

Record of operational decision

Decision title:	Decision to undertake works in Drag Road Byway and Meeks Well Lane Byway. Stabilise a failed slope and provide a carriageway repair by excavating the highway through the site and installing a pavement repair in Drag Road and repair the edge of carriageway damage in Meeks Well Lane.
Date of decision:	27 th October 2025
Decision maker:	Chief Operating Officer – Resident Services
Authority for delegated decision:	Economy and Environment Scheme – Highways and Transport 75 of the Scheme of Delegation. To act on behalf of the council in respect of the legislation specified in the Highways Act 1980. 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:	None.
Decision made:	Commission Balfour Beatty to deliver the proposed works to Drag Road Byway and Meeks Well Lane Byway, including stabilising the failed slope and provide a carriageway repair by excavating the highway through the site and installing a pavement repair in Drag Road and repair the edge of carriageway damage in Meeks Well Lane.
Reasons for decision:	<p>Drag Road, Symonds Yat, has suffered damage in the form of cracks and deformation in the area below Vineyard Cottage. The area of failure and highway is currently under full closure to vehicles but does remain open to pedestrians.</p> <p>The movement within the highway is because of a failure within the slope immediately below, although this appears to have had little impact upon the edge beam although there is evidence of undermining below the concrete edge beam, exposing a vertical gap of approximately 300 to 500mm, there is no indication that it is moving.</p> <p>Two large cracks are present in the asphalt of the pavement towards the northwestern extent of site, the larger is up to 7m in length, with the shorter approximately 4m in length. The 7m crack extends through the centre of Drag Road and is relatively linear. The 4m long crack curves downslope at its southern end. The width of both cracks typically ranged between 10mm and 40mm, with a maximum observed vertical displacement of approximately 50mm.</p> <p>It is noted that signs of degradation on the outer edge of the pavement are beginning to emerge beyond the southeastern extent of Drag Road.</p> <p>The objective is to stabilise the failed slope and provide a carriageway repair by excavating the highway through the site and installing a pavement repair.</p> <p>Meeks Well Lane includes damage to the edge of carriageway in two locations which demonstrate surface cracking caused by vehicle loading and limited support to the edge of carriageway due to ground topography.</p>

	<p>This scheme involves the excavation of existing carriageway where the defects are present to a depth of 650mm. A 150mm thick type 1 granular subbase foundation will be placed at formation. The remaining void will be filled with ST2 concrete overlain with binder course and surface course.</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.</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 implementation of the proposals should result in improved safety and provide an environment where people feel safer.</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. <p>Any impact as a result of the scheme will be equal to all parties.</p> <p>An Equality Impacts and Needs Assessment (EINA) has been completed.</p>

	<p>Resource implications</p> <p>The cost of the implementation of the proposals is approximately £320,000 with a risk budget of £45,000. This cost has been identified from this financial year's existing budget.</p> <p>Legal implications</p> <p>None noted.</p> <p>Risk management</p> <p>A risk register is in place.</p>
<p>Details of any alternative options considered and rejected:</p>	<p>Not take any action – This is not recommended as it would fail to achieve the primary goal of the proposal, which is to ensure works are undertaken to ensure the safety of users and to once again allow access to what is currently closed to vehicles.</p>
<p>Details of any declarations of interest made:</p>	<p>None.</p>

Signed..... Date: 5 November 2025
Chief Operating Officer – Resident Services

Please ensure that signatures are redacted before publishing.