

## Record of Officer Decision

<b>Decision title:</b>	Decision to implement No Waiting at Any Time (Double Yellow Line) restrictions on Holme Lacy Road and its neighbouring roads, Hereford.
<b>Date of decision:</b>	19/12/2025
<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>	Dinedor Hill, Hinton & Hunderton, Saxon Gate
<b>Consultation:</b>	<p>An informal residents and businesses consultation exercise was undertaken from 22<sup>nd</sup> May 2025 to 19<sup>th</sup> June 2025. 25 responses were received of which 19 were objections to the proposals. A summary of the responses received during the informal residents and businesses consultation is included as Appendix C.</p> <p>Following the informal consultation with residents and businesses, officers reviewed the feedback received. Consequently, the proposal was amended where appropriate to address some of the concerns raised. It was also agreed to proceed to the Statutory Consultation stage, despite the receipt of objections, as the proposals are essential to support the wider implementation of the Holme Lacy Road Active Travel Scheme.</p> <p>A Formal (Statutory) Consultation process was undertaken from 28<sup>th</sup> July 2025 to 18<sup>th</sup> August 2025, whereby an initial consultation letter and proposal plan was sent to all Statutory Consultees via email. During this process, no objections were raised by those consulted. 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 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 E. The responses from Statutory Consultees are also summarised below.</p> <p>Lower Bullingham Parish Council – Supported the proposals.</p> <p>Ward Councillor (Dinedor Hill) – Issued no response to the consultation.</p> <p>Ward Councillor (Hinton &amp; Hunderton) – Issued no response to the consultation.</p> <p>Ward Councillor (Saxon Gate) – Issued no response to the consultation.</p> <p>Cabinet Member – 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 proposals.</p> <p>Hereford and Worcester Fire and Rescue Service – Offered no objections to the proposals.</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>	<p>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 Proposal, the effect of which will be to introduce additional No Waiting at Any Time (Double Yellow Line) restrictions on Holme Lacy Road and its neighbouring roads, Hereford.</p> <p>The plans showing the proposals are included as Appendix A. The Notice of Proposal documents including a full schedule of the proposals are included as Appendix B.</p>
<b>Reasons for decision:</b>	<p>This Traffic Regulation Order scheme was devised to complement Herefordshire Council's Holme Lacy Road Active Travel Scheme. The scheme has been designed to improve the facilities for pedestrians &amp; cyclists along this route, with particular focus on crossing arrangements, which currently discourage walking and cycling in the area. The project forms part of a wider Improving Travel in Hereford Programme, a £19.99 million investment from the Government's Levelling Up Fund to deliver a package of transport and travel improvements in and around Hereford city. This Programme aims to encourage active travel in Hereford as the natural choice for journeys less than two kilometres in distance. Therefore, to complement this project, Herefordshire Council set about investigating the potential for a new Traffic Regulation Order that would necessitate any parking changes required as part of the Holme Lacy Road Active Travel Scheme.</p> <p>An on-site assessment was carried out in January 2025. During this review, officers evaluated the scope of the supplied TRO drawings for suitability and considered any potential displacement of parking. Following the assessment, it was agreed that, in addition to the restrictions outlined on the supplied TRO drawings, introducing further No Waiting at Any Time (Double Yellow Line) restrictions at certain locations would help prevent inappropriate parking issues observed and address possible parking migration issues.</p> <p>Following completion of the initial assessment, an informal residents &amp; businesses consultation exercise was undertaken from 22<sup>nd</sup> May 2025 to 19<sup>th</sup> June 2025. 25 responses were received of which 19 were objections to the proposals. A copy of the proposal plans consulted upon, and a summary of the responses received during the informal residents &amp; businesses consultation is included as Appendix C.</p> <p>The objections raised during the consultation focused on several key themes. The comments primarily centred around the loss of on-street parking, particularly for residents without off-street parking or with small driveways. Concerns were also raised about the impact on visitors, carers, delivery drivers, and those with limited mobility. Many respondents also</p>

argued that parked vehicles currently act as a natural traffic-calming measure and feared their removal could lead to higher vehicle speeds and increased safety risks for pedestrians and cyclists. Some questioned the necessity of the scheme, while others expressed worries about the inconvenience caused by restricted parking. Additional objections were received related to the practicality and safety of the proposed cycle lanes, especially under narrow bridges or where footpaths are constrained, and noted that the existing cycle lanes appear to be underused. Finally, some responses suggested alternatives such as introducing one-way systems, speed restrictions, or improving public transport, instead of removing parking along the route.

Herefordshire Council officers reviewed the feedback received as part of this consultation and agreed to proceed with the TRO for the parking restrictions for the following reasons:

- The Holme Lacy Road and Quiet Route Active travel method schemes are designed to improve the existing cycle infrastructure in the south of the city in alignment with LTN 1/20. This will improve the facilities for pedestrians & cyclists with a particular focus on crossing arrangements, which currently discourage walking and cycling in the area. The Holme Lacy Road Active Travel Scheme also forms part of a wider Improving Travel in Hereford Programme which aims to encourage active travel in Hereford as the natural choice for journeys less than two kilometres in distance. This will also improve the continuity and connectivity of the existing route along Holme Lacy Road from the South Wye Area to the Hereford Enterprise Zone.
- The schemes will also support a reduction in carbon and other transport related emissions in the county and provide a good quality, convenient and safe transport network linking to the City Centre and Enterprise Zones that prioritises walking and cycling.

