

Formal Consultation: Yarpole

22/07/2020 to 14/08/2020

Response Summary

Consultee	Comments
Ward Councillor (OBJECTION)	<p>Dear XX,</p> <p>I write to you concerning the proposals for painting double yellow lines on some of the streets in Yarpole.</p> <p>I agree with the proposal to put double yellow lines at the T junction at the end of Green Lane, opposite Brook Cottage.</p> <p>However, I oppose your other proposals, in particular, putting double yellow lines on the entrance to Brook Lane. I have yet to see cars parked there, ever. Also, I think the likelihood of there ever being an Enforcement at all utterly unlikely.</p> <p>So, double yellow lines at this location are both unnecessary and unenforceable: therefore completely useless and an unnecessary cost. Also, likely to bring the whole subject of double yellow lines into ridicule and contempt.</p> <p>Only use double yellow lines where they will do some good, can be seen by the public to be reasonable and are enforceable.</p> <p>I know that many other residents take the same view.</p> <p>I look forward to the triumph of common sense!</p> <p>Yours sincerely</p> <p>SECOND EMAIL</p> <p>Dear XX,</p> <p>Thank you for your response. I have spent much time recently listening to the comments of the people of Yarpole, particularly those most affected but not just those ones.</p> <p>I find that there is almost universal opposition to the yellow lines, parking restriction proposals.</p> <p>First: there is no pressing, or any, need for them. They address a non-existent problem. Any minor problems that might, very rarely, arise, are dealt with by the locals.</p> <p>The prospect of a multitude of "No Parking" signs on poles in a very valued part of the Conservation area is anathema.</p> <p>The proposed lines on the road at Brookside Cottage are entirely redundant - I have never seen anyone park there in thirty years.</p> <p>XX entrance could well be protected by an H line on the road outside their drive.</p> <p>As I have said before, the other proposed double yellow lines are quite unnecessary and completely unenforceable.</p> <p>Please do not waste public money on a completely unnecessary and uncalled for scheme. Nothing will be gained except very cross and resentful villagers.</p> <p>We all thank you for all your work and consultations but please take very careful note of the responses you are receiving and scrap the scheme. I will certainly not be supporting it.</p>

	<p>As I said above, an H bar on the road outside the XX drive is all that is needed. Their house is on the corner, after the telephone box.</p> <p>Thank you.</p> <p>Yours sincerely,</p>
<p>Traffic Management Advisor West Mercia Police Road Safety (No Objections Raised)</p>	<p>Dear XX,</p> <p>Thanks for the information regarding the proposed parking restrictions in Yarpole.</p> <p>My response dated 1st June (copy attached) remains unchanged:</p> <p>Dear XX,</p> <p>Re: Implementation of No Waiting At Any Time Restrictions on Various Junctions in Yarpole, Herefordshire</p> <p>I refer to your e-mail and attached letter dated 27th May 2020 seeking West Mercia Police's views in respect of the proposal to introduce sections of No Waiting At Any Time Parking restrictions on various junctions in Yarpole, Herefordshire, as shown on the drawing ref 3409-90 accompanying the e-mail.</p> <p>I have examined the plans and visited the area on Thursday 28th May to see it first hand and I can confirm I have no objections to the proposal.</p> <p>Yours sincerely,</p>
<p>Resident 1 (OBJECTION)</p>	<p>Dear XX,</p> <p>In the last few days we received the Notice of Proposal for the no waiting works in Yarpole.</p> <p>My objection sent to you on the 18th March seems to have had little effect so I again list out my reasons to strongly object to this proposal.</p> <p>Firstly, However, under a freedom of information request, and as we are a democratic society, I would like to know what was the proportion of replies you received were either in favour or against the proposal, so I look forward to receiving this information by return.</p> <p>My objection points:</p> <p>Green Lane/Brook Lane Junction</p> <ol style="list-style-type: none"> 1. The proposal will adversely affect the setting of two Listed Buildings – Tudor House and Vicarage House. 2. They are completely unnecessary. I have NEVER seen vehicles parked at this junction causing an obstruction. <p>Green Lane/C1039 Junction</p> <ol style="list-style-type: none"> 1. From time to time vehicles have been parked at the end of Green Lane opposite The Old Stores. Vehicles have NEVER been parked on any other section of this junction. <p>General Points</p> <ol style="list-style-type: none"> 1. In a village setting such as Yarpole, this urban method of traffic enforcement is totally unnecessary and unsightly. 2. I suppose, in order to fully comply, you will also be erecting posts with signs indicating 'no waiting at any time', adding to the inappropriate nature of these proposals. 3. There is no proposal as to how these regulations are going to be enforced. Does that mean we will have a traffic warden patrolling the area?

