

Record of operational decision

Decision title:	Decision to implement Permit Parking on Alton Street, & Waiting Restrictions on Alton Street, Alton Road & Camp Road, Ross-On-Wye
Date of decision:	11/10/2024
Decision maker:	Head of Highways and Traffic
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. 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.
Ward:	Ross East
Consultation:	<p>A Formal (Statutory) Consultation process was undertaken from 8th January 2024 to 31st January 2024 whereby an initial consultation letter and proposal plan was sent to all Statutory Consultees via email. During this process, no objections were raised. A summary of the responses received during the Formal (Statutory) Consultation process is included as Appendix D.</p> <p>The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 30th May 2024 to 21st June 2024. During this process no objections were raised from the Statutory Consultees, and nine objections were received from members of the public. A summary of the Notice of Proposal responses is included as Appendix E. The responses received from the Statutory Consultees are outlined briefly below.</p> <p>Ross-on-Wye Town Council – Supports the proposal.</p> <p>Traffic Management Advisor (TMA), West Mercia Police – Offered no objections to the proposals.</p> <p>Ward Councillor – Issued no response to the consultation.</p> <p>Locality Steward – Issued no response to the consultation.</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>Consideration has been given to the receipt of nine objections arising from the formal Notice of Proposal for the above titled order. In light of the receipt of these objections, for the reasons as set out below, it is recommended that a new Traffic Regulation Order be implemented, whilst scaling back on the Permit Parking restrictions proposed during the Notice of Proposal. The effect of the new Traffic Regulation Order will be to introduce No Waiting at Any Time restrictions on Alton Street, Alton Road and Camp Road, Ross-on-Wye.</p> <p>A full schedule of the proposals is included as Appendix B.</p>
Reasons for decision:	This scheme originated as a result of concerns regarding parking in the vicinity of the hospital (Alton Street), and inappropriate parking by vehicles

at the junction of Alton Road and Camp Road, which cause obstructions as well as visibility issues for vehicles exiting Camp Road. This represents a contravention of Highway Code Rule 243, which prohibits parking within 10 metres of a junction. Therefore, Herefordshire Council set about investigating the potential for a new Traffic Regulation Order that would necessitate any changes within the area under investigation.

An on-site assessment was undertaken in August 2023. During the assessment officers considered the issues consisting of inconsiderate/inappropriate parking on Alton Street, as well as parking within the immediate vicinity of the Alton Road/Camp Road junction. The poor visibility when exiting Camp Road was noted, and any egress implications of vehicles parked opposite were considered.

Therefore, as a result of this assessment it was agreed that additional No Waiting at Any Time (Double Yellow Line) Restrictions would be beneficial on parts of Alton Street, at the junction of Alton Road and Camp Road, and opposite the junction with Camp Road, in order to address the issues mentioned above. Additionally, a dual limited waiting/permit parking restriction on Alton Street would allow for greater turnover of vehicles, making it easier for Alton Street residents to find a parking space nearer to their home. The road markings that would be introduced for this restriction would also indicate where is safe to park.

Following completion of the initial assessment, an informal residents consultation exercise was undertaken from 4th October 2023 to 1st November 2023. Seven objections were raised. A summary of the responses received during this consultation are included as Appendix C.

During this informal consultation, five objections to the permit parking aspect of the proposal were received, compared to two representations of support, and 14 non-committal responses. Three of the objectors found the cost of the permit parking to be unpalatable. Three respondents objected to the proposals on the practicalities of permit allocation. Two of these objectors mentioned that more permits will be allocated than spaces will be available on-street, which reduces the appeal of the scheme if residents are paying for a permit without a guaranteed parking space available at all times. Two residents believed that the permit parking aspect of the proposals were not required. One resident disagreed with the permit parking proposal as it may displace hospital visitors who have mobility issues. Another objection was received on the grounds that the residents permit eligibility area did not go far enough. The final two objections received related to the proposed Double Yellow Lines around the junction of Camp Road and Alton Road. These residents believed that these proposals were unnecessary or did not address the enforcement issues of the No Right Turn restriction at the end of Camp Road. However, the No Right Turn restriction is entirely unrelated to this scheme. Furthermore, two respondents requested residents only parking, and one resident requested the limited waiting restrictions to be reduced to 30 minutes instead of 2 hours.