In response to comments received regarding a loss of parking as a result of the scheme, parking is only being removed in front of properties where there is already an advisory cycle lane in operation, or near to junctions (thereby enforcing Rule 243 of the highway code), or on narrow sections of carriageway, where parking would cause obstruction. As a result, this will increase safety for all road users and reduce incidents of inconsiderate parking. There is also considered to be adequate off-street parking for the properties in question and the drop kerbs for access to driveways will be retained. Additionally, the scheme has been designed so that unrestricted sections of carriageway will remain in the vicinity, areas which are more suited for parking (e.g. the nearby Service roads). Therefore, on street parking will remain for residents to utilise, albeit a short distance away.

In response to concerns about the impact on deliveries, and the ability for elderly residents, children, or others to access vehicles near their homes, loading and unloading are still permitted on No Waiting at Any Time (Double Yellow Lines) restrictions. As such, these activities will not be affected by the proposed restrictions. Additionally, Disabled badge holders are permitted to park on waiting restrictions for up to three hours, provided it is safe to do so.

In response to comments received regarding an increase in traffic speeds, the carriageway effective width is being reduced as part of the scheme with raised traffic calming features. Therefore, the scheme design has already taken these concerns into account and vehicle speeds are unlikely to increase as a result of the removal of parking.

In response to concerns regarding a perceived increase in risks to cyclists and pedestrians because of this scheme, the scheme has been through road safety audits as well consultation with key stakeholders and user-groups.

The scheme has also been reviewed by Active Travel England and interventions have been guided by Herefordshire Council's road safety engineer.

In response to comments received regarding the necessity of the scheme, the scheme aims to address the safety and accident concerns for all users. The scheme has been cited as part of the South Wye transport package and the levelling up fund and is deemed as a necessary corridor between the employment zone and residential zone. The scheme is funded by Government, as well as being backed by Department for Transport, Cabinet and Ward members.

In response to concerns received regarding cycle lane implementation, particularly under the railway bridge or where footpaths are already constrained, the entire corridor has been investigated and developed in alignment with LTN 1/20. The path under the railway bridge is being widened and all footpaths will be improved as part of the scheme. In response to comments that the existing cycle lanes are underused, the existing Holme Lacy Road cycle network is currently a substandard cycle scheme. However, it is utilised and will likely become more popular with the new safe cycling infrastructure introduced as part of this project.

In response to comments received regarding alternative suggestions (e.g. one-way systems, speed restrictions, improvements to public transport or flooding), the remit of this project is for active travel method infrastructure and measures to complement this. These suggestions are, therefore, not within the remit of the scheme.

In response to feedback highlighting concerns and requesting additional parking restrictions, officers have reviewed these suggestions and amended the proposal, where appropriate, to address some of the issues raised.

Following the completion of the informal residents & businesses consultation exercise, a Formal (Statutory) Consultation process was undertaken from 28<sup>th</sup> July 2025 to 18<sup>th</sup> August 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 D.

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 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 E.

During the Notice of Proposal stage, one response was received from a member of the public who, while not objecting to the introduction of waiting restrictions, expressed concerns about the potential impact on their disabled parking bay on Oak Crescent. They highlighted existing issues with other motorists using the bay and feared this could worsen once the restrictions are implemented. The respondent requested the council introduce measures to ensure continued use of the bay and prevent its misuse, following the introduction of the new restrictions.

In response to the above request, this disabled bay is only advisory and cannot be enforced in its current state. A TRO process could be undertaken to introduce an enforceable disabled badge holders only bay at this location. However, Herefordshire Council do not allocate disabled bays for use by a

	<p>specific person and, as such, this bay would be open for use by any disabled badge holder. Should the consultee wish to follow up making the disabled bay backed by a TRO, they should speak with their local member or the City Council, who would be able to make a TRO request in alignment the councils TRO request procedure.</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'. Therefore, it is prudent that parking should be prevented where it is unsafe to do so 'at any time' on Holme Lacy Road &amp; its neighbouring roads to complement the Holme Lacy Road Active Travel Scheme and in order to ensure vehicles can navigate the roads more easily, unobstructed by inconsiderately parked vehicles close to junctions, bends and at narrow points in the roads.</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 the Holme Lacy Road &amp; its neighbouring roads, whilst allowing parking where it is safe to do so.</p> <p>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 to make the current parking habits illegal and enforceable.</p> <p>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 Holme Lacy Road &amp; its neighbouring roads. The proposed restrictions will complement the Holme Lacy Road Active Travel Scheme and prevent parking at the junctions and where it causes obstruction.</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 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 the Holme Lacy Road &amp; its neighbouring roads. 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>

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 because 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 £10,000 - £12,000 relating specifically to the Traffic Regulation Order plus associated works. 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 the Improving Travel in Hereford Programme, a £19.99 million investment from the Government's Levelling Up Fund to deliver a package of transport and travel improvements in and around Hereford city.

