

## Parking Consultation – Feedback

### Plan 1 Suggestions: Parking at the top of Inn Lane, Station Road and at 'pinch points' along Inn Lane

Suggestion	Agree	Disagree	Comments
<p><b>1</b> Marked parking bay in front of shop, post office and hairdressers with restricted parking e.g. 2/3 hours between 9am and 6pm</p>	25	7	<p>Max time should be 2hours.                      Disabled bay for one car.                      Would give PO some confidence – we want them to survive as a going concern.                      Hairdresser and shop stay will need to park longer.                      This should encourage considerate parking to use these essential facilities – however later comments regarding additional parking and consideration by all refer.                      Will push parking out further along the road. 2hrs max if at all.                      Existing parking tends to be shorter than 2hrs. Physical kerbs and bollards would work better.                      As long as it is between 9 and 6 as some residents/visitors need to park here overnight on occasion.                      Good idea but some people will still park further south on OWR and this could be a hazard on the bend.                      One bay only. The other used for 30mins post office. People don't park for long. It is just that a lot of people use the area.                      Restricted parking times are sensible.                      Unnecessary. Negative impact on shops and for those visiting family and friends and frankly difficult to enforce.                      Good idea but this will result in parking further up Old Worcester Road towards Groves Way.</p>
<p><b>2</b> Double yellow lines on corner by Post Office</p>	27	4	<p>Deters customers.                      Double yellow lines are not a solution to parking problems, they are only of use as a last resort when consideration has been exhausted and when alternative parking arrangements ignored.                      This would help reinforce the law!                      Yes if not too long. Residents have to park in Inn Lane!                      Only on corner.</p>
<p><b>3</b> Double yellow lines in front of 'new' terrace houses (1-4 Old Forge Gardens)</p>	23	9	<p>If they already have parking at rear would it be better for PO for ?                      Double yellow lines are not a solution to parking problems, they are only of use as a last resort when consideration has been exhausted and when alternative parking arrangements ignored.                      In the case of the terrace, there are no significant parking issues here and the use of lines will just move any issue elsewhere.                      But where will occupiers park their cars/                      Cut back hedge. Narrow pavement in front of Old Forge Gardens.                      Yes, they have parking at the rear of their houses.                      Unnecessary.</p>

			Where will occupiers park?	
<b>4</b>	Double yellow lines in front of Lansdowne, Bank Cottage, Bank House	24	6	Would help with access to the property of the residents Double yellow lines are not a solution to parking problems, they are only of use as a last resort when consideration has been exhausted and when alternative parking arrangements ignored. In this case the road narrows significantly and lines may be a safety measure for vehicles to pass – NOTE the lane has a 6'6" width restriction, so appropriate measurements should be taken. Unnecessary. where will occupiers park?
<b>5</b>	Double yellow lines from Old Worcester Road, in front of Waterlaid Cottage and past Bank Cottages	20	9	No comment Double yellow lines are not a solution to parking problems, they are only of use as a last resort when consideration has been exhausted and when alternative parking arrangements ignored. Where will they park instead? Unnecessary. No one parks here on this side and can't in most places. Where will occupiers park?
<b>6</b>	Double yellow lines at top of Station Road	18	11	Double yellow lines are not a solution to parking problems, they are only of use as a last resort when consideration has been exhausted and when alternative parking arrangements ignored. Not too many parking issues at this location. Very wide, not a problem but might become so if 2,3,4,5 happen! Only on corner. Unnecessary. No one parks here.
<b>7</b>	Double yellow lines at top of Station Road in front of Station Hill Cottage and opposite Inn Lane junction	18	11	Parking should remain for teacher. When has this been a problem? Double yellow lines are not a solution to parking problems, they are only of use as a last resort when consideration has been exhausted and when alternative parking arrangements ignored. In front of Station Hill Cottage only. Only on corner. Unnecessary
<b>8</b>	Marked parking bay in Talbot lay by with restricted parking e.g. 30 minutes between 8am and 6pm.	30	1	No comment This should encourage considerate parking to use these essential facilities – however later comments regarding additional parking and consideration by all refer. Needs to be 24hrs to prevent occupiers of new houses parking there, especially at night. There has been problems for years of overnight lorry parking because of unrestricted parking. The new dwellings will have rear parking but if they can park at the front they will. This would leave even less available to others, pushing parking further out. Should be extended to 2hrs restriction. As long as it is between 9 and 6 as some residents/visitors need to park here overnight on occasion. The hairdressing customers may require more than 30mins – say 60mins? Unnecessary. Difficult to enforce.