	<p>4. The cost of doing these works is not mentioned. Is this a good way to spend rate-payers money? I ask that this proposal is postponed for two years to allow the residents to Yarpole to work out themselves how to ensure irresponsible drivers do not infringe basic highway code regulations with suitable informative deterrents. Again, in due course, I would appreciate learning from you the proportion of 'for/against' replies you received. Yours sincerely</p>
<p>Resident 2 (OBJECTION)</p>	<p>Re proposal "To introduce No Waiting at Any Time (Double Yellow Line) restrictions in the vicinity of the junctions of Brook Lane & Green Lane and Green Lane & C1039, Yarpole."</p> <p>I object to this proposal for the following reasons: Any reduction in the availability of roadside parking would have a detrimental effect on the users of the facilities at St Leonard's Church:</p> <ul style="list-style-type: none"> • Yarpole Community Shop and Post Office and deliveries thereto • Gallery Café • The church as a venue for secular activities such as concerts and other events • Attendees at religious services including funerals and weddings. <p>The shop and café, in particular, attract visitors in their own right and any disincentive to visit would result in lower income to those activities. In the shop's case this would reduce the scale of grants made available from its surplus to community activities – in accordance with its objectives as a Community Benefits Society. In the case of the café, it is the major generator of the funds that help meet the costs of maintaining and running this well-known exemplar of an innovative and successful community project.</p> <p>I note that the draft minutes of the Yarpole Group Parish Council from 3 March state ".....concerns about unsafe parking at the two junctions by the church on Green Lane in Yarpole; these concerns have been raised by residents for nearly ten years. A yellow line scheme has been proposed and the Parish Council agreed that they supported the scheme. The scheme will go out for public consultation before any measures are implemented."</p> <p>I am unaware of any attempt to gather local opinion on the matter in order to inform the Parish Council's decision to agree to support the scheme, which appears to have gone straight to the application stage without public consultation.</p> <p>The YARPOLE GROUP Neighbourhood Development Plan 2011 to 2031 (NDP) includes: "(ii) Roads and Traffic Within the Plan will be proposals to reduce the effects of traffic on the community so that:</p> <ul style="list-style-type: none"> • residents are safe using local roads and footpaths • roads do not create an unreasonable physical barrier between residents • traffic can move freely but without excessive speed

- new development does not significantly worsen road conditions
- proposals are designed to encourage initiatives to increase the use of public transport and to share private transport”

I support these aspirations but would argue that traffic calming methods – in particular a lower speed limit throughout the village – would be more appropriate than parking restrictions which may serve only to displace parked vehicles to other unsuitable areas.

The NDP also states:

“(v) Community Services and Facilities

Community spirit will be fostered by:

- maintaining and supporting existing services and facilities” – plus two other points which are not relevant to this case.

My comments at the beginning of this objection refer to the detrimental effect that this proposal would have on providers and users of the community facilities affected most by any parking restrictions. It is incumbent on the Councils – both Parish and County – to refrain from any action which may inhibit this aim of the NDP.

Further, the NDP includes the policy:

“Policy YG8

f) Development shall not adversely affect important heritage assets within the village, including their setting.

g) There should be safe access for vehicles, and parking arrangements should not detract from the village street scene but be an integral part of the overall design.”

I submit that double yellow lines would most certainly have such an adverse visual effect in this picturesque village and would detract from “the village street scene”, especially as it is within the Conservation Area.

The NDP also includes:

“6.17 The plan specifically proposes to investigate traffic calming along the narrower parts of Green Lane and any measures will be agreed with the community. Such measures may include:

- The extension of the village speed limit;
- Introduction of a 20-mph speed limit;
- The creation of gateway and other similar calming measures.

These measures might also be used elsewhere within the village”

No reference is made in the NDP – published only three years ago - to parking difficulties nor to the possible need for restrictions at the two sites which are the subject of this proposal.

The precursor to the NDP was the Yarpole Group Parish Plan No. 2 2012/13 which suggested:

“Introduce traffic calming measures in Green Lane, Yarpole. Road is narrow in places and restricted by parked vehicles.”

It did not suggest that there need be any restriction on roadside parking.