### **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).

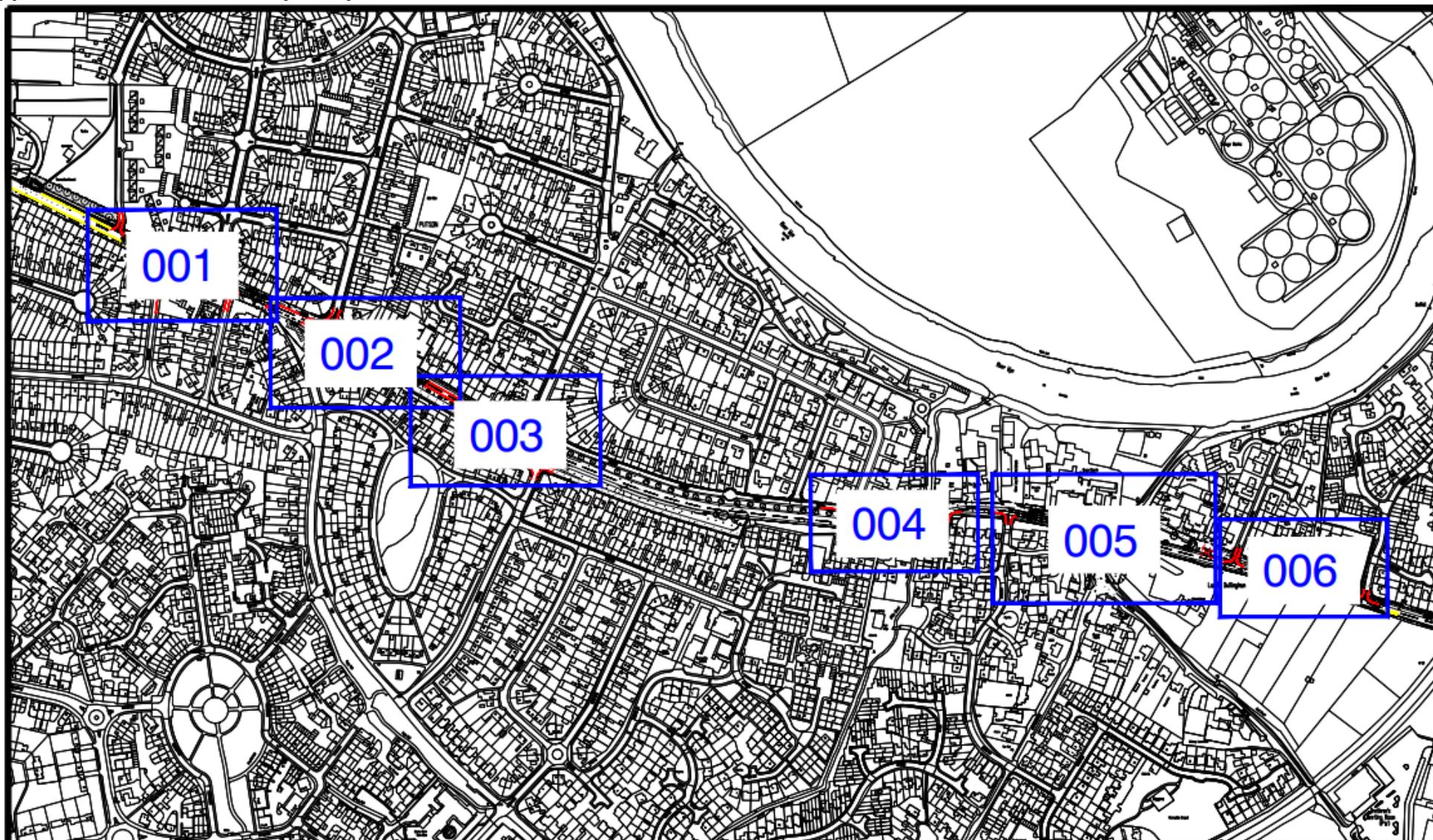
	<p>The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original 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 no objections to the proposals at the formal Notice of Proposal Stage. 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.</p> <p>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><b>Risk management</b></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 on Holme Lacy Road &amp; its neighbouring roads.</p> <p>There is a risk that vehicles may migrate to other parts of Holme Lacy Road &amp; its neighbouring roads. However, the proposed restricted area is targeted at preventing parking in locations where it is unsafe to do so including junctions and narrow sections of carriageway. 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><b>Details of any alternative options considered and rejected:</b></p>	<p><b>Not to make any changes to the current restrictions</b> – This is not recommended as it would fail to complement the Holme Lacy Road Active Travel Scheme and facilitate any parking changes required as part of the project. It would also fail to address the current issues pertaining to inconsiderately parked vehicles along the route. Therefore, it is pertinent that waiting restrictions are implemented to complement the Holme Lacy Road Active Travel Scheme, as well as ensure the safe, convenient, and expeditious movement of vehicles (including emergency service vehicles) here. Overall, the proposed restrictions are in alignment with sections 1 and 122 of the Road Traffic Regulation Act 1984.</p>
<p><b>Details of any declarations of interest made:</b></p>	<p>None.</p>