Although five objections to the permit parking proposals were received, compared to only two representations of support, only 23% of the responses received were clearly in objection to the permit parking proposals. As no clear consensus was achieved during the informal parking consultation, the Council decided to progress to the Formal (Statutory) Consultation with the same set of proposals, in an attempt to gain an increased understanding of the actual level of support.

A Formal (Statutory) Consultation process was undertaken from 8th January 2024 to 31st January 2024, whereby an initial consultation letter and proposal plan was sent to all Statutory Consultees via email. During this process, no

objections were raised. A summary of the responses received during the Formal (Statutory) Consultation process is included as Appendix D.

The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 30th May 2024 to 21st June 2024. During this process no objections were raised from the Statutory Consultees, and the Town Council confirmed their support for the scheme. Nine objections were raised by members of the public. No new representations of support were received. A summary of the Notice of Proposal responses is included as Appendix E.

Of the seven objections received during the residents' informal consultation period, three of them were upheld during the Notice of Proposal stage. One respondent objected as they believed that the permit eligibility area was not large enough, as the residents residing just outside of the eligibility area would be disadvantaged. Two upheld objections from the earlier consultation believed the permit parking area to be unnecessary as the current situation is not problematic. Two repeat objectors find the cost of permit unpalatable, which is a sentiment shared by three further objectors during the Notice of Proposal stage. Another respondent objected to the proposal with a view that it has been designed to remove 'outsiders', and that the limited waiting restrictions should be increased to 4 hours. A further objector believed that the limited waiting restriction should be reduced to 30 minutes, and that residents with off-street parking should not be allocated permits. An objection was also received on the basis that the proposed No Waiting at Any Time restrictions would make it more difficult to enter Alton Street from Kent Avenue. The objector believes that the implementation of waiting restrictions will be detrimental to vehicles exiting Kent Avenue, as the existing "give-and-take" situation on Alton Street, which is inadvertently created by parked vehicles, will be removed by the new restrictions, making it more difficult to find a gap in the traffic to egress out of Kent Avenue into Alton Street.

The final objection received was made on the basis that the proposals did not address vehicles using Camp Road as a cut-through, or from turning right onto Alton Road from Camp Road. A summary of all objections to the permit parking proposals is shown in Figure 1 below. All consultation responses received from members of the public can be found in Appendix B and Appendix D.

Figure 1

Grounds of Objection	Number of objectors	Residents Consultation or Statutory Notice of Proposal consultation
Not included in scheme	1	Both. Same objector.
Too many permits per household	2	Both. Separate objectors.
Cost unpalatable/residents punished	6	Six separate residents. Residents' consultation and Notice of Proposal.
Will make parking harder/impractical	2	Both.
Not required	2	Both. Same objectors.
Limited Waiting should be increased (4 hours)	1	Notice of Proposal.
Limited waiting should be decreased (30 minutes)	1	Notice of Proposal.
Will be harder to enter Alton Street from side roads	1	Notice of Proposal.

In response to the objector at Camp Road and the objector referring to entering Alton Street from Kent Avenue, the management of traffic flow and the enforcement of other restrictions are outside the remit of this TRO scheme and is an entirely separate issue. The No Waiting at Any Time restrictions have been proposed to prevent inappropriate and unsafe parking within the immediate vicinity of the junction. The introduction of No Waiting at Any Time restrictions at Camp Road and Alton Street will ensure that vehicle owners comply with Highway Code Guidance Rule 242 & 243.

The Highway Code Guidance Rule 242 states 'You MUST not leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road'. In addition, Highway Code Rule 243 states 'DO NOT stop or park opposite or within 10 meters of a junction'. In order to ensure that the Highway Code Rules 242 and 243 are complied with, a Traffic Regulation Order comprising the recommended waiting restrictions should be implemented in order to make the current parking habits illegal and enforceable.

In light of the numerous objections that have been received regarding the permit parking/limited waiting restrictions, coupled with a lack of general consensus from respondents regarding alternative solutions, it is recommended that the Dual Permit Parking/Limited Waiting restrictions, that were advertised during the Notice of Proposal stage in May/June 2024, are removed from this TRO scheme. It is also recommended that the No Waiting at Any Time restrictions on Alton Street, Alton Road and Camp Road proceed as advertised during the Notice of Proposal stage.

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'. Additionally, Section 1 of the RTRA states the permitted purposes of a TRO which include 'avoiding danger to road users' and 'preserving/improving the amenities in the area'. It is therefore prudent that parking should be prevented where it is unsafe to do so 'at any time' on Alton Street, Alton Road and Camp Road in order to ensure vehicles can navigate the roads more easily, unobstructed by inconsiderately parked vehicles close to junctions and in narrow sections of carriageway, which cause visibility and access/egress issues.

