

Record of Officer Decision

Decision title:	Decision to introduce a Prohibition of Motor Vehicles (Except for Access) restriction on Friars Street, Old Mill Close and Cross Street, Hereford, Herefordshire.
Date of decision:	13 April 2026
Decision maker:	Group Manager – Streetscene, Public Rights of Way and Traffic Management
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:	Greyfriars
Consultation:	<p>An informal residents and businesses consultation exercise was undertaken from 10th November 2025 to 8th December 2025. A total of 7 responses were received. Of these, 4 were in support of the proposal, two were non-committal and 1 objected to the proposal. A summary of the responses received during the informal residents & businesses consultation is included as Appendix C.</p> <p>A Formal (Statutory) consultation process was undertaken from 8th December 2025 to 12th January 2026, 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 19th February 2026 to 13th March 2026. The deadline for statutory consultees to respond was 7th April. 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>Ward Councillor – 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 based on the order being “self-regulating” and not reliant on Police enforcement to ensure its success.</p>

	<p>Hereford and Worcester Fire and Rescue Service – Offered no objections to the proposals and noted that the restriction would likely support their response in the area by reducing the traffic volume.</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>Deputy Headteacher, Lord Scudamore Academy – Supported the proposals.</p>
Decision made:	<p>No objections have been raised to the proposals. For the reasons as set out below, it is recommended that a new Traffic Regulation Order be implemented as proposed in the Notice of Proposal. The effect of the Order will be to introduce a Prohibition of Motor Vehicles (Except for Access) restriction on Friars Street, Old Mill Close and Cross Street, Hereford, which will replace the existing Prohibition of Driving (Except for Access) restriction that is currently in place.</p> <p>The proposal plan is included as Appendix 1.</p>
Reasons for decision:	<p>This scheme was initiated due to the existing Prohibition of Driving (Except for Access) restriction being unsuitable, since it prevents cyclists from legally using Friars Street to travel from Barton Road to Eign Street. It was decided that a Prohibition of Motor Vehicles (Except for Access) restriction would be the most suitable restriction. Section 5.3.4 of Traffic Signs Manual Chapter 3 states that the sign in Dia. 619 (which is for Prohibition of Motor Vehicles) is likely to be used to prevent motor vehicles from using certain sections of road “where cyclists would not be a hazard to pedestrians”.</p> <p>Additionally, the existing Prohibition of Driving restriction is signed by Dia. 917, which is a blank circle with a red border. This signage is not as recognisable to many drivers as Dia. 619. Additionally, the Traffic Signs Regulations and General Directions (TSRGD) do not provide a permitted variant of supplementary plate that can be placed with Dia. 917 to exempt cycles from this restriction.</p> <p>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 September 2025. During the assessment, officers observed the layout of Friars Street and the existing Prohibition of Driving restriction. It was noted that there was no obvious reason to prevent bicycles from using Friars Street to travel northbound.</p> <p>Officers determined that a Prohibition of Motor Vehicles (Except for Access) restriction would be most appropriate, as it would continue to prevent motor vehicles from using Friars Street to cut through from Barton Road to Eign Street. However, residents, their visitors, and delivery vehicles would still be permitted to use the roads. As a result, the restriction would have no impact on residents, while successfully</p>

detering non-resident through traffic from using the area as a “rat run.” The updated signage should also increase clarity for road users that may be unaware of the current restriction on Friars Street, Old Mill Close and Cross Street. The proposals should also decrease motor traffic using Friars Street.

Following the completion of the initial assessment, an informal residents & businesses consultation exercise was undertaken from 10th November 2025 and 8th December 2025. A total of 7 responses were received. Of these, 4 were in support of the proposal, two were non-committal and 1 objected to the proposals. A summary of the responses received during the informal residents & businesses consultation is included as Appendix C.

The objector was concerned that the proposals would prevent family, friends and tradespeople from visiting their home and dropping off and picking up children from the local school.

A Formal (Statutory) Consultation process was undertaken from 8th December 2025 to 12th January 2026, whereby a consultation letter and proposal plan were sent to all Statutory Consultees via email. During this process, no objections were raised.