**Signed:** L Whitehouse

**Date:** 19/12/2025

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

Appendix A – Advertised Proposal plans



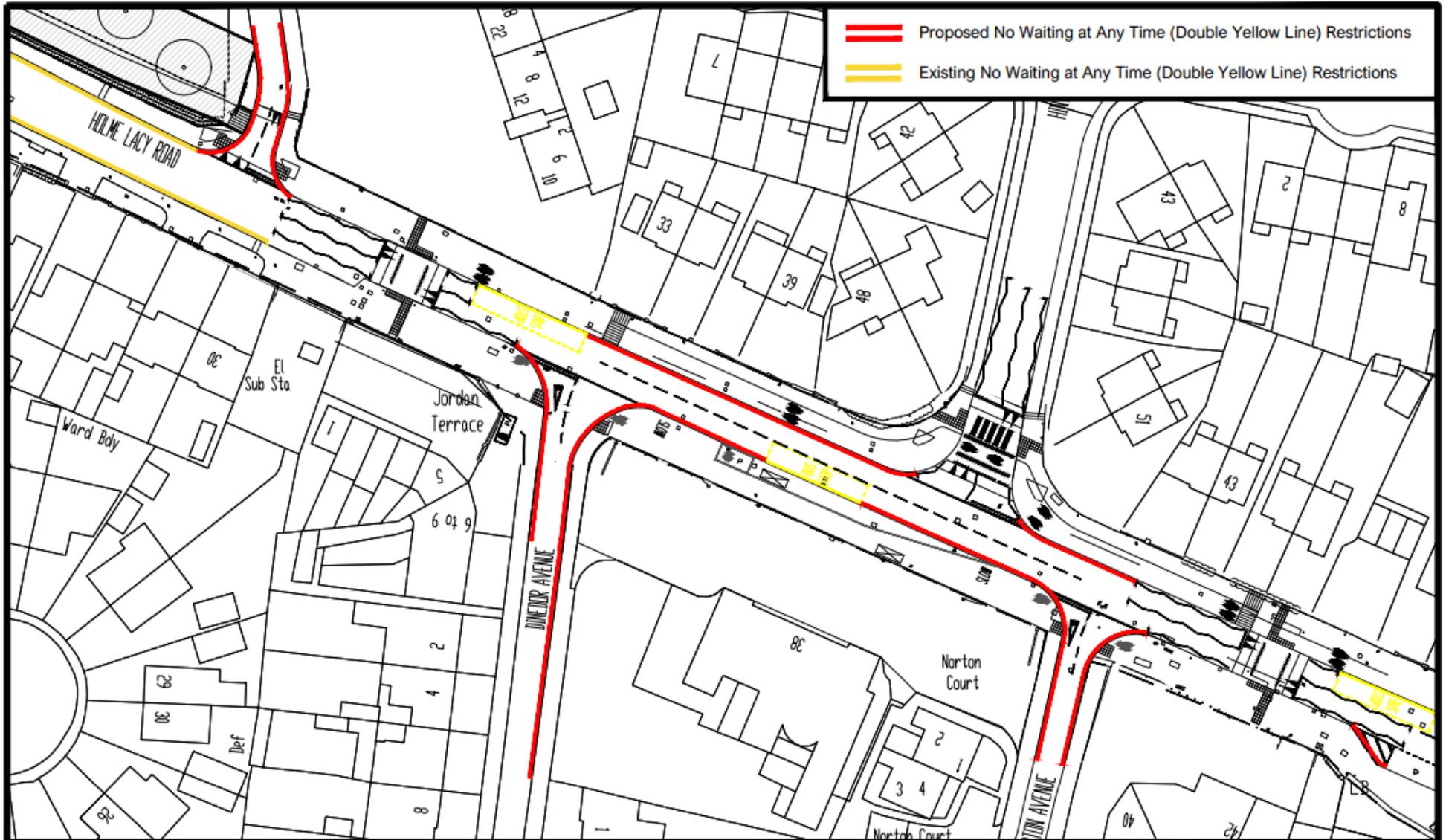
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AMENDMENTS		
REF.	DATE	DESCRIPTION

ADL Job No. **3409-179**

Project Holme Lacy Road Hereford			
Title Scheme Overview			
Date August 2025	Drawn WC		
Checked TH	Date 04.08.25	Approved TH	Date 04.08.25
Scale NTS @ A3	Dwg No. 3409-179/Overview		