	<p>The proposal for yellow lines, if it does not deter visitors, may serve to displace parking to areas further along Green Lane (towards Cock Gate) where the road is generally narrower. Please reject this proposal on the grounds which I have listed above and the many other objections that I understand are in course of preparation.</p> <p>Please acknowledge receipt of this objection.</p>
<p>Resident 3 (OBJECTION)</p>	<p>Dear XX, Thank You for providing background information regarding the above.</p> <p>Personally, I don't believe there is any necessity at all for parking restrictions in Yarpole.</p> <p>I have lived very close to the end of XX for over 10 years and have never seen anyone park on the C1039 on the bend beside the brook, or outside Spring Cottage at the end of Green Lane or indeed around the ends of what your drawing names Brook Lane where it joins Green Lane. It seems to me to be a total waste of effort, time and money so I am pleased that the matter has come to public consultation. Who would enforce it anyway?</p> <p>There is however a serious road safety issue at the top of Green Lane at the offset crossroads onto/ across the B4362 to Croft Castle. This is an unrestricted area of the fairly busy B4362 and traffic egressing from Green Lane, turning either way or crossing the B4362 is faced with a blind bend from the right of traffic doing 60 mph legally. I am amazed that nobody has been involved in a very serious accident yet, it is almost bound to happen as silent electric vehicles become more common. To my mind this is infinitely more important than unnecessary parking restrictions for a problem that does not exist.</p> <p>Regards,</p> <p>SECOND EMAIL</p> <p>Good Morning XX, just to confirm that YES I am lodging an objection to this scheme on the grounds set out in my previous email.....</p> <p>Double yellow lines are not needed, waste of time, effort, money.</p> <p>Who would enforce them if they were to be introduced.?.</p> <p>There is a much more important traffic problem at the other end of the village.</p> <p>Regards,</p>
<p>Resident 4 OBJECTION</p>	<p>Ref: BROOK LANE, GREEN LANE & C1039, YARPOLE) (PROHIBITION OF WAITING AT ANY TIME) ORDER 2020</p> <p>Dear Sir,</p> <p>I am writing to voice my objection to the proposed installation of double yellow lines as defined in the above order.</p> <p>It is understood that the implementation of the proposed restrictions under Sections 1 & 2 of Part 1 of the Road Traffic Regulation Act 1984 is thought to be necessary for the following reasons:</p> <p>“. For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.</p>

	<p>. For preserving or improving the amenity of the area through which the road runs.</p> <p>. To ensure the expeditious, safe, and convenient movement of vehicles at the two junctions along Green Lane with Brook Lane and C1039.</p> <p>. To ensure visibility at the junctions are at a safe level.”</p> <p>I have lived in the vicinity of Yarpole for over 20 years driving or walking or bicycling into the village multiple times a week. In this time, I have never had cause to believe that the parking of cars in the areas defined in the order has ever caused any risk to safety. With the current judicious and sensible parking which is generally the norm in the village, there is certainly no effect on amenity use or the convenient movement of vehicles. Indeed, if the implementation of these plans were to go ahead undoubtedly the alternative roadside areas which would be used instead would, in fact, increase the danger-risks and cause convenience issues. St Leonard’s Church is truly the community hub of the village as well as being a site for worship and for weddings and funerals. These measures would also have a negative effect on ingress and egress of customers and deliveries to the Community Shop which is housed in the Church together with the Gallery Cafe. Any restriction on parking space would have a severe detrimental effect on all of these activities not only on community-related activities but also with negative financial implications for the Shop, Post Office and Gallery Cafe. Apart from the reasons cited above, Yarpole is a small attractive village, not a town and the visual effect of double yellow lines would be aesthetically displeasing. If anything needs to be addressed, it is the passage of large agricultural vehicles which are thoroughly unsuited to the roads in the village. The imposition of a 20mph speed limit through the centre of the village is also worth considering The implementation of the proposed parking restriction measures is just not needed or desired and I wish to voice my strong objection to these measures.</p> <p>Yours faithfully</p>
<p>Resident 5 OBJECTION</p>	<p>Ref: BROOK LANE, GREEN LANE & C1039, YARPOLE) (PROHIBITION OF WAITING AT ANY TIME) ORDER 2020</p> <p>Dear Sir,</p> <p>I am writing to voice my objection to the proposed installation of double yellow lines as defined in the above order.</p> <p>I note that the draft minutes of the Yarpole Group Parish Council from 3 March state “.....A yellow line scheme has been proposed and the Parish Council agreed that they supported the scheme. The scheme will go out for public consultation before any measures are implemented.”</p> <p>I take a very active part in the community within Yarpole and so was quite surprised to find that the Parish Council had gone straight to the application stage without public consultation.</p> <p>I have lived in XX for over 20 years and regularly (on average 10 times a week) venture into Yarpole, by car, on foot and by bicycle. In this time I have never had cause to</p>

