

HEREFORD CITY CENTRE ON-STREET  
PARKING RECOMMENDED PROPOSALS  
EXECUTIVE SUMMARY

*Herefordshire Council*

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*Issue 3*

**DOCUMENT HISTORY AND STATUS**

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<b>Prepared by</b>	D Brown	<b>Checked by</b> <i>(technical)</i>	M Stevens
<b>Approved by</b>	E Whitney	<b>Checked by</b> <i>(quality assurance)</i>	E Whitney
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3.0	17/06/15	All	Third Issue

**1 PURPOSE**

- 1.1 This summary has been prepared to provide information to support a decision on proposed changes to on-street parking in Hereford city centre. It outlines the proposals, provides background information, describes the costs and risks associated with the proposals, and puts forward a recommendation.
- 1.2 Throughout, reference is made to traffic regulation orders or TROs. These are legal instruments that are required to impose restrictions on the use of the highway and must be made in accordance with statutory requirements.
- 1.3 A list of documents that provide more detailed information can be found at the end of this summary.

**2 SCHEME ORIGIN AND OBJECTIVES**

- 2.1 The proposals have been developed in response to the Local Transport Plan (2013/14 - 2015/16), which sets out the policy of managing parking in Hereford city centre (LTP PS1) and the intention to introduce on-street parking charges as part of this management.
- 2.2 The ultimate aim is to introduce a system of on-street parking that balances the need to manage traffic and parking in the city centre with the needs of visitors, residents and businesses. The consideration of on-street parking charges is not motivated by a desire to provide an additional source of income for Herefordshire Council.

**3 WORK TO DATE**

- 3.1 To develop the proposals put forward in this summary, the following work has been carried out:
  - i Public consultation (spring 2014): to gather public opinions about current on-street parking and what was considered the most important factors that need to be considered in any future changes.
  - ii Technical Research, Analysis and Preliminary Design (summer 2014 to winter 2015): review of guidance and best practice, research into the impact and experiences in similar cities, and the development of a number of options for assessment.
  - iii Review and refinement of options (winter 2015): consultation with key stakeholders, benchmarking against comparable cities and refinement of the options, leading to the selection of the recommended proposals.

**4 PROPOSALS**

- 4.1 The following tables summarise the proposals and the effect on city centre parking. They should be read in conjunction with the plan appended to the end of this document.

**Table 1A: Summary of Proposals**

Affected Street(s)	Description
Broad Street St Owen Street Aubrey Street Harrison Street	Introduce on-street parking charges to be in operation between 08:00hrs and 22:00hrs Monday to Sunday (including Bank Holidays).  Charges:       30mins £0.20 1 hour   £1.50

Affected Street(s)	Description
Bridge Street East Street Gaol Street Mill Street King Street St John Street	Restrictions: 1 hour, No Return within 2 hours
Cantilupe Street Castle Street St Ethelbert Street	Introduce on-street parking charges to be in operation between 08:00hrs and 22:00hrs, Monday to Sunday (including Bank Holidays). Charges:       30mins £0.20 1 hour £1.50 2 hours £3.00  Restrictions: 2 hours, No Return within 4 hours
Throughout city centre	As part of the TRO review, amend restrictions on existing loading bays to allow non-goods vehicles of local businesses to use them for loading. To support this, ensure a balanced approach to enforcement to allow local businesses to legitimately use the spaces with non-commercial vehicles.
Berrington Street	Provide three disabled bays opposite Gala Bingo.
Bewell Street	Replace existing bright yellow lines with narrower primrose lines, which are not as visually intrusive.
Bewell Street	Re-align loading bay and engage with taxi drivers to ensure the road does not become blocked when loading takes place.
Broad Street	Rearrange layout by relocating two disabled bays from the west kerb-line to the east kerb-line; this will reduce the adjacent loading bay by 12m. Taxi stands remain unchanged. The overall result is an extra two general-use parking bays.
Gaol Street	Near the junction with Union Street replace existing single yellow line (no parking between 08:00 and 18:30 Monday to Saturday) with a double yellow line (no parking at any time) – approximately 12m.
Gaol Street	Convert two of the disabled parking spaces to general use.
King Street	Mark individual parking spaces on King Street to encourage better use of the space. Introduce hatching between the cycleway and the parking bays on the north side of King Street to the west of Aubrey Street.

