

Record of operational decision

Decision title:	Decision to implement additional waiting and stopping restrictions at Goodrich School, Kerne Bridge & Symonds Yat East, Ross-on-Wye.
Date of decision:	16/10/2024
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:	Kerne Bridge
Consultation:	A Formal (Statutory) Consultation process was undertaken from 3rd January 2024 to 24th 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, nor 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. Ward Councillor – Issued no response to the consultation. Goodrich and Welsh Bicknor Parish Council – Supports the proposals. Traffic Management Advisor (TMA), West Mercia Police – Offered no objections to the proposals. Locality Steward – Issued no response to the consultation. Hereford and Worcester Fire and Rescue Service – Issued no response to the consultation. Road Haulage Association – Issued no response to the consultation. Freight Transport Association – Issued no response to the consultation. West Midlands Ambulance Service – Issued no response to the consultation.
Decision made:	Considering no objections have been made as part of the Formal (Statutory) Consultation and Notice of Proposal stages, a new Traffic Regulation Order (TRO) be introduced under Sections 1, 2 and 3 of Part I and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, the effect of which will be to introduce additional waiting and stopping restrictions at Goodrich School, Kerne Bridge and Symonds Yat East. A full schedule of the proposals is included as Appendix B.
Reasons for decision:	This scheme originated as a result of concerns from the Parish Council regarding inappropriate parking within the vicinity of Goodrich Primary School, the B4229 near Kerne Bridge and Flanesford Priory, and on the narrow roads within the vicinity of businesses at Symonds Yat East. Parking

in these locations represent a contravention of Highway Code Rules 242 and 243. 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, alongside representatives of the Parish Council. During the assessment, officers considered issues consisting of stopping on the yellow zigzags outside Goodrich School, as well as the issues with parking within the immediate vicinity of junctions within the village centre. It was observed that there are currently no restrictions in the vicinity of any junctions which allowed vehicles to contravene Highway Code Rule 243. The fact that the "School Keep Clear" markings outside the school were not backed by an existing Traffic Regulation Order meant that they were ineffective at deterring vehicles from stopping at school pickup/drop-off times. At Kerne Bridge/Flanesford Priory, it was observed that parking within the vicinity of the bridge could potentially be dangerous as it could cause visibility issues and potential obstructions for larger vehicles. At Symonds Yat East, it was noted that vehicles parking within passing places on Symonds Yat Road (C1258) would prevent vehicles travelling in opposite directions to pass each other, causing a full blockage of the road and preventing access to the businesses at the bottom of the hill.

Therefore, as a result of this assessment it was agreed that additional No Waiting at Any Time (Double Yellow Line) Restrictions would be beneficial at Goodrich, Kerne Bridge and Symonds Yat East in order to address the issues mentioned above. Additionally, the existing "School Keep Clear" zigzags need to be backed by a Traffic Regulation Order in order to deter vehicles stopping there during peak times and allow enforcement.

Following completion of the initial assessment, an informal residents consultation exercise was undertaken from 4th October 2023 to 1st November 2023. Three objections were raised, compared to 11 responses in support, and a further 4 non-committals. A summary of the responses received this consultation is included as Appendix C.

One of the residents that objected to the proposal had concerns about enforcement. Additionally, this resident requested harder engineering measures to narrow the road near Goodrich School and slow vehicle speeds down. They also mentioned that an off-street parking solution would be preferable. However, this is beyond the remit of this scheme. Another resident objected to the proposals on the basis that disruption caused is fairly minimal and therefore waiting restrictions are not required in Goodrich or at Kerne Bridge. The final objector is concerned about displacement in Castle Lane, near to Goodrich School. Several residents also requested the scaling back/addition of various restrictions, particularly near Goodrich School. When considering these requests, it was not deemed necessary to modify the proposals, particularly because several of the requests received were far beyond the remit of this scheme. It is important to maintain a balance when imposing parking restrictions so as not to be 'over restrictive'. The proposals align with this balance.

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	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' at Goodrich, Kerne Bridge and Symonds Yat East in order to ensure vehicles can navigate the roads more easily, unobstructed by inconsiderately parked vehicles close to junctions, 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 at these locations whilst allowing parking where it is safe to do so. 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 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 at Goodrich, Kerne Bridge and Symonds Yat East. The proposed restrictions aim to prevent parking at junctions and where it causes obstruction and visibility issues. Furthermore, 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.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 at Goodrich, Kerne Bridge and Symonds Yat East. 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 -

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

Resource implications

The cost of the implementation of the proposals is approximately £15,000. 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 objections received after the formal statutory consultation process, (which includes advertising in a local newspaper).

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.

The Council has received no 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. 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. 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. 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 Goodrich, Kerne Bridge and Symonds Yat East. There is a risk that vehicles may migrate to other parts of Goodrich, Kerne Bridge and Symonds Yat East. However, the proposed restrictions are targeted to prevent parking at junctions & passing places where it is unsafe to do so. In addition, vehicles no longer parking in this 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.
Details of any alternative options considered and rejected:	Not to make any changes to the current restrictions– This is not recommended as it would fail to address the current issues pertaining to inconsiderately parked vehicles at Goodrich School, Kerne Bridge and Symonds Yat East. At present, parking habits consist of vehicles parking too close to bends, junctions and narrow stretches of carriageway, which compromises visibility and potentially access. Additionally, vehicles are stopping on the yellow zigzag markings outside Goodrich School, creating traffic flow issues during school drop off and pickup times. Therefore, it is pertinent that waiting and stopping restrictions are implemented to ensure safe, convenient, and expeditious movement of vehicles (including emergency service vehicles) and pedestrians here. Overall, the proposed restrictions are in alignment with sections 1 and 122 of the Road Traffic Regulation Act 1984. Not to proceed with the recommendations would be in direct conflict to the desires of the majority of local residents.
Details of any declarations of interest made:	None

Signed..... Date:

Please ensure that signatures are redacted before publishing.