**Plan 2 Suggestion: Parking at the bottom of Inn Lane**

<b>Suggestion</b>	<b>Agree</b>	<b>Disagree</b>	<b>Comments</b>
<b>9</b> Double yellow lines on left corner at bottom of Inn Lane	28	2	Agree with this as parents park too close to the junction restricting access and causing obstruction. Parents park too near junction causing obstruction. Double yellow lines are not a solution to parking problems, they are only of use as a last resort when consideration has been exhausted and when alternative parking arrangements ignored. In this case they could be useful as a safety measure, provided additional parking is provided elsewhere for school pick up. If installed who will enforce? Where will cars park? Good idea but how will this be policed? Only if this will be enforced. School must try to find alternative parking behind pub or on field. Where would they move to? Solution is more off street parking. We know that school is there so go a different way if we are in the area at that time.
<b>10</b> Double yellow lines at right corner at bottom of Inn Lane	28	2	Double yellow lines are not a solution to parking problems, they are only of use as a last resort when consideration has been exhausted and when alternative parking arrangements ignored. In this case they could be useful as a safety measure, provided additional parking is provided elsewhere for school pick up. Good idea but how will this be policed? Only if this will be enforced. School must try to find alternative parking behind pub or on field.

**Any other comments/suggestions? Please draw overleaf if necessary**

New to community so cannot comment on other questions

There is not sufficient parking at the moment so are these changes going to effect this even more?  
I would like a dedicated space for my property – Waresley Court Rd 3A

This plan relies almost entirely on double yellow lines. There will remain a need for parking in the area at the top of Inn Lane and near the shop. Where will this be provided?

Waresley Court Rd problems with buses and parking. TAXIS PARKING ON QUARRY BANK IS A DISASTER WAITING TO HAPPEN. They must be breaking the law.

Waresley Court Road needs something doing about parking. One day there will be an accident with a bus. TAXIS PARKING ON QUARRY BANK IS A DISASTER IN WAITING.

More positive width restrictions at top and bottom of Inn Lane. Too many over width vehicles are using this at present.

Double yellow lines at bottom of Station Road next to car park.

The purchase of land next to the White Hart would provide much needed parking space for school pick up/drop off – particularly as there are now more children at the school.

Would help if there were restricted speed enforced – 20?. Could there be a car park at the side of the new cottages?

Whilst the efforts of the current Parish Council, in particular the Chair and Clerk are not to be denigrated, they cannot make up for the poor decisions of the past related to planning. Many of the issues could have been addressed by forward sighted planning and sympathetic schemes for the existing village infrastructure rather than the obsession with projects that were outwith the influence of the Council.

In this case:

1. Double yellow lines are a last resort – they need to be policed to be effective and they do not solve parking issues unless there is sufficient parking provision already – which sadly in Hartlebury there isn't.
2. Hartlebury as a village has resisted street lights and other road furniture – are double yellow lines really acceptable?
3. The proposals do not seem to address parking at the station, which is in then list of concerns.
4. As the 6'6" width restriction on Inn Lane is frequently not respected, or enforced, why will the measures in the proposal be any different?
5. As Hartlebury is a village, there should be a concerted effort to rally the "village spirit" that people have claimed exists in villages. Consideration of others and "Hearts and Minds" activities should be tried – maybe more actual village inclusive activities should be encouraged – we could start with a litter pick and general tidy up – lets go for "Best Kept Village".
6. The proposals don't seem to consider extra parking, just removal of spaces or the moving of the problem elsewhere – how about
  - a. Considering the land adjacent to the Talbot development – you could even swap the land at Chadwick Bank allotments with the developer maybe?
  - b. The land adjacent to the Parish Council Noticeboard and Waterlaid Cottage – at least 5 parking spaces there and the saving of cutting the grass.
  - c. Continue the marked bays up the hill around the bend to the new development. This

would also slow traffic down the hill.

- d. In conjunction with all of this, ban vehicles >7.5tonnes from the village etc – right turn only from Station road onto Old Worcester Road – this will likely be necessary with the parking bays proposed anyway.

Overall, I do not see lines and signs as a solution – I have said this many times before. Unless forward looking and innovative solutions are implemented, thinking of the character of the village and the future needs of residents and traders, we will just perpetuate the decline and eventually become a commuter suburb of Kidderminster. In conclusion, do nothing with paint – work on people’s good nature to solve what is a small issue, not a gargantuan problem.

It is a shame that this has become necessary but as the local population have not been able to park sensibly this needs to be undertaken before a major incident occurs.

Install physical barriers to stop parking only in dangerous locations (visibility etc). Congestion slows traffic down – this is a good thing when times are busy.

I live at Ashley House at the top of Inn Lane. I have lived there for 50years and have never known an accident caused by cars parking around the shop area. If we have yellow lines it will just move the problem somewhere else. It will certainly affect trade to the shop. We don’t need yellow lines.

Residents parking in Inn Lane may be restricted due to length of the corner yellow lines. There are 8 houses that need parking. My suggestion would be car permits – 1 per household.

Old Queen Elizabeth School – queuing cars from 2.45pm along road and onto hill. Very dangerous as it is a blind corner.

Restrict parking left hand side of Inn Lane from Post Office.

Queen Elizabeth School – collection of children leads cars to queuing down Quarry Bank – very dangerous on blind bend.