	<p>believe that the parking of cars in the areas defined in the order has ever caused any risk to safety. I would go further and say that I have NEVER seen cars or lorries parked at the junction areas circled in red on the map below, even during Community events, such as Fetes, open garden events and concerts at the Church! I might also add that the Highway Code states that "You shall not park opposite or within 10 m of a junction". So why are the council proposing to extend the double yellow lines to 16 and 18m along Green Lane at its junction with the C1039? Visibility is not the issue at this junction!</p> <p>Yarpole is a busy village with the church, shop, Post Office and café being the "centre of activity", so yes, there are cars parked along Green Lane. People tend to park with respect to both the residences and road regulations. If the Council feels that too many cars are being parked along Green Lane, then according to Sections 1 and 122 of the Road Traffic Regulation Act 1984, it is the local authorities responsibility for "the provision of suitable and adequate parking facilities on and off the highway".</p> <p>Yarpole is one of the "64 Conservation areas" within Herefordshire. Painting glaring double yellow lines along the main intersections in the centre of the village would be visually displeasing and totally out of keeping with the aesthetics of the village.</p> <p>Furthermore, who is going to police the parking and if it is going to be policed, then at what financial cost?</p> <p>I strong objection to these proposed measures on the following grounds:</p> <ul style="list-style-type: none"> • NO evidence has been cited that vehicles are being parked inappropriately • The financial cost of implementing this plan and putting in control measures are not justified, by evidence of non compliant parking or safety issues. The council should be spending the tax payers money on traffic calming measures within and around the village where there IS evidence of safety and visibility issues. • The proposed yellow lines will have a detrimental effect on the aesthetics of the village. <p>Kind regards</p>
<p>Resident 6 OBJECTION</p>	<p>Traffic Management No. 3409 double yellow lines in Yarpole. I would like to oppose the double yellow lines you are proposing in Yarpole.</p> <p>The two junctions involved hold no problems at all for the residents and visitors of the village. Rarely are cars parked near to Brook Lane on the left of the church and shop or at the end of Green Lane on the right of the church and shop I have only once seen them near to Brook Lane when a funeral was taking place.</p> <p>Why go to the expense and create unsightly double yellow lines in our beautiful village when there is no problem?</p> <p>Yours sincerely,</p>
<p>Resident 7 OBJECTION</p>	<p>Dear Sir</p> <p>Over the last months the shop and latterly the cafe' in Yarpole have been a lifeline for many and as always the</p>

	<p>good humour and common sense of everybody has coped perfectly with the parking. We do not need banned parking which I fear could well make for parking in other very unsuitable and possibly hazardous places. For instance opposite the Church. I understand that the entrance to The Old Stores at the eastern junction is sometimes blocked. Is it not possibly to put a single line here without altering the whole ethos of this conservation village. I do not understand your casual and Uncaring attitude to this whole exercise. Would it not have been possible to put your notices into every property involved. Several of us including myself at XX whose boundary is affected were not informed of your plans. It does not look as though you are looking at this problem from our point of view at all. Please think hard before you make the whole problem more difficult for us. Yours faithfully SECOND EMAIL Dear XX, Thank you for alerting me to the fact that I had not in fact logged an objection to the double yellow lines in Yarpole which I now do. Yours</p>
<p>Resident 8 OBJECTION</p>	<p>Re proposal "To introduce No Waiting at Any Time (Double Yellow Line) restrictions in the vicinity of the junctions of Brook Lane & Green Lane and Green Lane & C1039, Yarpole." I object to this proposal for the following reasons:</p> <ol style="list-style-type: none"> 1. There has been no notification to residents affected by the proposal. It is my understanding that ADL were supposed to have distributed pamphlets explaining the proposal to all affected residents in March of this year. As we live in XX I would have expected us to have received a pamphlet. I have to tell you that we have not. 2. The parking of cars alongside St Leonard's Church and beyond acts as an unofficial traffic calming measure. As the road narrows, cars are forced to slow down on the bend at the end of C1039. If parking restrictions are enacted, reckless motorists will feel free to approach that part of Green Lane at speed, endangering life. 3. Yarpole is an ancient and attractive village and the approach roads to its heart (St Leonard's Church) particularly so. The painting of yellow lines and their attendant signage will do nothing to enhance the beauty of the village. 4. Parking restrictions will adversely affect the church, shop and café, which lie at the heart of the village, are a vital source of essential supplies for many of our elderly residents, provide income to support village activities and are communal hubs. Restricting parking along Green Lane will deter customers and may lead to such amenities being forced to close. 5. To my knowledge, not one single accident or even near miss has been recorded along this section of Green Lane. As far as I am aware, there is no evidence whatsoever

