





Record of operational decision

Decision title:	Decision to proceed with new waiting restrictions on C1099 Station Road and U73048 Dovecote Lane, Credenhill.
Date of decision:	11 th June 2025
Decision maker:	Service Director Environment and Highways
Authority for delegated decision:	Economy and Environment Scheme – Highways and Transport 75. To act on behalf of the council in respect of the legislation specified in the Road Traffic Regulation Act 1984.
Ward:	Credenhill
Consultation:	<p>A Formal (Statutory) Consultation process was undertaken from 17/10/2024-07/11/2024, whereby a consultation letter and proposal plan were sent to all Statutory Consultees via email. During this process, no objections were raised, and support was indicated from the Parish Council. A summary of the responses received during the Formal (Statutory) Consultation process is included as Appendix B.</p> <p>The Notice of Proposal stage allowing the public and Statutory Consultees to issue comments/concerns was undertaken from 05/12/2024-10/01/2025. During this process no objections were raised from the Statutory Consultees, nor from members of the public. The Parish Council expressed their support for the proposals. A summary of the Notice of Proposal responses is included as Appendix C. The responses received from the Statutory Consultees are outlined briefly below.</p> <p>Ward Councillor (Credenhill) – N/A.</p> <p>Cabinet Member - Issued no response to the consultation.</p> <p>Credenhill Parish Council – Supports the proposal.</p> <p>Traffic Management Advisor (TMA), West Mercia Police – Offered no objections to the proposals.</p> <p>Locality Stewards – Offered no objection to the proposal.</p> <p>Hereford and Worcester Fire and Rescue Service – Issued no response to the consultation.</p> <p>Road Haulage Association – Issued no response to the consultation.</p> <p>Freight Transport Association – Issued no response to the consultation.</p> <p>West Midlands Ambulance Service – Issued no response to the consultation.</p>
Decision made:	<p>Traffic Regulation Order be implemented under Sections 1, 2, 3 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 as proposed in the Notice of Proposal, the effect of which will be to introduce No Waiting at Any Time (Double Yellow Line) restrictions on C1099 Station Road and U73048 Dovecote Lane.</p> <p>A full schedule of the proposals is shown below:</p>

	Schedule 1 – Prohibition of Waiting at Any Time (Double Yellow Line) Restrictions		
	Column 1	Column 2	Column 3
	Road	Side	Description
	C1099 Station Road	Southeast	From its junction with U73048 Dovecote Lane for a distance of 64m in a north-easterly direction.
	C1099 Station Road	Southeast	From its junction with U73048 Dovecote Lane for a distance of 25m in a south-westerly direction.
	U73048 Dovecote Lane	Southwest	From its junction with C1099 Station Road for a distance of 38m in a south-easterly direction.
	U73048 Dovecote Lane	Northeast	From its junction with C1099 Station Road for a distance of 44m in a south-easterly direction.
Reasons for decision:	<p>This scheme originated because of an application from Credenhill Parish Council which detailed issues relating to vehicles parking on or close to the junction of Station Road and Dovecote Lane and on Dovecote Lane southeast of this junction where the road is particularly narrow. This was reported to be causing difficulty for vehicles navigating this section of road and vehicles accessing and egressing the junction. This scheme is being funded by the Parish Council.</p> <p>Following an on-site assessment and meeting with the parish council, suitable extents for new no waiting at any time (double yellow line) restrictions were agreed. It was also agreed to link new restrictions with existing no waiting at any time (double yellow line) restrictions on Station Road to prevent parking on this key through route. Suitable lengths were also agreed on Dovecote Lane to cover the junction and prevent parking on both sides along the narrow section of the road.</p> <p>Design drawings were subsequently completed and approved by the Project Manager.</p> <p>As previously detailed, Statutory and Notice of Proposal consultation stages have been completed garnering no objections. The Parish Council has issued full support.</p> <p>The Traffic Management Advisor has raised no objections to the proposal.</p> <p>Legislation is also supportive. The Road Traffic Regulation Act (RTRA) 1984 states that it is the duty of a highway authority to 'manage their road network' and 'to improve road safety'. Section 122 of the RTRA 1984 states that local authorities must, so far as is practicable, exercise their functions under the RTRA to 'secure the expeditious, convenient and safe movement of traffic'. The introduction of the proposals would be in alignment with this legislation.</p> <p>Overall, the proposals will be beneficial for road safety at the location and ensure parking takes place where it is safe to do so and does not cause obstruction/blockage for vehicles (including emergency service vehicles). The risk of migration has been mitigated by the proposed restrictions on Station Road to prevent vehicles simply moving to park there instead. The risk is generally considered negligible given the limited length of the proposals on Dovecote Lane.</p>		