I strongly believe that parking restrictions should be kept to a minimum (please see attached letter)

Please keep the parking and use it to reduce vehicle speeds. Provide more parking opportunities – not less.

Policing and enforcing any or all of the above will have its challenges, but serious consideration to make it work. More positive speed control needed on Old Worcester Road to ensure safety of parking further up road from shops. Also signage and road markings would help to alert drivers to passible parked cars and improve safety for those parking and provide some extra parking that will inevitably happen, so that it is safer for all.

#### Hartlebury Parish Council Parking Consultation - Feedback

I have lived in Hartlebury for 43 years. I regularly drive through the village and rarely suffer inconvenience from parked vehicles.

As far as I am aware, service vehicles such as refuse trucks, delivery vans and emergency vehicles have had few problems with village access.

Accidents involving vehicles in the village, I believe, are rare.

Undoubtedly action with parking may assist movement of vehicles, but I am very concerned that these measures will adversely affect life within our village.

As I feared, and stated at the meeting, the suggestions from the Highways Department mainly involve painting new double yellow lines. I can see the value of these on corners where parking restricts vision and at the top of Inn Lane where the parking of probably just one vehicle causes a "pinch point" which may affect transit by larger vehicles.

However, indiscriminate use of Double Yellow lines simply transfers the parking problems elsewhere within the village and is likely to create "rat runs" as drivers feel able to increase their speed due to lack of obstructions. Parked cars can have a traffic calming function.

I can see no suggestions which might increase the availability of parking other than the suggestion of applying time limits.

My main concern relates to the consequences of restricting parking around the shop, post office and hairdressers. My belief is that this might make the businesses non-viable and my experience is that Old Worcester Road is wide enough to allow vehicles to pass through safely with the present parking arrangements. The main issue is the excess speed of some drivers as they pass the shops - and reduced parking does not help with this. On the contrary.

Hartlebury is expanding and has insufficient facilities as it is. These shops provide an essential resource far beyond their obvious practical value - they are centres where villagers meet, establish relationships and foster a sense of identity and belonging.

They will only thrive with encouragement - these recommendations will discourage trade.

A cursory look at recommend parking requirements (eg houstontx.gov) reveals that the businesses may need at least 10 available parking spaces (the post office is not included in that estimate) and that this will increase during peak times. I am at a loss to see how the suggested "parking bays" will help provide that. Surely sensible unrestricted parking is allowed and necessary along that side of the road.

Parking restrictions around the shops must be kept to a minimum and ways explored to increase parking availability such as increasing the size of the Talbot parking bays.

Without these measures we will live in a sterile and unfriendly place suitable only for speeding cars.



2<sup>nd</sup> April 2018

Dear Chair,

Thank you for providing the opportunity to comment on the parking consultation plans, and for holding the public meeting in September 2017 and the drop in event during March 2018, both of which we attended.

We do not consider there to be any need at this time for the controls that would be more associated with urban areas and therefore we do not support the introduction of any parking restrictions. Having lived in Hartlebury since September 2016, we are yet to notice a major issue with parking (unlike speeding!), nor have we witnessed any associated personal injury collisions.

Within any city, town or village, parking is always an emotive subject. Whilst we understand that parking was raised as a concern during the Parish Plan process, we wonder whether this was perhaps in response to a lack of parking at key points, e.g. at the railway station, near to the school or simply where people have no access to off-street parking.

As a village, we are lucky to benefit from having a railway station (although a Sunday service would be nice!), a local school and thriving local businesses as well as other parish facilities. We are concerned that parking controls would have a negative benefit on the village's facilities as unfortunately it is not possible for everyone to walk or cycle to each, either due to age or disability, or more commonly due to increasingly busy lifestyles. In addition, the benefit that parked vehicles has on the speed of traffic would also be removed.

More concerning to us and our neighbours is the impact that the imposition of parking controls will have on those of us who do not have access to off-street parking to accommodate their personal vehicles or those of visiting friends and family, potentially leading to neighbour disputes.

Should any scheme go ahead, we feel that vehicles would just simply displace to other areas, causing problems at other locations within the village and for other residents who aren't impacted at this present time. In locations where yellow lines are not in place, would this not send a message that these are acceptable places to park – where do we stop?

We feel that if there were to be an implementation of parking controls, the lack of enforcement or inability to enforce would always be a hot topic moving forward and runs the risk of being on every future Parish Council agenda! Questions that immediately spring to mind include how often would a Civil Enforcement Officer be present? Or how often would a Civil Enforcement Officer be able to issue a Penalty Charge Notice when a vehicle needs to be observed for a period of five minutes to ensure that it is not loading or unloading or if a valid Blue Badge is displayed, which would allow waiting for up to three hours? How long would it be before people change their minds and would want the restrictions removed?

We thank you and the Parish Council for taking the time and trouble that you have to consider this situation, and for proposing some suggestions. As requested, we have considered the plans in a fair and sensible manner and would ask that you note our views, and wish to make it clear we do not want these proposals taken forward.

Kind regards,