

Decision maker:	Assistant director environment and place
Decision date:	7 July 2017
Title of report:	Holmer Road Service Road, Hereford– Proposed formalisation of existing Prohibition of Waiting restrictions
Report by:	Engineering manager

Classification

Open

Key Decision

This is not a key decision

Wards Affected

Widemarsh

Purpose

To consider the introduction of a Traffic Regulation Order to regularise the existing Prohibition of Waiting restriction in Holmer Road Service Road, Hereford, between its junctions with Roman Road and Holmer Road.

Recommendation(s)

THAT: As there are no objections, the existing 1981 Traffic Regulation Order be revoked and a new Traffic Regulation Order be introduced, the effect of which will be to regularise and clarify existing prohibition of waiting restrictions.

Alternative options

1. There is no alternative option if the double yellow lines and waiting restriction are to remain in place and comply with current legal and enforcement regulations.

Reasons for recommendations

2. To clarify and regularise the existing waiting restriction in accordance with current standards and formats, and to comply with current enforcement policy,

Key considerations

3. The current restriction of waiting TRO for Holmer Road Service Road does not cover all the existing waiting restrictions. It is necessary to include all waiting restrictions in a new TRO to enable legal enforcement.
4. As a result of a general enquiry into the extent of the existing double yellow line system in Holmer Road Service Road it was discovered that the prevailing TRO from 1981 did not cover the full extent of the double yellow lines as presented on the highway.
5. The rectification of the discrepancy was added into the January 2016 prioritised waiting list and was identified for delivery to commence in the Annual Plan for 2016 / 2017.
6. It is therefore proposed that the existing waiting restrictions Order is revoked in its entirety and a new Order is implemented covering the full extent of the waiting restrictions in Holmer Road Service Road.
7. The proposed Order will have no physical effect on the already operational waiting restriction as indicated by double yellow lines.
8. In the five year period between February 2012 and February 2017 there has been one injury collision recorded in Perseverance Road in the vicinity of its junction with Holmer Service Road. In October 2013 a three year old child suffered serious injuries when he ran out from between parked vehicles into the path of a moving vehicle in Perseverance Road.
9. Vehicles park in Perseverance Road during school pick up and drop off times whilst parents walk their children across the A49 to Holmer Primary School. Perseverance Road being the nearest unregulated on street parking other than on the A49 to the school.
10. Double yellow lines currently extend approximately five metres both sides into Perseverance Road from the giveway line in order to keep the mouth of the junction clear. If the double yellow lines were to be extended further into Perseverance Road then this would in all likelihood simply displace parking by parents to the point where any system of double yellow lines terminated.
11. No formal requests have been received to alter or extend the layout and extent of the existing double yellow line system further into Perseverance Road or in any of the other adjacent roads. Consequently this report recommends simply formalising the existing system.

Community impact

12. The proposal serves to regularise the current waiting restriction official and make it enforceable. This will have a positive impact on road safety and the environment for residents.

Equality duty

13. The introduction of this proposal is considered to be of low impact, as the proposed formalisation will have no physical effect on the already operational waiting restriction, save to be of a general benefit to the community. See **Appendix C** of this report for an Equality Impacts and Needs Assessment.

Financial implications

14. This project will be accommodated from existing budgets. No alterations are necessary to the existing road markings therefore there is no cost associated with this element. The cost for the implementation of the TRO is estimated at £4000.

Legal implications

15. Provision of a TRO under the Road Traffic Regulation Act 1984 will be required.

The Council, as transport authority, is required to consider any objections received after formal statutory consultation, (which included advertising in a local newspaper) and this report includes any such objections or comments, for consideration.

The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted. As regards this statutory consultation no objections were received.

Risk management

16. The Local Transport Plan sets out the objective to reduce the number and severity of casualties on the highway network in Herefordshire and provide a highway network that is safe and efficient taking into account national guidelines. A Key Performance Indicator contained in this Local Transport Plan details a locally set target for a reduction in the number of people who are killed or seriously injured on the highway network. The formalisation of the current waiting restriction detailed in this report may contribute towards achieving these aims. If these proposals are not implemented this may have a detrimental effect on achieving these objectives and targets.

Consultees

17. Statutory consultation documents, as included in **Appendix A**, were sent to 'official' consultees, including the Ward Councillor, the Parish Clerk, the Police, Fire and Ambulance services, the Road Haulage Association and the Freight Transport Association. Site notices were erected in the relevant area and a Public Notice was published in The Hereford Times on 16 March 2017. The closing date for representations was 7 April 2017.

Only one response was received, which is included at **Appendix B**. This response was from the Warwickshire and West Mercia Police, who confirmed they have no formal objections to the proposal.

Appendices

Appendix A: Statutory Consultation documents and plan

Appendix B: Response to consultation exercise

Appendix C: Equality Impacts and Needs Assessment

Background papers

- None identified