	<p>to suggest that parking restrictions are required. If such statistical evidence is available, I would be grateful to receive a copy under FOI regulations for scrutiny.</p> <p>6. Access or egress to C1039 has never been affected by parking along Green Lane.</p>
<p>Resident 9 OBJECTION</p>	<p>Re proposal "To introduce No Waiting at Any Time (Double Yellow Line) restrictions in the vicinity of the junctions of Brook Lane & Green Lane and Green Lane & C1039, Yarpole."</p> <p>We object to this proposal for the following reasons:</p> <ol style="list-style-type: none"> 1. We believe that the proposed yellow lines are unnecessary and will spoil the character of a conservation area. 2. We have never seen cars parked on either side of the junction of Green Lane with Brook Lane, nor on the one side of the T junction at the bottom of the village on the junction of Green Lane with the Kingsland road. We therefore cannot see that there is any role for unsightly yellow lines in these places. 3. The only section for which the double yellow lines are proposed where cars may sometimes park is on the church side of Green Lane. It is only very occasionally that there is an issue with parking in this area, and there are always marshals in place to direct traffic to appropriate parking elsewhere when there is a big event in the village. 4. Another advantage of the parking by the church is that it serves as a traffic calming measure; drivers are forced to slow down and go carefully past the parked cars. 5. We have lived in the village for ten years, and have never been aware of any problems associated with the parking along this section of Green Lane. The yellow lines will make the village look inappropriately suburban, and we don't believe that this level of hazard prevention is warranted. <p>Thank you for considering the points we have made.</p>
<p>Resident 10 OBJECTION</p>	<p>Dear Sirs, Brook Lane & Green Lane, Yarpole Prohibition of waiting order 2020</p> <p>I wish that you take note of, and record my objection to, the proposed Prohibition of Waiting Order 2020 at two sites in Yarpole village.</p> <p>The double yellow lines are not needed and will be unsightly in our quiet, beautiful village, particularly at this historic, older, lower end location in a registered conservation area. Whilst there may have been problems in the past with cars parking near the church, we now have a group of villagers who manage the situation and who are pro-active in monitoring car parking, putting out no parking cones when there are funerals or weddings in the church building, and marshalling over flow vehicles into alternative parking areas, which have been generously offered by land owners.</p> <p>There could be a dangerous situation arising from placing double no parking lines at the T junction by the brook, as this would force cars and vans to park along Turnpike lane - the C1039- which is narrow and already blighted by large lorries and agricultural vehicles (especially those associated with</p>

	<p>potato growing and harvesting), who use this narrow lane as a short-cut, "rat run" between the Bircher turn off, and Kingsland village. This has been a thorny problem, that in my 43 years in this village, has never been addressed.</p> <p>Whilst no doubt someone has looked at a map and decided it might be a good idea to impose no parking lines in our village, who is going to police them? Will a fine be imposed on someone who stops near the junction to pop a letter in the post box whilst en route to Leominster or Ludlow? Common sense should and must prevail.</p> <p>Yours sincerely,</p>
<p>Resident 11 OBJECTION</p>	<p>I am writing to object to the above proposal. I have been a resident of Yarpole for over 30 years. There has never been a problem with visibility at these junctions, even in the recent Parish plan a problem was not mentioned. People have always parked along the road to attend the village shop, church, concerts etc, these are community spaces.</p> <p>Hopefully before too long there will be some community parking close by, in the meantime where are people to park? Somewhere else in the village, which could lead to problems somewhere else.</p> <p>We are a caring village community, Yellow Lines are not needed and certainly not wanted, there has to be other solutions.</p> <p>Yours sincerely</p>
<p>Resident 12 OBJECTION</p>	<p>Dear Sir or Madam,</p> <p>I wish to make an observation and express a concern about the above proposal.</p> <p>The statement of reasons for the proposal would appear to be pertinent to any junction; no explanation is provided as to why the two junctions along Green Lane with Brook Lane and C1039 are given this special consideration. Have there been serious and persistent problems that warrant the proposal's extreme measures? I live close to one of the junctions and frequently travel past the other and have not witnessed or heard of any problems. Without knowing what has caused the proposal, how can anyone judge whether it is justified?</p> <p>Rule 243 of the Highway code states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space' (the paragraph ends with 'except when forced to do so by stationary traffic'). Rule 243 seems to obviate the need for double-yellow lines.</p> <p>If motorists are contravening the Highway Code, then they should be fined. If the counter argument to that is that there is no one to fine them, then how would compliance with double-yellow lines be policed?</p> <p>I am concerned that double-yellow lines would blemish the village's appearance and for no apparent improvement to road safety.</p> <p>Regards,</p>
<p>Resident 13 OBJECTION</p>	<p>I wish to lodge an objection to the above planning proposal in Yarpole village.</p>