Section 122 of the Road Traffic Regulation Act 1984 also states that local authorities must exercise their functions under the RTRA so as to 'provide suitable and adequate parking facilities on and off the highway'. It is important to maintain a balance when imposing parking restrictions so as not to be 'over restrictive'. The proposals seek to improve road safety and amenity on Alton Street, Alton Road and Camp Road whilst allowing parking where it is safe to do so.

In conclusion, the proposed additional waiting restrictions will align with sections 1 and 122 of the Road Traffic Regulation Act 1984 by improving road safety, amenity, and navigability through the prevention of inconsiderate parking on Alton Street, Alton Road and Camp Road. The proposed restrictions aim to prevent parking at junctions and where it causes obstruction and visibility issues. Further, it is clear that the proposals are supported by the majority of local residents.

It is, therefore, advised to progress with the recommendations outlined in this report for the reasons set out above.



Appendix A.pdf



Appendix B v2.pdf



Appendix C.pdf



Appendix D.pdf



Appendix E.pdf



Appendix F -
EINA.pdf

Highlight any associated risks/finance/legal/equality considerations:

Community impact

The recommendations outlined above will have a positive impact on the local community. The implementation of the proposed restrictions will seek to improve road safety and amenity on Alton Street, Alton Road and Camp Road. The proposals are, therefore, in alignment with Sections 1 and 122 of the Road Traffic Regulation Act 1984.

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.

The development of this project has sought to minimise any adverse environmental impact and will actively seek opportunities to improve and enhance environmental performance.

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. The restrictions 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.

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 -

- 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 F of this report for Equality Impacts and Needs Assessment (EINA).

Resource implications

The cost of the implementation of the proposals is approximately £16000. This includes costs for statutory consultation, preparing and making the TRO, signage, road markings and advertising. This cost has been identified from this year’s existing budgets in the current Annual Plan.

Legal implications

The introduction of a new TRO under Sections 1, 2 and 3 of Part I and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 will be required. 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 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

	<p>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 eight Objections. Before the Order can be made it will need to be publicised in accordance with the requirements of Regulation 7 of the 1996 Regulations. This includes publication of a notice of the proposals in a newspaper circulating in the locality of the area where the road which is the subject of the Order is located. This must be done within two years of the date the order is first publicised in a newspaper circulating in the locality of the area where the land to which the Order relates is located. 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>Once an Order is made by the Council it will need to be publicised in accordance with the requirements of Part 3 of the 1996 Regulations. The Order cannot come into force before the order has been publicised 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</p> <p>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 at Alton Street, Alton Road and Camp Road.</p> <p>There is a risk that vehicles may migrate to other parts of Alton Street, Alton Road, Camp Road, and other nearby roads. However, the proposed restricted area is targeted at preventing parking at junctions where it is unsafe to do so. In addition, vehicles no longer parking within the proposed restricted area is considered a positive given the nature of the sections of road included on which it is felt parking is not safe or considerate.</p>
<p>Details of any alternative options considered and rejected:</p>	<p>Not to make any changes to the current restrictions– This is not recommended as it would fail to address the current issues regarding parked vehicles towards the western end of Alton Street near the hospital, as well as inappropriately parked vehicles near the junction of Alton Road and Camp Road. At present, parking habits consist of vehicles parking too close to the junction of Camp Road and Alton Road, which compromises visibility for vehicles entering/exiting Camp Road. Therefore, it is pertinent that waiting restrictions are implemented to ensure safe, convenient, and expeditious movement of vehicles (including emergency service vehicles) and pedestrians here. Furthermore, unrestricted sections of Alton Street are used by vehicles visiting the hospital, as well as residents without off-street parking. Additional No Waiting at Any Time restrictions should be implemented on Alton Street to prevent parking where it is unsafe. Overall,</p>

	<p>the proposed restrictions are in alignment with sections 1 and 122 of the Road Traffic Regulation Act 1984.</p> <p>To proceed with the proposals as advertised during the Notice of Proposal stage – This is not recommended as the permit parking aspect of the proposal received several objections. To proceed with the permit parking proposal would be in direct conflict to the desires of a significant number of local residents.</p>
Details of any declarations of interest made:	None

Signed... Date: 24th January 2025