

## Record of Officer Decision

<b>Decision title:</b>	Decision to implement Structural Weight Limit (7.5 tonnes) on Glowson Wood Road, Herefordshire
<b>Date of decision:</b>	05 June 2026
<b>Decision maker:</b>	Group Manager – Streetscene, Network Management and Public Rights of Way
<b>Authority for delegated decision:</b>	<p>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.</p> <p>The authorisation limit is within the financial procedure rules and is sufficient for the decision and that the officer has authority under the contract procedure rules.</p>
<b>Ward:</b>	Old Gore
<b>Consultation:</b>	A site assessment was undertaken in February 2026 and further investigations carried out following this. These are detailed in the Key Considerations section of this report. There is no requirement to carry out any consultations as a TRO is not being progressed.
<b>Decision made:</b>	Following a site assessment and the completion of a vehicle classification survey, a TRO is not considered an appropriate course of action as the existing “Unsuitable for HGVs” advisory signage is suitable if structural improvements are to be made to Glowson Wood Road. The vehicle classification surveys have also shown that the number of heavy vehicles using Glowson Wood Road each day is very low.
<b>Reasons for decision:</b>	<p>This scheme originated in response to a request received from the Ward Member for Old Gore for a 7.5 tonne weight limit to be introduced on Glowson Wood Road, which would formalise the existing advisory signage that is currently in place at each end of Glowson Wood Road. The request was received because there is considered to be a section Glowson Wood Road where some of the verges on the road are unstable.</p> <p>Officers visited Glowson Wood Road in February 2026 and observed that there were farms and yards that are accessed via Glowson Wood Road, and it was likely that any heavier vehicles travelling along the road would likely be accessing these properties/businesses.</p> <p>Following the initial site assessment, Herefordshire Council commissioned a vehicle classification survey to determine how many vehicles were using Glowson Wood Road over the course of a week. The surveys were completed between 27<sup>th</sup> February and 5<sup>th</sup> March. Over the course of the week, an average of 29 vehicles travelled along Glowson Wood Road each day in either direction (including 2.2 heavy vehicles per day on average). Thursday 5<sup>th</sup> March was the day when most heavy vehicles (Class 3 and above) used Glowson Wood Road. Only four heavy vehicles used the road on this day.</p> <p>Officers discussed that it is likely that the majority of heavy vehicles using Glowson Wood Road have an access requirement. An environmental 7.5 tonne weight restriction would allow HGVs seeking</p>

	<p>access within Glowson Wood Road to do so. However, officers do not consider this to be necessary given that existing advisory signage is already in place here and the amount of HGV movements on Glowson Wood Road is very low, as identified by the survey.</p> <p>A structural weight restriction could also be considered due to potential ground instability issues, however this would prevent these heavy vehicles from being able to access their properties within the restriction, as there are no access exemptions to structural weight limits set out within the Traffic Signs Manual or the Traffic Signs Regulations and General Directions Herefordshire Council's Traffic Management Team have confirmed that the verge instability issues could be resolved by the installation of concrete haunching, meaning that the implementation of a structural weight limit would not be required. Structural reinforcement appears to be a more suitable solution as they would not prevent heavier vehicles from accessing local properties and businesses in the same way that a structural weight restriction would.</p> <p>According to the Road Traffic Regulation Act (RTRA) 1984, 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 so as to 'secure the expeditious, convenient and safe movement of traffic'.</p> <p>In conclusion, it is evident from the on-site assessment and the vehicle survey data that neither an environmental or a structural 7.5 tonne weight limit is required at this location if other improvements are made to improve the stability of the ground and the verges surrounding Glowson Wood Road. A weight limit would be overly restrictive to vehicles that need to use Glowson Wood Road for access purposes. If Herefordshire Council were to implement a structural weight limit, they would not be fulfilling their duties set out in Section 122 of the RTRA 1984, to secure expeditious and convenient movement of traffic. Whilst the ground instability issues need to be addressed, this can be done without needing to implement a Traffic Regulation Order.</p> <p>Therefore, it is advised to progress with the recommendations outlined in this report for the reasons set out above.</p>
<p><b>Highlight any associated risks/finance/legal/equality considerations:</b></p>	<p><b>Community impact</b></p> <p>The recommendation not to implement a weight limit on Glowson Wood Road will have no impact on the local community. However, ground stability reinforcement and improvement would potentially have a positive impact on the community as it would allow heavy vehicles to continue using the road safely.</p> <p><b>Environmental Impact</b></p> <p>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,</p>

achieving carbon neutrality and to protect and enhance Herefordshire's outstanding natural environment.

The adoption of these recommendations will not have a negative impact on the environment.

### **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.

The recommendations set out in this report are considered to be low impact with regards to equality thus paying regard to the council's duty according to the Equality Act 2010 as set out below.

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 -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) 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 A of this report for Equality Impacts and Needs Assessment (EINA).

### **Resource implications**

The cost of the TRO scheme to date is £4000. The cost has been identified from this year's existing budgets in the current Annual Plan.

### **Legal implications**

The introduction of a new TRO is not recommended as part of these proposals.

There are no further legal requirements in not making the TRO, even if objections are made. It is at the discretion of the Council as the Highway Authority whether to make a TRO dependent on the justification for doing so.

### **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 have no impact to the objectives in the Local Transport Plan.
<b>Details of any alternative options considered and rejected:</b>	<b>To implement a 7.5 tonne structural weight limit on Glowson Wood Road</b> – This is not recommended for several reasons outlined in the “Reasons for Decision” section of this report. In summary, the number of heavy vehicles using Glowson Wood Road is very low, potentially due to “Unsuitable for HGVs” advisory signage that is already in place at each end of Glowson Wood Road. The vehicles that are using the carriageway are likely to have an access requirement to local farms. The structural weight limit would prevent these vehicles from reaching their destination. Additionally, the ground stability issues surrounding the carriageway can be resolved with other methods, such as concrete haunching, which would not restrict access for vehicles.
<b>Details of any declarations of interest made:</b>	None.

Signed:

Date: 05 June 2026

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