hill, I want the small space outside 56-58 Broomy Hill to be changed to No Waiting At Any Time.

The reasons for this are many:

1. If a vehicle is parked between 56-58 Broomy Hill it means my driveway cannot be safely used for its intended purpose.
2. Any parked vehicles mean that visibility is greatly reduced & I am forced into the wrong side of the road when exiting my property. This is dangerous & a road safety issue.
3. Any parked vehicles mean that I cannot enter or exit my driveway in a forward gear in one manoeuvre.
4. The distance between the dropped kerbs of 56 & 58 Broomy Hill is too short for modern cars.
5. If the space between 56 & 58 Broomy Hill is not suitable for parking Monday to Friday, then it is not suitable for parking at any time.

Please take my objections into account before making your decision.

Response 12

Thank you for consulting me with regards to the modified parking proposals for Broomy Hill. As I have said in the past, I would favour removing the solid yellow lines installed last year between Barton Road and Camperdown Road and replacing them with interrupted yellow lines, allowing the occasional parking space where possible, to reduce the now much-increased traffic speed. For the same reason, I would prefer not to have any double yellow lines put between Camperdown Road and Prince Edward Road and would continue to oppose any scheme which allows continuous double yellow lines in that section of the road.

However, you have now proposed a modified double yellow line plan, i.e. to have **interrupted** yellow lines on the north side of Broomy Hill between Camperdown Road and Prince Edward Road. I would be prepared to accept your proposal, which involves **leaving space for three cars opposite entrance 37, and one space between 50 and 52.** If this proposal is accepted, you would need to instruct your contractors who actually carry out the work to respect these spaces carefully when painting.

Equally, I would support the placing of interrupted double lines on Prince Edward Street as proposed in this new plan, enabling some on-street parking and traffic calming.

Hopefully these two measures, allowing some on street parking on Prince Edward Road and on Broomy Hill, would also avoid an increase in parking further west on Broomy Hill, which continuous double lines on the lower sections would have done.

Thank you for your help with this matter and for listening to the various views of residents.

Response 13

Thank you for consulting me with regards to the modified parking proposals for Broomy Hill.

Your proposed modified double yellow line plan, i.e. to have interrupted yellow lines on the north side of Broomy Hill between Camperdown Road and Prince Edward Road is acceptable and would seem to be a good compromise and will hopefully satisfy the majority of residents. Your proposal, to leave space for three cars opposite entrance 37, and one space between 50 and 52, will not inconvenience any resident's access and will hopefully act as a traffic calming measure. Please instruct your contractors who actually carry out the work to respect these spaces carefully when painting.

I also support the placing of interrupted double lines on Prince Edward Street as proposed in this new plan, enabling some on-street parking and traffic calming.

Hopefully these two measures, allowing some on street parking on Prince Edward Road and on Broomy Hill, will also avoid an increase in parking further west on Broomy Hill, which continuous double lines on the lower sections would have done.

Thank you for your help with this matter and for listening to the various views of residents.

3.2.3 Greyfriars East - Zone 12 (Old Mill Close)

Response 3

As you will be aware we have been working with Anthony Powers re the on going Residence parking problem at Old Mill Close

Well as we expected the closure of the Old Bus Depot in Friar Street has had a terrible knock on affect regarding parking in Old Mill Close. (the bus depot is now fenced off)

We are having several large commercial vehicles parking in the Residence parking bays as well as cars which do not live in the area, further more the school runs are a nightmare and Old Mill Close is used as nothing more than a drop off & collection point which we feel this is not acceptable. One of our Residence contacted Scudamore school recently and were informed that all parents were contacted some time ago not to use Residence Parking areas as arrangements had been made for them at Sainsburys for 2hrs free parking during school runs, sadly it has fallen on deaf ears.

