

## Record of Officer Decision

<b>Decision title:</b>	Traffic Regulation Order scheme to introduce Waiting Restrictions on Various Roads within Aylestone Hill Ward, Hereford.
<b>Date of decision:</b>	15/12/2025
<b>Decision maker:</b>	Group Manager - Streetscene, Public Rights of Way and Traffic Management
<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>	Aylestone Hill
<b>Consultation:</b>	<p>An informal residents &amp; businesses consultation exercise was undertaken from 14<sup>th</sup> July 2025 to 11<sup>th</sup> August 2025. An initial consultation letter and proposal plans were letter dropped to properties directly affected by the proposals. A summary of the responses received during the informal consultation is included as Appendix C.</p> <p>A Formal (Statutory) Consultation process was undertaken from 26<sup>th</sup> August 2025 to 16<sup>th</sup> September 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 D.</p> <p>The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 23<sup>rd</sup> October 2025 to 14<sup>th</sup> November 2025. During this process, no objections were received from the statutory consultees, and two objections were received from members of the public. A summary of the responses received during the Notice of Proposal stage is included as Appendix E. The responses from Statutory Consultees are also summarised below.</p> <p>Aylestone Hill Ward Councillor – Issued no response to the consultation.</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 – Issued no response 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>
<b>Decision made:</b>	Consideration has been given to the receipt of two objections arising from the formal Notice of Proposal for the above-titled order. In light of the receipt

	<p>of these objections, for the reasons set out below, it is recommended that a new Traffic Regulation Order be implemented as advertised. The effect of the Order will be to introduce No Waiting at Any Time restrictions on Burden Road, Carless Close, Cilcennin Close, Clifton Road, Ledbury Road Service Road, Lyndhurst Avenue, Mount Crescent, Pilley Road, Seaton Avenue, Seaton Avenue cul-de-sac, The Nook, Welbeck Avenue and Whitehouse Way. Additionally, No Waiting Monday-Friday 8am-6pm restrictions will also be introduced on Mount Crescent, between its junctions with Ledbury Road and Seaton Avenue.</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>
<b>Reasons for decision:</b>	<p>The scheme originated as a result of a request made by the Ward Member to investigate inappropriate parking (assumed to be related to students avoiding car park charges) within Aylestone Hill ward, particularly within the immediate vicinity of junctions and bends. Concerns were also raised by the Ward Member regarding inappropriate parking on Mount Crescent, which forces passing vehicles to encroach into the cycle lane, potentially causing conflict with oncoming cyclists.</p> <p>An on-site assessment was undertaken in March 2025. During the assessment, parking habits within the Mount Crescent/Seaton Avenue estate and the Pilley Road estate were observed. Officers observed that there were several locations within both estates where parking would be inappropriate (contravening Rule 243 of the Highway Code which prevents vehicles parking within 10 metres of a junction), unsafe, or would cause visibility issues for vehicles navigating the area. Officers also investigated the issue of vehicle parking on Mount Crescent that forces passing vehicles into the cycle lane.</p> <p>The findings from the site assessment were used to produce a proposal plan, which was shared with the Ward Councillor. The Ward Councillor agreed to proceed to the informal residents consultation with the proposals that had been produced.</p> <p>The informal residents &amp; businesses consultation exercise was undertaken from 14<sup>th</sup> July 2025 to 11<sup>th</sup> August 2025. 19 objections were received, however it was decided that the majority of those consulted deemed the proposals to be acceptable, as 385 addresses were consulted.</p> <p>A Formal (Statutory) Consultation process was undertaken from 26<sup>th</sup> August 2025 to 16<sup>th</sup> September 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 23<sup>rd</sup> October 2025 to 14<sup>th</sup> November 2025. During this process, no objections were received from the statutory consultees, and two objections were received from members of the public. A summary of the responses received during the Notice of Proposal stage is included as Appendix D.</p> <p>One of the objectors believed that the No Waiting at Any Time restrictions would cause them great difficulty as they are disabled. Loading and unloading their mobility scooter will now be more difficult due to the No Waiting at Any Time restrictions being implemented outside their home. They are concerned that the restrictions will also make it more difficult for their</p>

care workers to visit them. The objector states that if the No Waiting restrictions are shortened to not cover their driveway, they will then be acceptable.

Another objector believes that the proposals are too restrictive, particularly because No Waiting "at Any Time" restrictions have been proposed, when the existing parking issues are primarily created by student parking within the estate. They mention that college students are not willing to use the college car parks, which are not free to use. The objector believes that there is no need for parking restrictions at the eastern end of Ledbury Road service road, and that the removal of grassed area in Whitehouse Way to provide residents parking would be a desired course of action. The objector suggests that this parking scheme is put on hold until a feasible way to provide students with off-campus parking is found.