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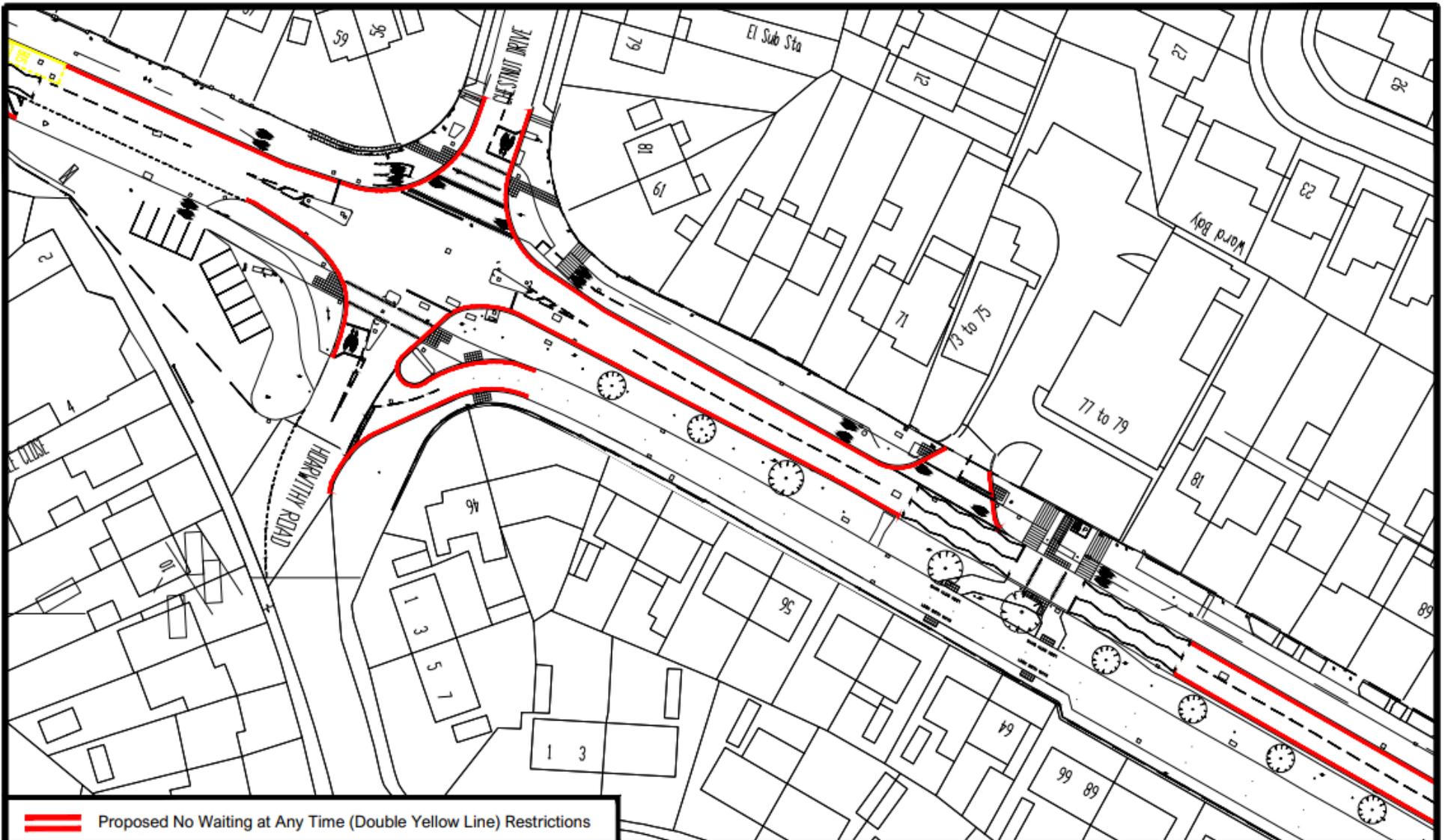
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**AMENDMENTS**

REF.	DATE	DESCRIPTION

ADL Job No. **3409-179**

Project <b>Holme Lacy Road Hereford</b>			
Title <b>Proposed No Waiting at Any Time Restrictions</b>			
Date <b>August 2025</b>	Drawn <b>WC</b>		
Checked <b>TH</b>	Date <b>04.08.25</b>	Approved <b>TH</b>	Date <b>04.08.25</b>
Scale <b>NTS @ A3</b>	Orig No. <b>3409-179-001</b>	Rev. <b>B</b>	