	<p>1) Why would a small village need yellow lines. Is this for the benefit of the general community or for farmers with their excessively large machinery which they think small country roads should accommodate?</p> <p>2) Where will the elderly and disabled villagers park their cars when visiting the shop, cafe and church? As hopefully you are aware there is very limited parking in Yarpole.</p> <p>3) Who will police the use of the yellow lines?</p> <p>Finally by having cars parked along this road it makes most drivers drive more carefully and considerately, unlike some driving along Turnpike road treating it like a race track.</p> <p>In conclusion, not needed and not wanted.</p> <p>Yours Sincerely.</p>
<p>Resident 14 OBJECTION</p>	<p>To: The Traffic Management Team</p> <p>OBJECTION to: Introduce No Waiting at Any Time (Double Yellow Line) restrictions in the vicinity of the junctions of Brook Lane & Green Lane and Green Lane & C1039, Yarpole.</p> <p>The area in which the proposed No Waiting at Any Time (Double Yellow Line) restrictions would apply in Yarpole is a Conservation area designated by Herefordshire County Council. Conservation areas are designated for their special architectural or historical interest. This includes the buildings, the interaction of spaces around them and natural features, such as trees and open spaces. Together these form distinctly recognisable areas of quality and interest.</p> <p>Due to the fact that this area is designated a Conservation area, Herefordshire County Council is under a duty to of care to ensure the preservation and enhancement of the area, however this proposal does not take into account the desirability of preserving or enhancing the character or appearance of the area.</p> <p>It will in effect degrade the appearance of this ancient core of the hamlet of Yarpole through the inclusion of modern suburban street furniture and road markings. In no way can obtrusive Double Yellow Lines and associated signage be considered as any form of enhancement to this quiet, tranquil and historic area.</p> <p>The level of traffic along the affected roads is relatively minimal and of low risk to pedestrians due to the 30mph speed restriction and the nature of the roads themselves (narrow, restricted views, etc) prohibits any actual speed greater than approx. 20mph. There has not been any data publicly published by Herefordshire County Council in connection with this proposal that identifies any deaths or injuries caused by unsafe parking in these areas over the past 10 years, so the risk to pedestrians appears not to have been evaluated by Herefordshire County Council.</p> <p>Apart from the vehicles of local residents, any obstructive parking will still continue due to vehicles which are allowed to stop on double yellow lines e.g. waste and recycling collection vehicles, Post Office vehicles, etc. Rarely, if ever, are vehicles left in this area by visitors to Croft Castle because of the more than adequate parking at the castle and the fact it is a long walk along a narrow road to get there.</p>

	<p>In summary, we OBJECT to this proposal being implemented on the grounds that it is incompatible with a Conservation area and that Herefordshire County Council appear not to have undertaken a thorough assessment of any actual or perceived risk to pedestrians including a historic study of an previous accidents.</p> <p>As an alternative, we suggest that an improvement to traffic flow and pedestrian safety could be made by changing the speed restriction through the village starting at the junction of the B4362 and Green Lane (before the Village Hall), through to the junction of the C1039 and the B4362 (by Home Farm Caravan Site) and along to the junction of the C1039 and Yarpole Lane, including all roads within this area. Given the planned building development off the C1039 this suggestion would ensure that the future increase in traffic will not bring any additional risk to pedestrians.</p> <p>Yours faithfully,</p>
<p>Resident 15 OBJECTION</p>	<p>Yarpole is a pretty little village with no parking problems. Putting yellow lines particularly in strange places will not only spoil the appearance of the village but also be dangerous and completely unnecessary.</p>
<p>Resident 16 OBJECTION</p>	<p>Dear Sir,</p> <p>We strongly object to this proposal because although there were inappropriate parking issues in the past we have resolved the problem by :-</p> <ul style="list-style-type: none"> a) negotiating off road parking for big events b) appointing a booking secretary so that we are aware of up-coming parking needs c) providing marshalls fo supervise parking <p>There have been no adverse parking issues during the past four years and we intend to keep it that way</p> <p>We also object because the area where you jntend to install double yellow lines with attendant signage is in the centre of a very significant protected . conservation area with a high proportion of listed historic buildings.</p> <p>Finally we note that the very urban nature of this proposal is contrary to the directives of our County Council Neighbourhood Development Plan</p> <p>We would appreciate acknowlegment of this letter and ,if possible an indication of tbe number of both positive and negative responses to this proposal</p> <p>Many thanks,</p>
<p>Resident 17 OBJECTION</p>	<p>27th July 2020</p> <p>RE the introduction of No Waiting at Any Time (Double Yellow Lines) restrictions in the vicinity of Green Lane and Brook Lane and Green Lane and C1039, Yarpole.</p> <p>I wish to oppose the above for the following reasons:</p> <ul style="list-style-type: none"> • The reduction in parking with have an adverse effect on footfall in the village shop, post office and café, both of which are run by vounteers and provide a lifeline for the village elderly and infirm. This has been