4.2 In addition to these proposals, it is recommended that the aspects set out in Table 1B are investigated further for possible inclusion in the scheme or later implementation.

**Table 1B: Recommended for Further Study**

Affected Street(s)	Description
Castle Street St Ethelbert Street East Street	Further study is recommended to determine the number of resident-only parking bays needed to satisfy resident demand.
Throughout city centre	Consideration should be given to the need for additional 20mph speed limit repeaters and also identify opportunities for reducing sign clutter.

- 4.3 The proposals will make changes to the on-street parking provision and these changes are summarised in Table 2. Some changes have already been made through the implementation of the St Owen Street contra-flow cycle lane, which reduced the number of disabled bays by three and added a new loading bay. Although these changes are not included in Table 2, they are part of the overall city centre parking provision.

**Table 2: Overall Changes to the Type and Number of Parking Spaces**

Location	Change in parking provision			Comments
	General use bay	Disabled bay	Loading bay	
Bewell Street	-	-	9m reduction in length of existing bay	
Berrington Street	-	+3	-	
Broad Street	+2	-	12m total reduction in length of existing bays	Re-arrange parking layout
Gaol Street	+2	-2	-	
<b>TOTAL</b>	<b>+4</b>	<b>+1</b>	<b>-21m</b>	

- 4.4 A total of 22 parking ticket machines are proposed. Those on Castle Street would be installed on build-outs into the highway to avoid taking up space on the footway; machines on other streets may also use this design solution if appropriate. This may reduce the space available for parking but the extent of this will not be known until the design is worked out in more detail.
- 4.5 When selecting the type of ticket machines their appearance will be a key factor, with the aim of minimising the visual impact and, as far as possible, compliment the surrounding environment. Preferred models have been identified – the Parkeon Stelio Parking Terminal and the Parkeon Strada Terminal.

## 5 FINANCIALS

- 5.1 Table 3 provides estimates for implementing the scheme, should approval be given and the decision to proceed be made following the public consultation. It should be noted that these costs are for implementation only and excludes the costs that could be incurred during the public consultation, design work, project management and any procurement activities. Given the early stage of the scheme, these estimates may change as more detail is developed.

**Table 3: Estimated implementation costs**

Item	Estimate (£)	Notes
Construction	£310,000	Includes construction work, traffic signs and road markings, buying and installing ticket machines and traffic management during the work
Direct costs for new TROs	£40,000	Internal HC cost of making new TROs
<b>Total Estimated Cost of Implementation</b>		<b>£350,000</b>

Nb. This **excludes** the cost of public consultation, design, administration of the TRO process and project management.

- 5.2 Using information from the existing operating costs from the Parking Management team, an estimate of the annual operating cost of the scheme has been prepared. Again, this is an early estimate and may be refined later. The operating costs include activities such as enforcement, servicing and maintenance.
- 5.3 **Based on the current proposals, the annual cost of operating the on-street parking charging scheme is estimated at £24,000.**
- 5.4 Based on the proposed tariff structure, an estimate has been prepared for the potential income from parking charges. Making such an estimate is difficult because the effect that introducing charges will have on on-street parking is hard to predict. To reflect this uncertainty, a relatively broad ranged estimate has been provided. This estimate only includes income from ticket sales and not any income from penalty charge notices (fines) or residents' permits.
- 5.5 The estimate has been made using data from surveys of the existing parking and assumptions about how charging might affect parking behaviour; one of the assumptions is that overall on-street parking will reduce by 50% in the city centre.
- 5.6 **The possible annual income from parking charges is estimated at between £242,000 and £295,000**
- 5.7 As noted above, all three estimates are provisional and represent the best estimate based on information currently available.

## **6 PROGRAMME**

- 6.1 A draft programme has been prepared that covers the period from approval of the scheme in principal to commencement on site; the actual duration on site will depend on the final design and any restrictions on working.
- 6.2 This programme extends for 13 months. Based on approval in June 2015 this programme can be summarised as follows:
- July to August 2015: public consultation (assuming four week consultation period);
  - July 2015: detailed review of existing TROs;
  - September 2015: outline design and submission of consultation report;
  - September to December 2015: detailed design, procurement of ticket machines and preparation of TROs;
  - January to March 2016: TRO process, including a public meeting;
  - March to June 2016: mobilisation and commencement on site.
- 6.2.1 It is considered that due to the programme overrun risks associated with TRO work, **it is appropriate to consider the programme as being 13-18 months in duration.**

## **7 ISSUES AND FACTORS TO BE CONSIDERED**

7.1 When considering introducing on-street parking charges a number of factors need to be considered and work has been undertaken to identify and understand these. This has involved reviewing existing studies and asking for the experiences of similar local authorities that have introduced on-street parking charges.