 Proposed No Waiting at Any Time (Double Yellow Line) Restrictions



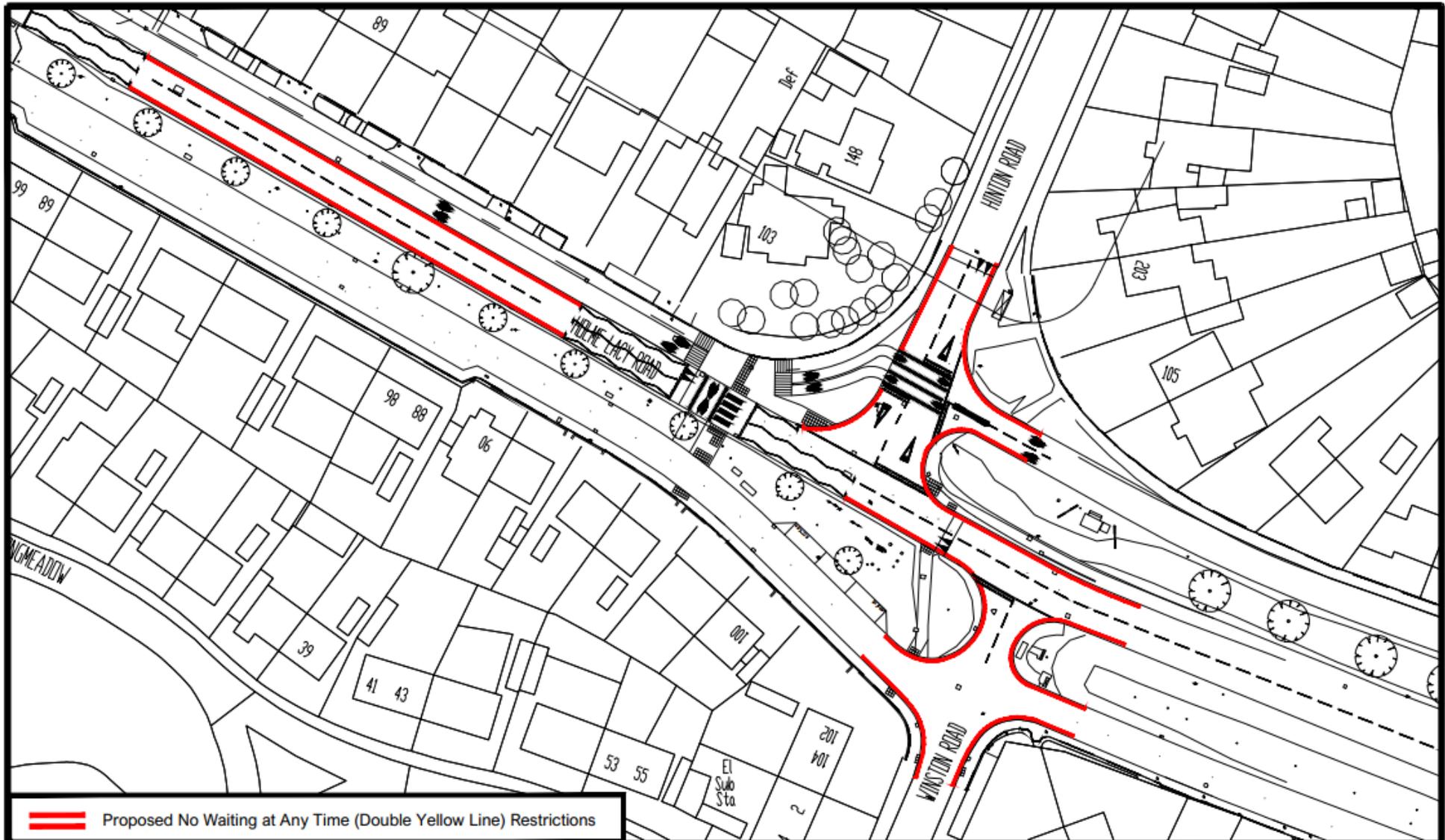
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Project Holme Lacy Road Hereford			
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Date March 2025		Drawn WC	
Checked TH	Date 26.03.25	Approved TH	Date 26.03.25
Scale	Orig. No.	Rev.	
NTS @ A3		3409-179-002	



 Proposed No Waiting at Any Time (Double Yellow Line) Restrictions



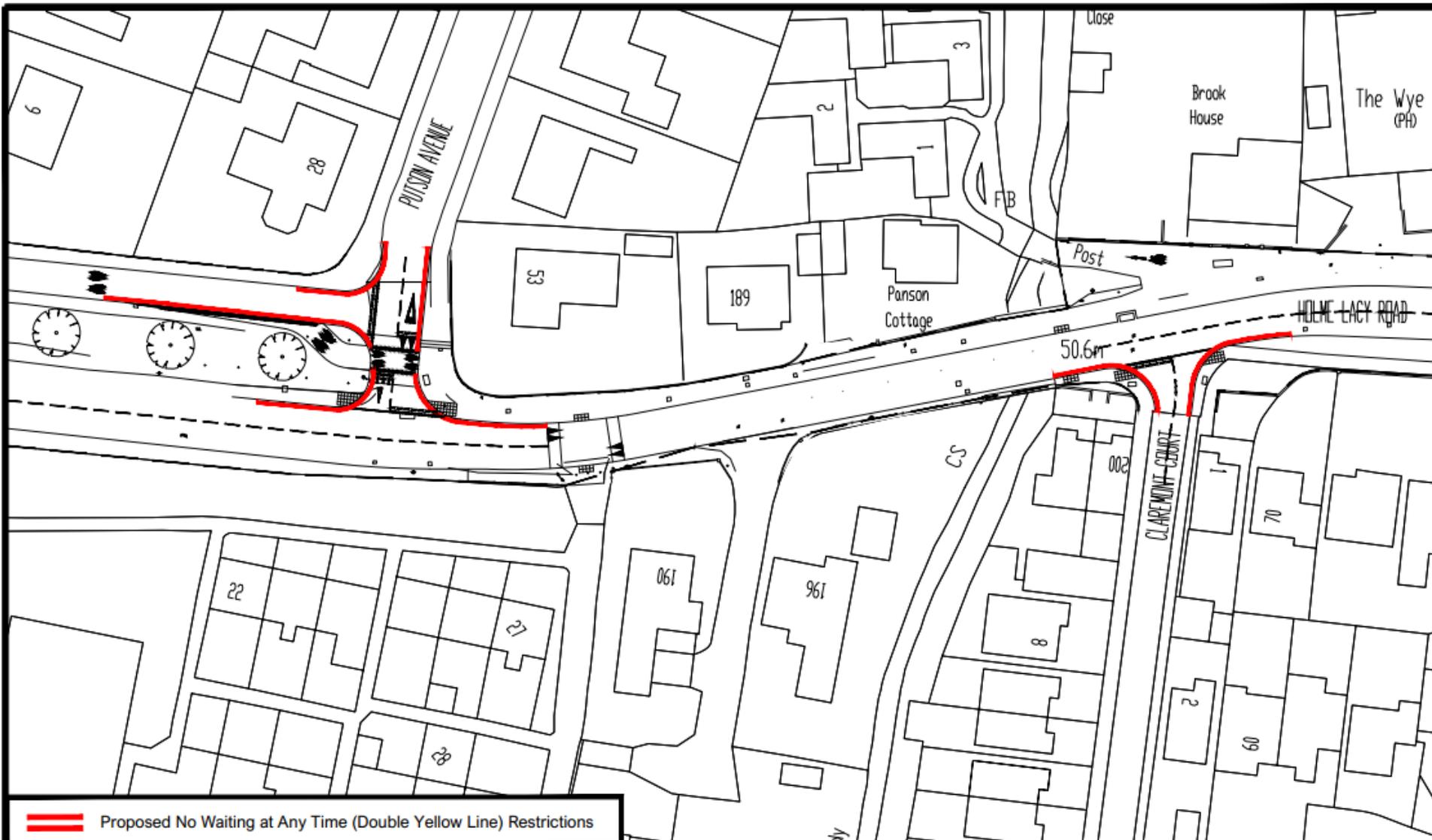
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NTS @ A3		3409-179-003	