What we the Residence cannot understand is why are these Parking Permits issued and it ends up been free for all , as we the Residence pay for the hope of been able to park in the allocated Zone we didn't expect to fight for a parking space. It has got so bad some of us are having to parking in the Militarily club from 6pm to 8am and then rush the following morning back to Old Mill Close when all the non Residence have left after parking overnight. (For your information there were over 80 cars parked daily at the Old Bus Depot free of charge and some of them have filtered over to Old Mill Close)

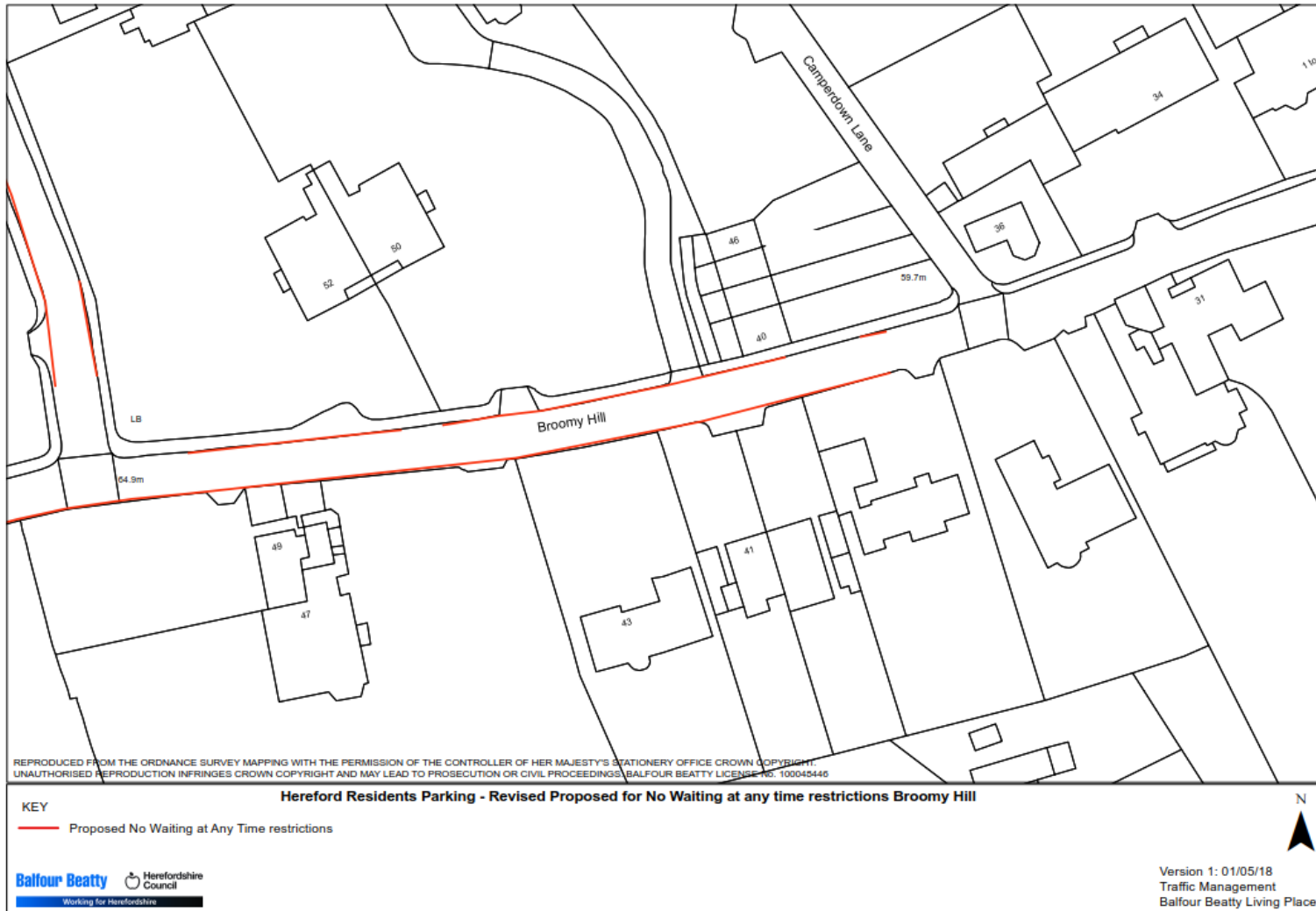
Regarding the survey carried out last year and a Residence meeting with Belfor Beatty at the Courtyard we all agreed the best way forward would have been Residence Parking only 7days a week with 1hr free parking, this would put an end to all these unnecessary issues. After all how unfair it is that we purchase these Permits and find non Residence having priority in able to park over the Residence. As we have expressed previously the biggest issue is overnight parking from 5pm to 9am.

