

Record of operational decision

Decision title:	Traffic Regulation Order scheme to make changes to the parking restrictions on Belmont Road, Hereford, Herefordshire.
Date of decision:	13 th October 2025
Decision maker:	Chief Operating Officer - Resident Services
Authority for delegated decision:	<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>
Ward:	Red Hill
Consultation:	<p>An informal residents & businesses consultation exercise was undertaken from 29th January 2025 to 26th February 2025. No responses were received to this consultation.</p> <p>A Formal (Statutory) Consultation process was undertaken from 4th March 2025 to 25th March 2025, 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 C.</p> <p>The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 10th July 2025 to 1st August 2025. During this process no objections were raised from the Statutory Consultees nor from members of the public. A summary of the responses received during the Notice of Proposal stage is included as Appendix D. The responses from Statutory Consultees are also summarised below.</p> <p>Red Hill Ward Councillor – Issued no response to the consultation.</p> <p>Hinton & Hunderton Ward Councillor – supports the proposal.</p> <p>Hereford City Council – Issued no response to the consultation.</p> <p>Traffic Management Advisor (TMA), West Mercia Police – Offered no objections to the proposal.</p> <p>Hereford and Worcester Fire and Rescue Service – Offered no objections to the proposal.</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> <p>BBLP Locality Steward – Issued no response to the consultation.</p>
Decision made:	Considering no objections have been raised during the Formal (Statutory) Consultation and Notice of Proposal Stages, a new Traffic Regulation Order be implemented under Sections 1, 2 and 3 of Part I and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as proposed in the Notice of

	<p>Proposal, the effect of which will be to revoke the existing Prohibition of Waiting at Any Time (Double Yellow Line) Restriction on the south-eastern side of Belmont Road. This is in order to introduce a formal Bus Stop Cage with a "No Stopping at Any Time Except Buses" restriction at this location.</p> <p>The proposal plan is included as Appendix A. The Notice of Proposal documents including a full schedule of the proposals is included as Appendix B.</p>
<p>Reasons for decision:</p>	<p>The scheme originated as a result of a Section 106 scheme to make improvements to the Priors Walk Bus Stop on Belmont Road. This scheme is in response to concerns about parking directly outside the bus stop. Such parking is preventing buses from pulling up to the raised kerbs at the bus stop, which are designed to facilitate easier embarking and disembarking for bus passengers. Additionally, it is causing difficulties for buses rejoining the main carriageway when leaving the bus stop. Therefore, Herefordshire Council set about investigating the potential for a new Traffic Regulation Order that would necessitate any changes within the area under investigation.</p> <p>An on-site assessment was undertaken in January 2025. During the assessment the extent of the existing No Waiting at Any Time (Double Yellow Line) restrictions were reviewed, as well as the length requirements for a formal 'No Stopping Except Busses' bus cage. Officers determined that it would be necessary to commence the bus cage beyond the south-western footpath into Priors Walk to prevent vehicles parking in this location and facilitate passengers embarking and disembarking from buses. This would also tackle the problem of parked vehicles making it difficult for busses rejoining the main carriageway when leaving the bus stop. Officers also determined the length of the existing No Waiting at Any Time (Double Yellow Line) restrictions that would be required to be revoked to accommodate the formal 'No Stopping Except Busses' bus cage.</p> <p>Following completion of the initial assessment, an informal residents & businesses consultation exercise was undertaken from 29th January 2025 to 26th February 2025. No responses were received to this consultation.</p> <p>A Formal (Statutory) Consultation process was undertaken from 4th March 2025 to 25th March 2025, whereby a consultation letter and proposal plan were sent to all Statutory Consultees via email. During this process, no objections were raised. The Traffic Management Advisor for West Mercia Police stated that they had no objections. A summary of the responses received during the Formal (Statutory) Consultation process is included as Appendix C.</p> <p>The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 10th July 2025 to 1st August 2025. During this process no objections were raised from the Statutory Consultees nor from members of the public. A summary of the responses received during the Notice of Proposal stage is included as Appendix D.</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'. 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 and stopping should be prevented where it is unsafe to do so 'at any time' on Belmont Road, in order to allow buses to pull up to the raised kerbs at the bus stop to facilitate easier</p>

	<p>embarking and disembarking for bus passengers, as well as making it easier for buses to rejoin the main carriageway when leaving the bus stop.</p> <p>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 Belmont Road, whilst allowing parking where it is safe to do so.</p> <p>In conclusion, the proposed waiting restriction alterations and introduction of a formal 'No Stopping Except Busses' Bus Cage 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 & stopping on Belmont Road. The proposed restrictions aim to facilitate easier embarking and disembarking for bus passengers as well as prevent parking that causes difficulty for buses rejoining the main carriageway when leaving the bus stop. Further, it is clear that the proposals are supported by the local residents/businesses as no objections were raised throughout the TRO process.</p> <p>It is, therefore, advised to progress with the recommendations outlined in this report for the reasons set out above.</p>
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Community impact</p> <p>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 Belmont Road. The proposals are, therefore, in alignment with Sections 1 and 122 of the Road Traffic Regulation Act 1984.</p> <p>Environmental Impact</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, 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</p> <p>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. 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.</p> <p>Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:</p> <p>A public authority must, in the exercise of its functions, have due regard to the need to -</p>

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

Resource implications

The cost of the implementation of the proposals is approximately £10,000. This includes costs for statutory consultation, preparing and making the TRO, signage, road markings and advertising. This cost is to be covered as part of a S106 scheme.

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 to the proposals. If the Council proceeds to make an Order, it will be necessary 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.

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.

	<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 on Belmont Road.</p> <p>There is a risk that vehicles may migrate to other parts of Belmont Road. However, the proposed restricted area is targeted at preventing parking in locations 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 pertaining to parking directly outside the Priors Walk bus stop on Belmont Road. Such parking is preventing buses from pulling up to the raised kerbs at the bus stop, which are designed to facilitate easier embarking and disembarking for bus passengers. Additionally, it is causing difficulties for buses rejoining the main carriageway when leaving the bus stop. Additionally, these measures are in association with Section 106 works. Therefore, it is pertinent that the proposals are introduced as advertised to address these issues and support the S106 works. 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 with the desires of the local residents and fail to benefit users of the bus stop.</p>
<p>Details of any declarations of interest made:</p>	<p>None.</p>

Signed..... Date: 13 October 2025

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