In response to the objector believing that the No Waiting at Any Time restrictions will impact their ability to load and unload, the Highway Code Rule 247 states that loading/unloading must not take place where there are yellow kerb markings and upright signs advising of this restriction, and that this may be where parking is otherwise restricted. In this case, the council is not proposing to introduce loading restriction kerb markings, therefore loading and unloading will be permitted on the No Waiting at Any Time restrictions within the Mount Crescent and Pilley Road estates.

Whilst care workers will not be able to park on No Waiting at Any Time restrictions, and in some cases, slightly further away from the property they are visiting, it is important to maintain a balance when imposing parking restrictions; restricting parking where it is deemed unsafe or inappropriate, whilst allowing parking where it is safe to do so, so as not to be over-restrictive. The current proposals align with this balance.

In response to the objector believing that the proposals are too restrictive, No Waiting at Any Time restrictions have been proposed to help enforce Rule 243 of the Highway Code, which states that vehicles must not be parked within 10 metres of a junction at any time. No parking restrictions have been introduced within the sections of carriageway where it is considered safe to park.

In response to the objector's other points, Herefordshire Council has no control over the parking charges within the College car parks. The removal of grassed areas within Whitehouse Way to create residents parking, or the provision of new off-street parking facilities for students, are both outside the remit of this scheme, which is for a Traffic Regulation Order only.

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 the Waiting restrictions are implemented.

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 on Various Roads in Aylestone Hill Ward, whilst allowing parking where it is safe to do so.

	<p>In conclusion, the proposed Waiting restrictions will align with sections 1 and 122 of the Road Traffic Regulation Act 1984 by improving road safety within the Aylestone Hill Ward. The introduction of waiting restrictions aims to prevent parking where it is unsafe, inappropriate, causes visibility issues for vehicles navigating the rounds nearby, and causing obstructions to the carriageway that may prevent vehicles, particularly emergency service vehicles, from accessing the area. Additionally, although objections were raised during the informal and Notice of Proposal consultations, the vast majority of those consulted during the informal consultation and the Notice of Proposal consultation did not issue a response, suggesting that the public deem the proposals to be acceptable.</p> <p>It is, therefore, 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 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 within the Aylestone Hill ward. The proposals are, therefore, in alignment with Sections 1 and 122 of the Road Traffic Regulation Act 1984.</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, 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><b>Equality duty</b></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> <ul style="list-style-type: none"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> </ul>

- (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 £12,000. 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 two 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.

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 within the Aylestone Hill ward.

	There is a risk that vehicles may migrate to other parts of the Mount Crescent/Seaton Avenue estate and the Pilley Road estate. However, the proposed restricted area has been targeted to prevent parking in locations where it is unsafe to do so. In addition, vehicles no longer parking within the proposed restriction areas is considered to be a positive given the nature of the sections of road included on which it is felt parking is not safe or considerate.
<b>Details of any alternative options considered and rejected:</b>	Not to make any changes to the current restrictions – This is not recommended as it would fail to address the current parking issues that have been observed within the Mount Crescent/Seaton Avenue estate and the Pilley Road estate. Vehicles would still be permitted to park close to junctions and cause major visibility issues and access issues. Vehicles would also still be encroaching into the cycle lane on Mount Crescent at all times of day. Overall, the proposed restrictions are in alignment with sections 1 and 122 of the Road Traffic Regulation Act 1984. Not proceeding with the recommendations would be in direct conflict with the desires of the majority of local residents.
<b>Details of any declarations of interest made:</b>	None.

Signed:

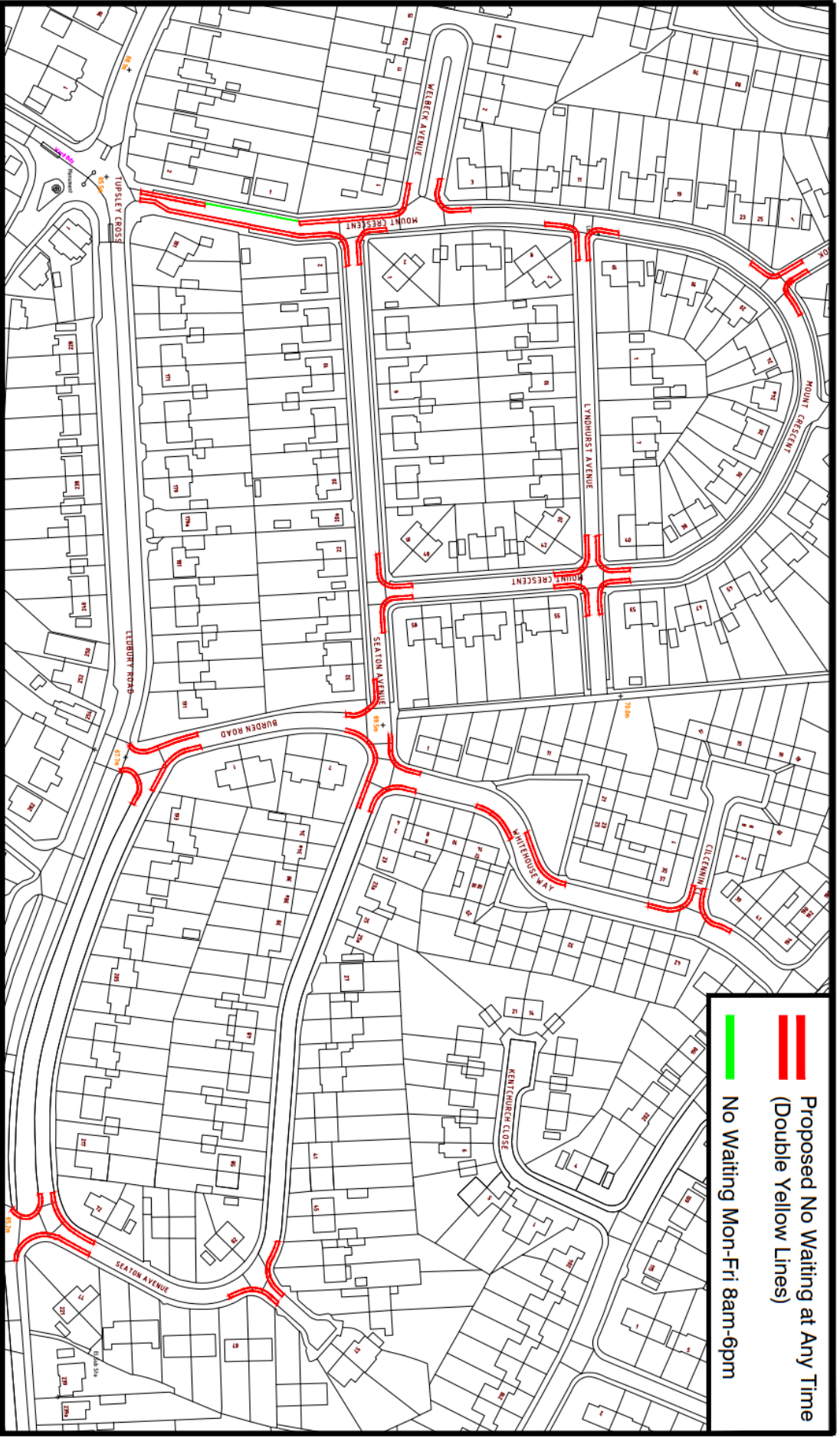
**Group Manager – Streetscene, Public Rights of Way and Traffic Management**



Date: 15/12/2025

**Please ensure that signatures are redacted before publishing.**

**Appendix A:**

Please see below.



 Proposed No Waiting at Any Time  
 (Double Yellow Lines)  
 No Waiting Mon-Fri 8am-6pm



**ADL**  
 THE OKLONDS BUSINESS  
 PARK, BRISTOL,  
 BS37 5NA  
 01454 332100  
 info@adltraffic.co.uk

- NOTES**
1. PRELIMINARY DESIGN PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. ALL DETAILS ARE SUBJECT TO INCLUDING A FINAL DESIGN AND APPROVAL BY THE LOCAL AUTHORITY.
  2. DO NOT SCALE FROM THIS DRAWING.
  3. BACKGROUND PLANS ARE BASED UPON A DIGITAL ORDNANCE SURVEY.
  4. TOPOGRAPHICAL SURVEY.
  5. ALL TRUCKS ASSUME GRADIENTS AND LOADS DO NOT EXCEED 40 TONNES. ALL VEHICLES MUST BE EQUIPPED WITH A WEIGHT DISTRIBUTION SYSTEM.
  6. ALL LAND OWNERSHIP DETAILS EXTENT OF ADAPTED HIGHWAY AND RIGHTS OF WAY TO BE COVERED BY THIS DRAWING ARE SHOWN IN RED AND GREEN AND TRESSES ARE SHOWN IN BLACK.
  7. ALL RIGHTS OF WAY AND RIGHTS OF WAY TO BE COVERED BY THIS DRAWING ARE SHOWN IN RED AND GREEN AND TRESSES ARE SHOWN IN BLACK.
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REVISIONS	
REF	DESCRIPTION

ADL Job No. **3409-194**

Project: <b>Aylestone Hill Ward Hereford</b>	
Title: <b>Proposed Waiting Restrictions</b>	
Date: <b>June 2025</b>	Drawn: <b>LO</b>
Checked: <b>WC</b>	Approved: <b>TH</b>
Date: <b>26.25</b>	Date: <b>26.25</b>
Drawn by: <b>DG/ML</b>	Rev: <b> </b>
Scale: <b>N/A</b>	Drawn by: <b>3409-194/001</b>