During the consultation, the Traffic Management Advisor for West Mercia Police offered no objections to the proposals, based on the order being “self-regulating” and not reliant on Police enforcement to ensure its success. 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 19th February 2026 to 13th March 2026. The deadline for statutory consultee responses was extended until the 7th April 2026. During this process no objections were raised from the Statutory Consultees, nor from members of the public. The Traffic Management Advisor for West Mercia Police also reiterated their previous comments made during the Formal (Statutory) Consultation. A summary of the responses received during the Notice of Proposal stage is included as Appendix E.

Whilst not objecting to the proposals, one respondent requested that an informal contraflow for cyclists was implemented on Friars Street, as this aligns with the Council’s aim of encouraging cycling. The respondent mentions that this was previously discussed when Friars Street was made one-way. However, any layout changes to the existing cycle infrastructure are outside the remit of this scheme, which is to introduce a Traffic Regulation Order and the associated signage 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’. The proposal aligns with this guidance.

	<p>In conclusion, the proposed Prohibition of Motor Vehicles (Except for Access) aligns with the duties set out in Section 122 of the Road Traffic Regulation Act 1984. The proposed restriction will act to improve road safety and amenity for residents in the area, as well as ensure that vehicles are not using Friars Street as a cut through from Barton Road to Eign Street and instead utilise more suitable primary routes. The TRO will also allow cyclists to use the route as a through route, which is currently not permitted.</p> <p>Therefore, it is 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 Prohibition of Motor Vehicles (Except for Access) restriction will seek to improve road safety and amenity. Therefore, the proposals are in alignment with Section 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>The implementation of the proposals should result in improved road safety and amenity and provide an environment where people feel it is safer to walk, cycle or ride throughout the area.</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 proposals 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"> (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 £10,000. This includes costs for statutory consultation, preparing and making the TRO, signage, and advertising. This cost has been identified from the Safer Routes to School budget.

Legal implications

The introduction of a new Traffic Order under Sections 1, 2 and 4 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (the 1984 Act) and the Traffic Management Act 2004 (the 2004 Act) 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 Traffic Order 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). A subsequent report will include any such objections or comments, for consideration.

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. Following consideration of the consultation responses the Council has decided not to modify the proposals.