 Proposed No Waiting at Any Time (Double Yellow Line) Restrictions



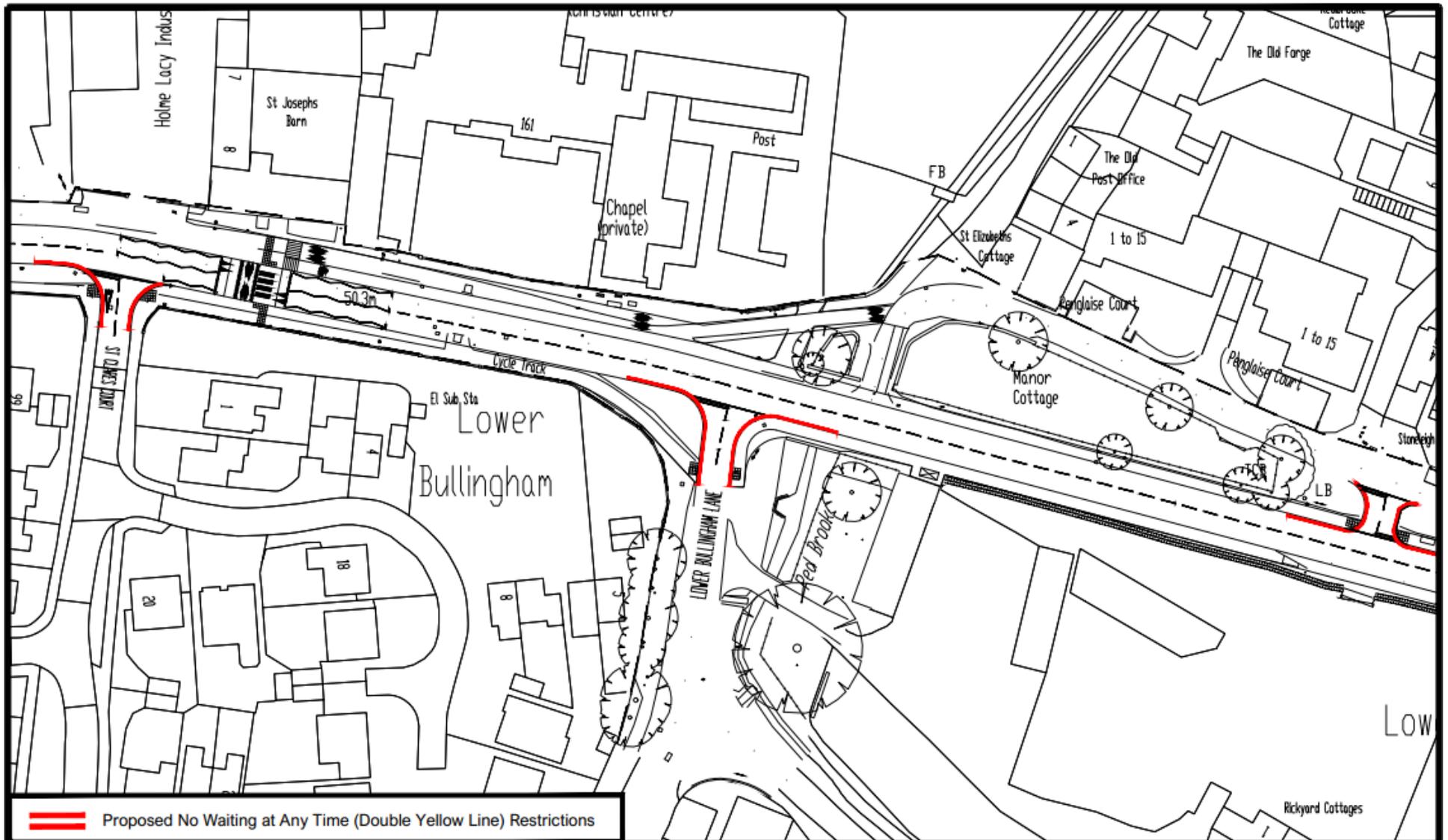
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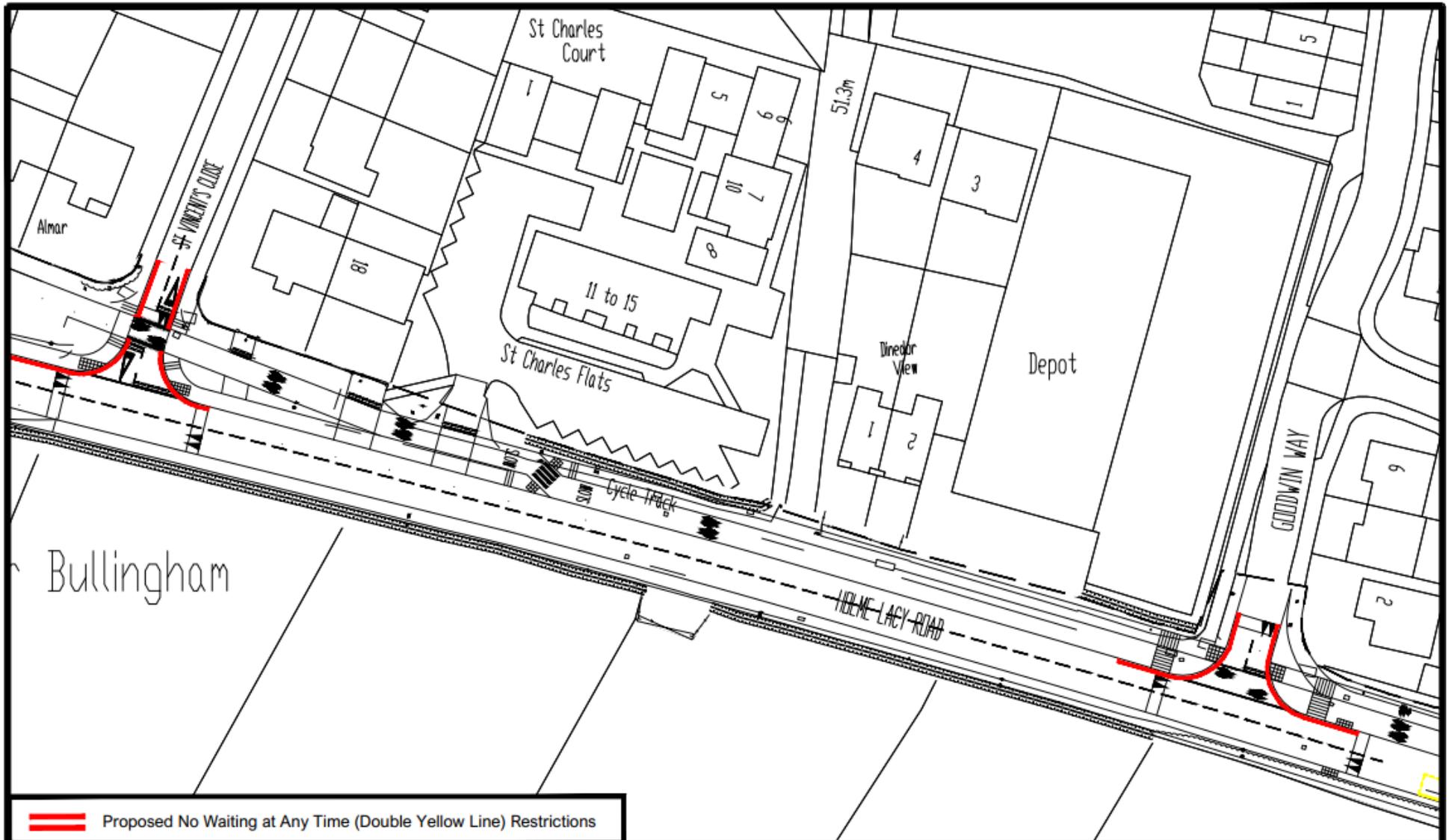
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Title Proposed No Waiting at Any Time Restrictions			
Date March 2025	Drawn WC		
Checked TH	Date 26.03.25	Approved TH	Date 26.03.25
Scale	Orig. No.	Rev.	
NTS @ A3	3409-179-005		