7.2 One of the main issues is the impact on-street parking will have on the economy of Hereford city centre. There is a concern, reflected in the initial public consultation, that charges will discourage visitors to the city centre and reduce trade for businesses. Six studies were reviewed that addressed this subject and a summary of the findings are:

- Parking is only one factor in complex relationship that influences the economic performance of a city centre;
- Parking is not the most important factor, with quality of retail and businesses, attractiveness of the street environment and accessibility being more influential; where these more important elements are in place, a paucity of parking quality or quantity does not reduce the attractiveness of the centre to visitors;
- A review of the policies implemented by 27 local authorities found that there was no evidence to show that price changes or on-street controls impacted their local economy at large; and
- There is a stronger relationship between parking and footfall, but the determining factor is availability of parking rather than cost, with parking charges having a very weak link or no link with footfall.

7.3 If the scheme is approved there may be opposition, particularly from those businesses in the city centre. A clear presentation of the above findings to the public would show that the perceived impact on the city centre economy is unlikely to materialise. It should also be noted that free on-street parking in town and city centres is increasingly rare, as local authorities seek to develop more accessible centres and manage traffic.

7.4 Three local authorities responded to requests for their views on and experiences of on-street parking – Salisbury, Bath and Oxford. Their experience was:

- Overall, charging works well and has been considered successful;
- It helps to reduce circulating traffic and complements other policies to reduce traffic in their historic centres;
- Bath had attempted to identify a correlation between on-street charging and trader performance but found that there was not a strong relationship.

## **8 RISKS TO DELIVERY**

8.1 Successful delivery of the proposals to the programme outlined above is dependent on a range of factors. A number of risks that could affect delivery have been provisionally identified. The key risks identified are:

- The extent, nature and impact of the public consultation is not currently known and this may result in more work than currently estimated; this includes responding to objections and possibly holding a public inquiry;
- As a result of the consultation there may be additional work or changes in the estimated construction cost;
- Review of the existing TROs could involve more work than expected;

- Procurement of the ticket machines may take longer than currently planned, particularly if the EU procurement regulations apply;
- Adverse weather conditions could impact the programme; the laying of road markings is particularly dependent on dry weather; and
- Effective co-ordination and co-operation is required between several organisations and teams, and delays in one area will impact the programme.

8.2 If the proposals are approved, these and other risks will have to be managed throughout the project to assess the likelihood and impact of risks to the project. Proper risk management should allow for the early identification of problems which will help mitigate some of the impact.

## **9 RECOMMENDATION AND SUBSEQUENT ACTIONS**

9.1 It is recommended that the proposals are given approval in principle to proceed. This will allow the public consultation to be carried out, a more detailed review of the existing TROs to be undertaken and outline designs to be prepared. It is also recommended that the proposals for further study are approved, with the possibility of including them in the scheme.