Sorry to be so negative regarding this matter but honestly it is a nightmare.

I shall look forward in hearing from you with some positive update.

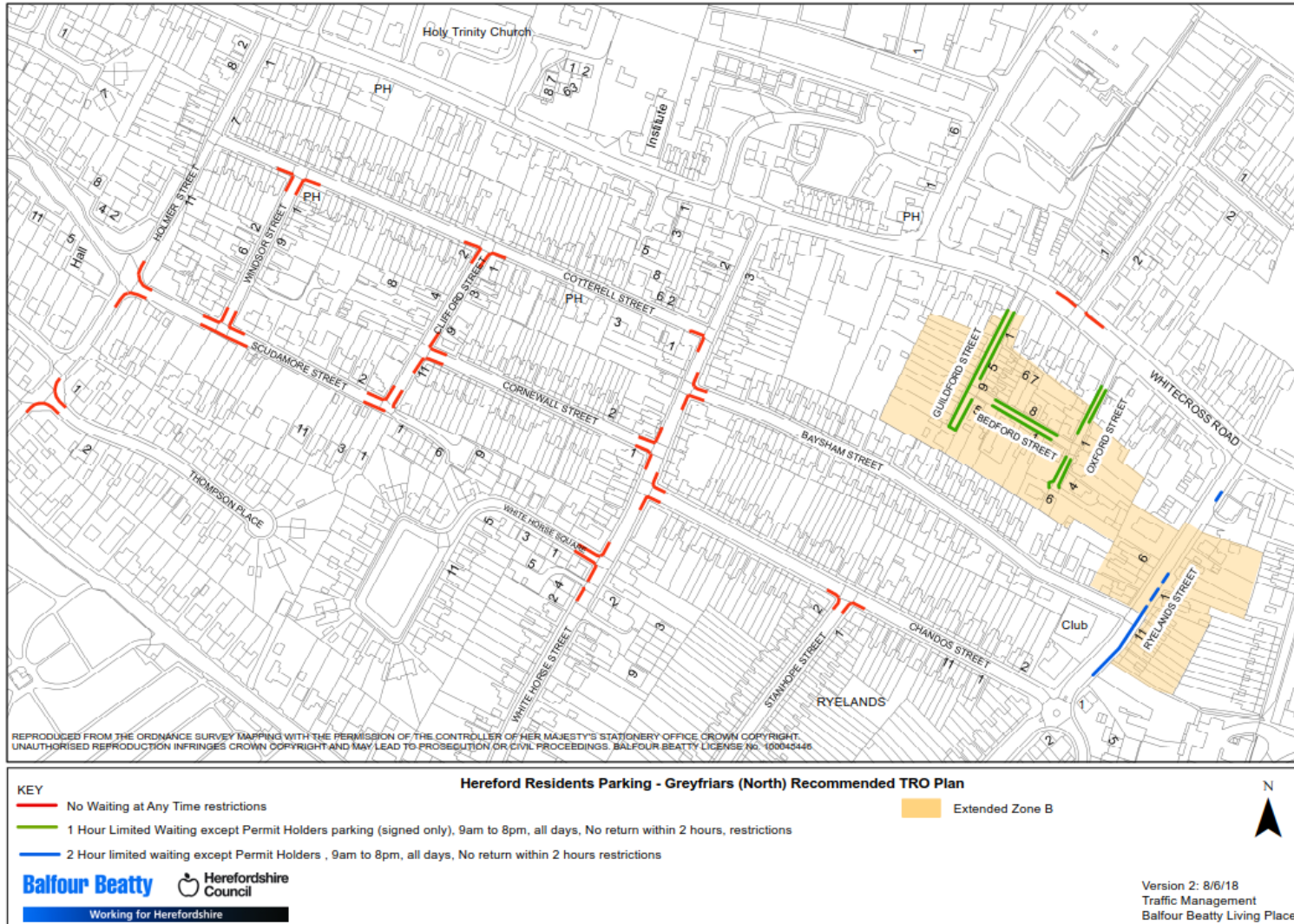
4. Modified TRO plan

Broomy Hill v1



5. Recommended TRO Plans

Greyfriars (North)



Greyfriars (South)