 Proposed No Waiting at Any Time (Double Yellow Line) Restrictions



**ADL**  
TRAFFIC & HIGHWAYS

ADL House,  
The Oaklands Business  
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**NOTES**

1. PRELIMINARY DESIGN PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. ALL DETAILS ARE SUBJECT TO INCLUDING CHECKING STATUTORY SERVICE APPARATUS.
2. DO NOT SCALE FROM THIS DRAWING.
3. BACKGROUND PLAN IS BASED UPON A DIGITAL ORDBLUE.
4. ALL DETAILS TO BE CONFIRMED ON SITE AND ON A TOPOGRAPHICAL SURVEY.
5. ALL TRACKS ASSUME GRADIENTS AND CAMBERS DO NOT EXCEED 1:50 AND 1:40 RESPECTIVELY OTHERWISE VEHICLE MANOEUVRABILITY MAY BE AFFECTED.
6. ALL LAND OWNERSHIP DETAILS EXTENT OF ADOPTED HIGHWAY AND RIGHTS OF WAY TO BE CONFIRMED.
7. ASSUMES ALL LANDSCAPING CAN BE ALTERED AND NO TREES ARE SUBJECT TO TPO.

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AMENDMENTS		
REF.	DATE	DESCRIPTION

ADL Job No. **3409-179**

Project Holme Lacy Road Hereford			
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Date March 2025	Drawn WC		Date 26.03.25
Checked TH	Date 26.03.25	Approved TH	Date 26.03.25
Scale NTS @ A3	Orig. No. 3409-179-006		