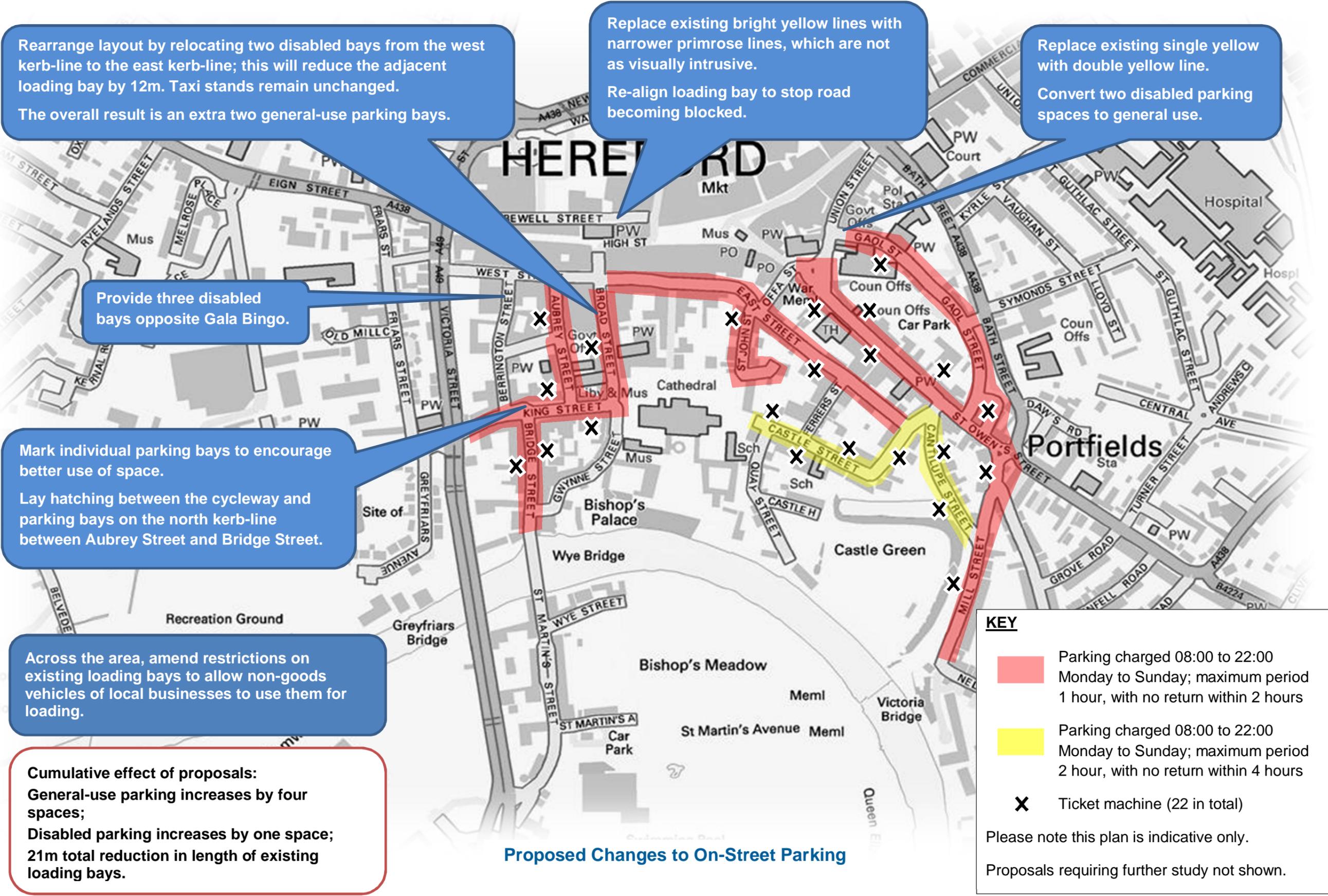
9.2 As the proposals progress, there will be further decisions to be made and opportunities to review and confirm further work, notably following the public consultation, approving the detailed designs and the final decision for making the orders.

## **10 RELATED DOCUMENTS**

Hereford City Centre On-Street Parking Sense Checking and Option Refinement Report – June 2015

Hereford City Centre On-Street Parking Preliminary Design Report – February 2015

Hereford City Centre On-Street Parking Round 1 Consultation Report – June 2014



Rearrange layout by relocating two disabled bays from the west kerb-line to the east kerb-line; this will reduce the adjacent loading bay by 12m. Taxi stands remain unchanged. The overall result is an extra two general-use parking bays.

Replace existing bright yellow lines with narrower primrose lines, which are not as visually intrusive.  
Re-align loading bay to stop road becoming blocked.

Replace existing single yellow with double yellow line.  
Convert two disabled parking spaces to general use.

Provide three disabled bays opposite Gala Bingo.

Mark individual parking bays to encourage better use of space.  
Lay hatching between the cycleway and parking bays on the north kerb-line between Aubrey Street and Bridge Street.

Across the area, amend restrictions on existing loading bays to allow non-goods vehicles of local businesses to use them for loading.

**Cumulative effect of proposals:**  
General-use parking increases by four spaces;  
Disabled parking increases by one space;  
21m total reduction in length of existing loading bays.