	<p>It is, therefore, advised to progress with the recommendations outlined in this report for the reasons set out above.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  Appendix A - Proposal Drawing.pdf </div> <div style="text-align: center;">  Appendix B - Statutory Consultation </div> <div style="text-align: center;">  Appendix C - Public Consultation Log.pdf </div> <div style="text-align: center;">  Appendix D - EINA.pdf </div> </div>
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Community impact - The recommendations outlined above will have a positive impact on the local community. The proposal will seek to improve road safety and amenity. The proposals are, therefore, in alignment with the Road Traffic Regulation Act 1984.</p> <p>Environmental Impact - Herefordshire Council provides and purchases a wide range of services for the people of Herefordshire. Together with partner organisations in the private, public, and voluntary sectors we share a strong commitment to improving our environmental sustainability, achieving carbon neutrality and to protect and enhance Herefordshire's outstanding natural environment.</p> <p>The development of this project has sought to minimise any adverse environmental impact and will actively seek opportunities to improve and enhance environmental performance.</p> <p>Equality duty - The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.</p> <p>The recommendations set out in this report are considered to be low impact with regards to equality. They aim to improve road amenity and safety, thus paying regard to the council's duty according to the Equality Act 2010 as set out below.</p> <p>Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows: A public authority must, in the exercise of its functions, have due regard to the need to –</p> <ul style="list-style-type: none"> - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act. - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. - foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Any impact as a result of the scheme will be equal to all parties. - See Appendix D of this report for Equality Impacts and Needs Assessment (EINA). <p>Resource implications - <u>The costs associated with this scheme are covered by the Parish Council.</u> The approximate cost for the TRO process is £5,000. Costs of works to be quoted and covered by the Parish Council.</p> <p>Legal implications - The introduction of a new TRO under Sections 1, 2, 3 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 will be required.</p> <p>Part 2 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations") lays out the procedure prior to making an order. Regulations 6 and 7 require the Council as</p>

	<p>Highway Authority to undertake a formal consultation on the TRO and publish the proposals. Regulation 8 allows for any person or persons to make objections and requires that the Council, as Highway Authority, consider any objections received after the formal statutory consultation process, (which includes advertising in a local newspaper).</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 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 in accordance with Regulation 14 of the 1996 Regulations.</p> <p>The Council has received no objections to the proposals. If the Council proceeds to make an Order, within 14 days of the order being made it is necessary in accordance with regulation 17 of the 1996 Regulations to publish a notice of making in a newspaper circulating in the area in which any road or place to which the Order relates is situated.</p> <p>The Order cannot come into force before the Order has been published in accordance with these requirements. The time period for challenge is three months from the date of the making of the Order.</p> <p>Risk management - The Local Transport Plan sets out to reduce the number and severity of casualties on the highway network in Herefordshire and provide a highway network that is safe and efficient. A Key Performance Indicator is contained in this Local Transport Plan and details a locally set target for a reduction in fatal or serious injuries 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, and their effectiveness that parking restrictions are imposed appropriately having regard to the type of factors considered in this report. This is the case with regards to this scheme.</p> <p>There is a small risk of non-compliance with the restrictions. However, this is heavily mitigated by the limited extents of the proposals which cover the junction of Station Road and Dovecote Lane, the narrow section of Dovecote Lane and the southeastern side of Station Road to link with existing restrictions. Parking is continued to be permitted on the remainder of Dovecote Lane.</p>
Details of any alternative options considered and rejected:	<p>Not to implement the restrictions – This is not recommended as the proposals will be of benefit to road safety and amenity as described above. Additionally, support has been repeatedly expressed by the Parish Council. The Traffic Management Advisor has also raised no objections. Funding is being provided by the Parish Council.</p>
Details of any declarations of interest made:	None