

## Record of officer decision

<b>Decision title:</b>	IMPLEMENTATION OF NO WAITING AT ANY TIME (DOUBLE YELLOW LINE) RESTRICTION ON WINDSOR ROAD AND ITS JUNCTION WITH LOWER BULLINGHAM LANE, HEREFORD
<b>Date of decision:</b>	23 December 2019
<b>Decision maker:</b>	Acting Assistant Director Highways & Transport / Head of Infrastructure Delivery
<b>Authority for delegated decision:</b>	Directorate scheme of delegation: updated 14 February 2019 Directorate: Economy and Place, section 69. To act on behalf of the council in respect of the legislation specified in the foregoing: Traffic Management Act 2004, Road Traffic Act 1988 Acting Assistant Director for Highways and Transport (Traffic Manager designate) and The Traffic Manager may in making arrangements to ensure that the authority has: (a) determined specific policies or objectives in relation to different roads or classes of road in their road network; (b) monitored the effectiveness of – 117
<b>Ward:</b>	Dinedor Hill
<b>Consultation:</b>	As previously stated in this report an initial consultation letter was sent to all statutory consultees on 13th August inviting comments to the proposal. A summary of the responses received are as follows and detailed in Appendix B;  Ian Connelly West Mercia Police – Would offer no objection to the proposals.  Lower Bullingham Parish Council - Fully supports the proposals.  Cllr David Summers (Ward Cllr) – Fully supports the proposals.
<b>Decision made:</b>	Subject to the consideration of the receipt of any objections arising from the formal Notice of Proposal a new Traffic Regulation Order, (TRO), will be introduced under Part 1, Section 1 & 2 of the Road Traffic Regulation Act 1984 the effect of which will be to introduce a No Waiting at Any Time restriction on the following stretches of road;  <b>Windsor Road (Northern Side)</b>  From a point 11m east of its junction with Lower Bullingham Lane to a point 75 metres west of its junction with Lower Bullingham Lane.  <b>Windsor Road (Southern Side)</b>  From its junction with Lower Bullingham Lane, to a point 14m west of its junction with Lower Bullingham Lane  From its junction with Lower Bullingham Lane to a point 7m east of its junction with Lower Bullingham Lane

	<p><b>Lower Bullingham Lane (Western Side)</b></p> <p>From its junction with Windsor Road, to a point 14m south of its junction with Windsor Road</p> <p><b>Lower Bullingham Lane (Eastern Side)</b></p> <p>From its junction with Windsor Road, to a point 11m south of its junction with Windsor Road</p>
<p><b>Reasons for decision:</b></p>	<p>To consider the recommendation to implement a No Waiting at Any Time (Double Yellow Lines) restriction on Windsor Road and its junction with Lower Bullingham Lane, Hereford in order to improve road safety by increasing visibility at the junction and to prevent vehicles from parking in front of the gated access to Lower Bullingham Lane.</p> <p>The extents of the proposed No Waiting at Any Time restriction are shown in Appendix A.</p>
<p><b>Highlight any associated risks/finance/legal/equality considerations:</b></p>	<p><b>Community Impact</b></p> <p>The recommendation to introduce No Waiting at Any Time restrictions will reduce the amount of on street parking but will have a positive impact on the local community in terms of road safety and amenity.</p> <p><b>Equality Duty</b></p> <p>The recommendation to introduce No Waiting at Any Time restrictions are considered to be low impact. Vehicles will no longer be able to park on areas covered by the double yellow lines at this location however there is ample on street parking in close proximity to this location and most residents in the area possess off-street parking on their property.</p> <p>See Appendix C of this report for Equality Impacts and Needs Assessment (EINA).</p> <p><b>Financial Implications</b></p> <p>Budgets for changes to speed limits are managed by Balfour Beatty Living Places on behalf of Herefordshire Council. The cost for the implementation of the new No Waiting at Any Time restrictions in Windsor Road/Lower Bullingham Lane, Hereford is approximately £8000. This includes costs for statutory consultation, preparing and making new a TRO, signage, road markings and advertising. This cost has been identified from the existing Annual Plan TRO budget.</p> <p><b>Legal Implications</b></p> <p>The introduction of a new TRO under Part 1, Section 1 &amp; 2 of the Road Traffic Regulation Act 1984 will be required.</p> <p>Section 9 of Part 2 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 states that The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, (which includes advertising in a local newspaper) and a subsequent report will include any such objections or comments, for consideration</p> <p>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</p>

	<p>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.</p> <p>In the event that objections are received to the proposed restriction; an objection report would be produced and sent to the Acting Assistant Director of Highways and Transport to consider the objections, and to set out whether a public enquiry is required.</p> <p><b>Risk Management</b></p> <p>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 is contained in this Local Transport Plan and details a locally set target for a reduction in people who are killed or seriously injured on the highway network. The adoption of the recommendations in this report would contribute to these objectives in the Local Transport Plan.</p> <p>It is important for safety, fairness and their effectiveness that parking restrictions are imposed appropriately having regard to the type of factors considered in this report. Parking restrictions should only be considered where inconsiderate parking is causing a safety concern and where there is a more convenient place for parked vehicles to migrate to.</p>
<p><b>Details of any alternative options considered and rejected:</b></p>	<p>No waiting restrictions are proposed.</p>
<p><b>Details of any declarations of interest made:</b></p>	<p>If any officers or members involved or consulted in the decision-making have declared an interest you should include the declaration here.</p>

I am an officer delegated to make the decision

Signed:  
Print Name: Mairead Lane  
Job Title: Acting Assistant Director Highways & Transport /  
Head of Infrastructure Delivery