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

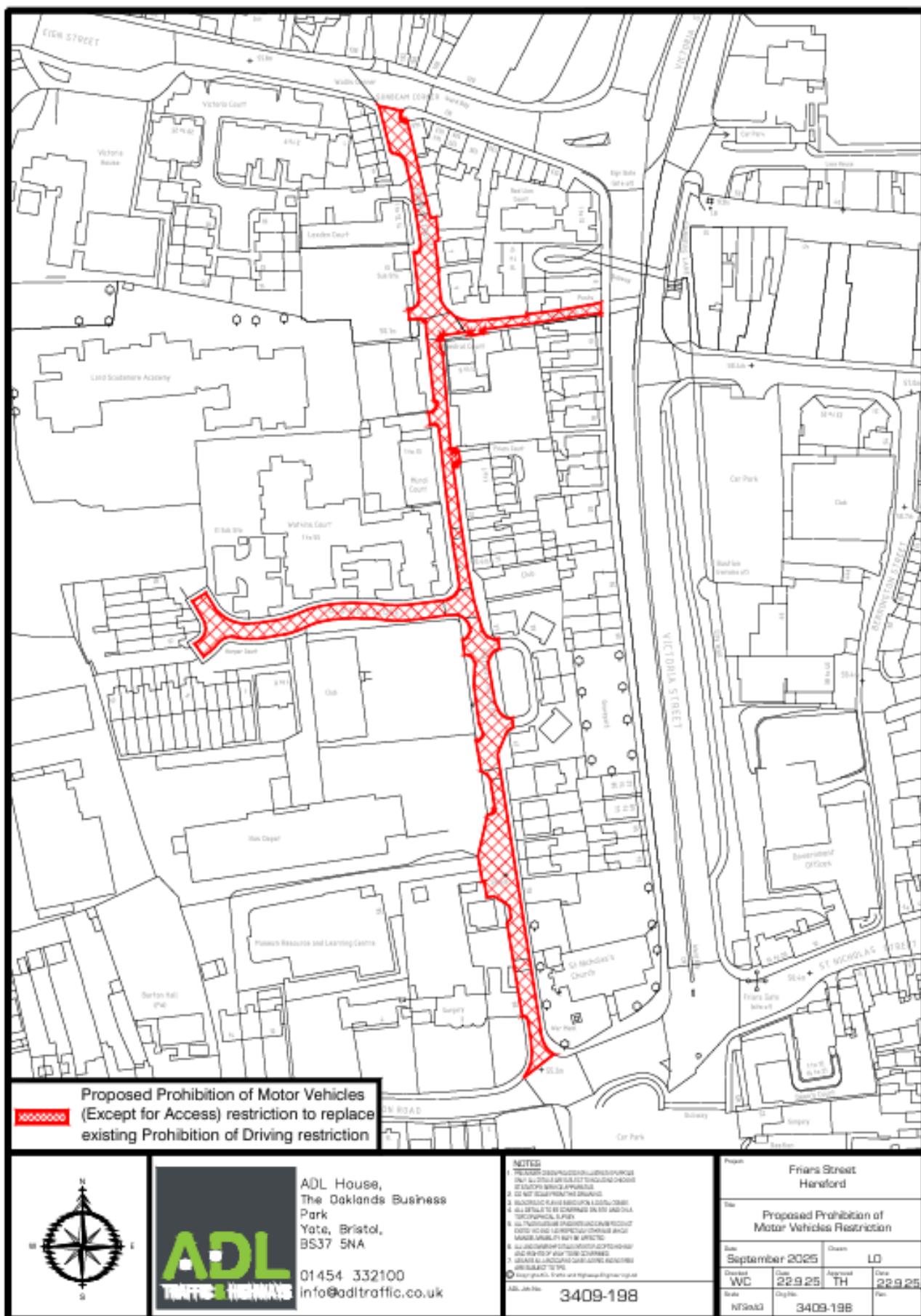
	<p>the 1996 Regulations to publish a notice of making in a newspaper circulating in the area in which any road or place to which the Order relates is situated.</p> <p>Once an Order is made by the Council it will need to be publicised in accordance with the requirements of Part 3 of the 1996 Regulations. 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 its effectiveness that the Prohibition of Motor Vehicles (Except for Access) restriction is imposed appropriately having regard to the type of factors considered in this report. This is the case at Friars Street, Old Mill Close and Cross Street.</p> <p>There is a risk that vehicles may not comply with the Prohibition of Motor Vehicles (Except for Access) restriction. However, the TRO establishes the legal framework necessary for enforcement by the police and makes it unlawful for drivers of motor vehicles with no legitimate access requirement to use the route as a “rat-run”. Even without active enforcement measures, the presence of the restriction itself is likely to deter some drivers, resulting in a reduction in through-traffic.</p>
<p>Details of any alternative options considered and rejected:</p>	<p>Not to make any changes to the access arrangements – This is not recommended as it would fail to achieve the primary goal of the proposal: to continue to prevent vehicles from using Friars Street as a cut-through, but to exempt bicycles from this restriction. The changes also aim to prevent any danger to road users, and also to improve the amenity of the road and surrounding area. The proposals align with Section 122 of the Road Traffic Regulation Act 1984. Additionally, not implementing the Prohibition of Motor Vehicles (Except for Access) restriction would contradict the wishes of the majority of local residents, as well as those statutory consultees that supported the proposals.</p>
<p>Details of any declarations of interest made:</p>	<p>None.</p>


Signed:

Date: 13 April 2026

Please ensure that signatures are redacted before publishing.

Appendix 1



 Proposed Prohibition of Motor Vehicles (Except for Access) restriction to replace existing Prohibition of Driving restriction



ADL House,
The Oaklands Business
Park
Yate, Bristol,
BS37 5NA
01454 332100
info@adltraffic.co.uk

NOTES
1. THIS PLAN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT.
2. THE PLAN IS SUBJECT TO THE TERMS AND CONDITIONS OF THE ADL TRAFFIC & HIGHWAYS AGREEMENT.
3. ALL RIGHTS RESERVED BY ADL TRAFFIC & HIGHWAYS.
4. ALL RIGHTS TO BE SHOWN ON THE PLAN OR OTHERWISE ARE RESERVED BY ADL TRAFFIC & HIGHWAYS.
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ADL Job No: **3409-198**

Project: Friars Street Hereford			
Title: Proposed Prohibition of Motor Vehicles Restriction			
Date: September 2025	Drawn: LO		
Checked: WC	Date: 22.9.25	Approved: TH	Date: 22.9.25
Scale: NTS&G	City/No: 3409-198	Plan:	