	<p>especially the case during the pandemic. The shop has won many community awards including an award for community service from HM The Queen.</p> <ul style="list-style-type: none"> • It will drastically affect church attendance, especially for weddings and funerals • It is proposed to site the lines in the Conservation area which will spoil its appearance. • My cottage has no drive and I am forced therefore to park on the road. I will be afraid of going out for fear of not being able to park on my return. • Heating fuel tankers will be forced to obstruct the road when making deliveries • It will be a waste of money since there has never been a collision on either of these junctions in the time I have lived here. <p>I trust you will seriously consider these objections. Yours faithfully,</p>
<p>Resident 18 OBJECTION</p>	<p>Re proposal "To introduce No Waiting At Any Time (Double Yellow Line) restrictions in the vicinity of the junctions of Brook Lane & Green Lane and Green Lane & C1038", Yarpole.</p> <p>Our house will be directly affected by this proposal as it is located directly opposite the church and we have pedestrian access onto Green Lane.</p> <p>We wish to object to the proposal and request that you halt the scheme for the following reasons:</p> <ul style="list-style-type: none"> • Parking restrictions at the junctions are unnecessary. For much of the time there are only 2 to 3 vehicles parked outside the church, it being unusual for vehicles to infringe on the junctions. Vehicles never park in Brook Lane, on C1038, nor on the south side of Green Lane. Vehicles only park on the north side of Green Lane adjacent to the pavement. We have never seen anyone parking in the other locations covered by this proposal. Many visitors are elderly and infirm and currently this allows safe access to the church without the need to cross or walk along the Green Lane carriageway. It is safe. <p>As our driveway feeds out on to Brook Lane we use these junctions frequently not only with our car but also with a large motor home. We have never had any difficulty from parked vehicles when using either of these junctions. The line of sight is only affected from Brook Lane onto Green Lane by the natural curve in the road formed by the graveyard hedge line. The lines of sight at the junctions are good and have never been obstructed by vehicles.</p> <ul style="list-style-type: none"> • Any reduction in the availability of roadside parking would have a detrimental affect on the users of the facilities at St. Leonard's Church. <p>Any disincentive to attract visitors and other locals could seriously impact on both the shop and cafe, lowering income, reducing the scale of grants and the use of surpluses for community activities. The facilities centred on the church are a well-known exemplar which may be negatively impacted.</p>

- Double yellow lines would have an adverse visual impact in this ancient picturesque village designated as a Conservation Area.

The 2017 NDP specifically stated that any development should not adversely affect important heritage assets.

It additionally stated that there should be safe access for vehicles, and parking arrangements should not detract from the village street scene.

This proposal is contrary to the NDP policy of which the Parish Council are fully aware.

- The NCP, produced only 3 years ago, did not call for the introduction of parking restrictions as it was deemed unnecessary. It was however suggested that traffic calming measures be introduced. In our view nothing has changed in the interim 3 years.

We understand that the initial request to look into this matter was some 10 years ago. From information received from the Clerk of the Parish Council this was only resurrected by them in 2018. We don't understand the reason for their action. In that time, and to date, we are not aware of any difficulties requiring the introduction of parking restrictions. Emergency vehicles, LA vehicles and Public Transport vehicles continue to use the lanes with no apparent difficulty.

The only difference recently has been the introduction of large agricultural vehicles using the lane. This is a problem and as reported in the NDP would be best dealt with by the introduction of traffic calming measures such as a lower speed limit and vehicle size restrictions. Alternative access is available thus avoiding this area of the village. The introduction of parking restrictions would have no impact on this problem.

Large construction vehicles do gain access via Green Lane but their frequency is low and will be for a finite period. Any particular access difficulties relating to construction vehicles should be dealt with on an ad hoc basis by the contractor.

- There has been a lack of prior consultation with residents directly affected by these measures. Pamphlets, which we believe, were due to be distributed to residents were never provided and thus we were unaware of these proposals until details were recently pinned up around the village. The Parish Council failed to be proactive in advising us of this issue. Residents' views were never sought and indeed we were away at the time of the March Parish Council meeting. As lockdown occurred on our return our interaction with other residents, due to the need to shield, has been very limited. Whilst the PC did include an item on the agenda this was listed as item 14 of 21 but was far from clear as to its nature. In our view the PC was premature in assuming that there was no interest in this matter. Having contacted many of our neighbours it is clear that they were similarly not aware of these proposals until recently.

We request that you reject these proposals on the grounds stated above. We request that this scheme be halted.

	Yours faithfully,
Resident 19 OBJECTION	<p>Proposed Traffic Regulation Order, Yarpole: To introduce No Waiting at Any Time restrictions in Yarpole To Whom it May Concern</p> <p>We are most concerned about the proposal named above, to introduce double yellow lines to junctions in Yarpole village. Our concerns are both personal and procedural. For a proposal of this impact, we feel strongly that a proper consultation should be held before any decision is finalised, to include a public gathering and opportunity to discuss the relevance and necessity with council officials. Such a proposal affects the whole of the village, not just the immediate neighbours and the opportunity to comment via email or letter cannot be regarded as a consultation. Yarpole is a small village of close-knit and community-minded residents who take great pride in the ethos, community and appearance of their village. Concerns about the proposal are wide-ranging and include the following aspects:</p> <p>i) The area in the proposal falls within the Conservation Area of Yarpole. This would be detrimental to the appearance of this area and shows a complete disregard for the efforts of bodies who have worked to identify and preserve areas of particular value, for future generations. Conservation areas are considered to be of special architectural or historical interest and worthy of preservation.</p> <p>ii) In recent years, members of the Yarpole community took action upon the loss of their shop and post office to obtain a faculty to develop a Shop and Post Office in the Church, with a supporting café. These are vital facilities for both residents and visitors, demonstrated particularly during the recent 'lockdown' period. St Leonard's Church has a vibrant congregation from a wide parish and holds regular services, including funerals and weddings. These facilities are well supported by the community and parking is essential for their use; the café is dependent upon customers being able to stay for a while. Parking restrictions of any designation are unwelcoming and prohibitive; patrons will have to go elsewhere and visitors may choose not to stop at all.</p> <p>iii) St. Leonard's Church has a full calendar of social activities, in addition to its religious services. The hire of the church for choirs, plays, concerts, displays, lectures, craft events etc greatly supports the upkeep and costs of keeping the church open, which is of paramount importance to the parish, and alongside the shop and café, enable the building to be maintained, together with the historic Bell Tower. All of these aspects require residents and visitors to be able and welcome to park close by. Parking restrictions would have an immediate and detrimental effect.</p> <p>iv) Can the Council confirm whether in the last five years there have been any reported road traffic collisions and/or complaints of obstruction made to the police?</p>

	<p>v) Can the Council confirm whether in the last five years it has been presented with any evidence to warrant parking restrictions?</p> <p>vi) In the time we have resided in Yarpole, we are unaware of any issue caused by vehicles parking in the proposed areas; residents are thoughtful, considerate and careful whilst parking in the vicinity – and indeed all around the village.</p> <p>It would be preferable if the consultation included a period of monitoring and evidence production to establish whether there is an absolute need for parking restrictions in these areas, and made available to concerned parties.</p> <p>Consideration should also be given to re-routing the large, heavy vehicles which regularly use these junctions, as the road network was never designed and built for such traffic. Historic England suggests there should be no need for yellow lines to be painted in conservation areas and the Traffic Management Team should be consulting with such bodies to protect and preserve our precious heritage. We strongly object to the painting of yellow lines in the village of Yarpole, in particular as we believe they are unnecessary, and detrimental to our community and in this we have the support of our local Councillor and the Chairman of Hereford County Council. We also believe that our local authority should and will take into account the local knowledge and opinions of residents on such matters; the people who will be directly adversely affected as discussed above, both now and in the future.</p> <p>We look forward to hearing from you.</p> <p>Yours sincerely</p>
<p>Resident 20 OBJECTION</p>	<p>Dear Traffic Control Management Team</p> <p>I would like to strongly object to the use of double yellow lines in our village.</p> <p>I live in XX which is directly affected by this unnecessary proposal, when elderly parents, family and friends come to visit, they will have no-where close to park. Drivers who park in Yarpole seem to be respectful of where they park and in all the time I have lived here, I have not seen parking outside South View or over the road outside the cottage by the stream.</p> <p>From speaking with my neighbours none of them wish to see these lines, so I'm not sure why Hereford Council feel the need to paint them. With regards</p>
<p>Resident 21 OBJECTION</p>	<p>Good morning</p> <p>I would like to register our strongest objection to the proposal to paint double yellow lines at road junctions in Yarpole. We have lived in the village for 22 years and have never seen or heard of a parking problem at the locations on the plan.</p> <p>The only time there possibly might be a situation is when there is an event in the church, but that is managed by the community and deployment of traffic cones.</p> <p>Yarpole is a conservation area and we do not need another blot on our landscape.</p> <p>Apart from the cost, monies that would be better spent elsewhere, who is going to police it? We rarely see a police</p>

	<p>patrol and if we do they are usually passing through. PCSOs can only advise people and have no authority to prosecute. We would strongly urge Herefordshire Council to reconsider the proposal and redirect the money to urgent road repairs that are needed all over the county.</p> <p>Regards</p>
<p>Resident 22 SUPPORT</p>	<p>To whom it may concern</p> <p>We would like to put forward our support for the introduction of yellow lines at Green Lane and Brook Lane Yarpole. We have lived in the village for 30 years plus and have been greatly concerned that some people don't abide by the law in parking in junctions. Although there has not been an accident there have been many near misses Parking on the said junctions also limits access to vehicles should there be an emergency ie ambulance or fire engines as it restricts vehicles from turning in and out of the junctions.</p> <p>We support this recommendation fully.</p> <p>Yours Truly</p>
<p>Resident 23 OBJECTION</p>	<p>I, together with my husband, object to the proposed double yellow lines on Green Lane, Yarpole. Although not resident in the village we worship at the church and volunteer at the Community cafe. From time to time there are events at the church which require parking (often by persons of limited ability to walk) along the length of Green Lane from the T junction up to the point at which it curves to the right and even beyond. This has never caused any obstruction to passing traffic as drivers can navigate past the line of parked cars without particular difficulty. Your proposal will cause real difficulties in the village for no purpose whatsoever. Furthermore, this attempt to introduce urban style parking restrictions into a small, quiet village through which no road of any significance passes borders on the ridiculous</p>