

Record of operational decision

Decision title:	Decision to introduce Segregated Cycle Track, Shared Use Footway/Cycleway and Raised Tables, Various Roads in the vicinity of Holme Lacy Road, Hereford.
Date of decision:	14 January 2026
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 Highways Act 1980 (as amended).</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>
Wards:	Dinedor Hill, Hinton & Hunderton, Saxon Gate
Consultation:	<p>A Formal (Statutory) Consultation process was undertaken from 28th July 2025 to 18th 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 C.</p> <p>The Notice of Intention stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 23rd October 2025 to 14th November 2025. During this process no objections were raised from the Statutory Consultees, and one was received by the City Councillor for the Hereford Central Ward, who was writing in a personal capacity, rather than on behalf of the city council. A summary of the responses received during the Notice of Intention stage is included as Appendix D. The responses from Statutory Consultees are also summarised below.</p> <p>Traffic Management Advisor (TMA), West Mercia Police – Offered no objections to the proposals.</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 & Hunderton) – Issued no response to the consultation.</p> <p>Ward Councillor (Saxon Gate) – Issued no response to the consultation.</p> <p>Hereford City Council – Issued no response to the consultation.</p> <p>Cabinet Member – Issued no response to the consultation.</p> <p>Hereford and Worcester Fire and Rescue Service – Issued no response to the consultation.</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>

	BBLP Locality Steward – Issued no response to the consultation.
Decision made:	<p>Consideration has been given to the receipt of one objection arising from the Notice of Intention stage. Notwithstanding the receipt of this objection, for the reasons as set out below, it is recommended that the segregated cycle track, shared use footway/cycleway and raised tables be implemented, as advertised in the Notice of Intention, under Sections 65, 66 & 90A of the Highways Act 1980 (as amended).</p> <p>The plans showing the proposals are included as Appendix A. The Notice of Intention documents including a full schedule of the proposals is included as Appendix B.</p>
Reasons for decision:	<p>The proposals to install new Segregated Cycle Track, Shared Use Footway/Cycleway and Raised Tables on Holme Lacy Road and its neighbouring roads is in association with Herefordshire Council's Holme Lacy Road Active Travel Scheme. The scheme has been designed to improve the facilities for pedestrians & 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. Additionally, the proposals have been designed to improve the continuity and connectivity of the existing route along Holme Lacy Road from the South Wye Area to the Hereford Enterprise Zone.</p> <p>A Formal (Statutory) Consultation process was undertaken from 28th July 2025 to 18th 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 C.</p> <p>The Notice of Intention stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 23rd October 2025 to 14th November 2025. During this process no objections were raised from the Statutory Consultees, and one was received by the City Councillor for Hereford Central Ward, who was writing in a personal capacity, rather than on behalf of the city council. One member of the public also raised concerns that the traffic lights replacing the mini roundabout on Holme Lacy Road would cause access issues for surrounding properties. A summary of the responses received during the Notice of Intention stage is included as Appendix D.</p> <p>The objector stated that the proposals are not compliant with LTN 1/20, as they fail to provide a continuous, logical and safe route necessary to shift travel habits towards active travel. The objector states that the proposals fail to protect cyclists at Chestnut Drive, Co-op store at Lower Bullingham and at Wye Inn, as cyclists will have to use the carriageway.</p> <p>The objector states that all the tabled crossings need to convey the message that drivers must give way to pedestrians and cycles. They mention that tables should not be installed using the same grey coloured asphalt as the road, but a different material and colour consistent with the active travel route. The objector also stated that they would support the use of zebra crossings and belisha beacons over the signalised pelican crossings on the tabled Holme Lacy crossings. The objection also mentions that 100mm tables should be used, rather than 90mm tables.</p>

In response to the objector's point regarding the route failing to provide a continuous route, the implementation of these parts of cycle track/cycleway form part of a current phase of new cycle infrastructure being introduced on Holme Lacy Road and the surrounding roads. Additional cycle infrastructure is due to be implemented in future phases as part of the wider Improving Travel in Hereford Programme. Improvements including "dedicated cycle lanes and quiet routes for cyclists" will be implemented on the stretch of Holme Lacy Road between Oak Crescent and Thorn Business Park. As outlined on Herefordshire Council's website, the scheme will create "a proper, dedicated cycle route from Rotherwas to the city and homes". 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 the objector stating that all tabled crossings need to indicate that drivers need to give way to pedestrians and cycles, associated signage and road markings will be installed where required in order to warn drivers of the possibility of cyclists and/or pedestrians crossing, and several crossing points will be accompanied by Belisha Beacons or will be signalised. Additionally, high friction surfacing is proposed on approach to several crossing locations in order to aid vehicles in slowing down as quickly as possible if braking. With many of the crossing points being situated on raised tables, vehicles are likely to naturally slow down in order to safely navigate the raised tables. With the crossings being raised from the level of the carriageway, it will be clear to drivers where the crossing points are, meaning that a different asphalt colour at the crossing points is not required. LTN 1/20 indicates that placing crossings on raised tables may reduce local speeds and, therefore, improve safety.

Signalised crossings have been proposed on Holme Lacy Road as the presence of traffic lights should ensure that vehicles have come to a complete stop before pedestrians cross the road, which may not be the case at unsignalised crossings. Chapter 10 of LTN 1/20 emphasises that signalised crossings are safer than unsignalised crossings, particularly on roads where there is a high volume of traffic, such as Holme Lacy Road. Table 10-2 in LTN 1/20 shows that signalised crossings are suitable for most people when the speed limit is 30mph or under. In contrast, uncontrolled, cycle priority or parallel crossings are shown to exclude most potential users and/or have safety concerns. The existing mini roundabout at Holme Lacy Road's junction with Chestnut Drive will be converted into a signalised junction in order to allow safe crossing of the road by cyclists and pedestrians at this location. Currently there are only uncontrolled crossing points in the vicinity of this mini roundabout.

In response to the objector's concerns over the height of the raised tables, the raised tables are specified to be 90mm tall so that there is leeway during the construction process. The raised tables are not pre-formed and made to measure prior to their installation, but rather they are constructed and moulded on site. There is leeway for the constructed humps to be up to 10mm taller than specified. Any height over 100mm is considered an obstruction to the highway.

In response to the member of the public's concerns that the new traffic lights would cause issues for those accessing local properties, the proposed changes support a safety orientated scheme, and the measures proposed as part of this scheme will not impact the ability to access any of the driveways on Holme Lacy Road or other surrounding roads.

In conclusion, the proposals will improve road safety and amenity for all road users and make it easier for pedestrians and cyclists to navigate Holme Lacy Road and the surrounding area. The proposals are in alignment with LTN 1/20, form part of the wider Improving Travel in Hereford Programme and will

	<p>encourage active travel in Hereford as the natural choice for journeys less than two kilometres in distance. These proposals 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 proposals have also been reviewed by Active Travel England as a statutory consultee, throughout the design stage of the scheme.</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 road humps will seek to improve road safety and amenity within the area. The works are, therefore, also 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>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.

	<p>Any impact as a result of the scheme will be equal to all parties.</p> <p>See Appendix E of this report for Equality Impacts and Needs Assessment (EINA).</p> <p>Resource implications</p> <p>The cost of the implementation of the proposals is approximately £400,000. This includes costs for statutory consultation, preparing and making the Legal Documents, advertising and implementing the works. 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.</p> <p>Legal implications</p> <p>The introduction of the proposals under Sections 65, 66 & 90A of the Highways Act 1980 (as amended) will be required.</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 their effectiveness that the Segregated Cycle Track, Shared Use Footway/Cycleway and Raised Tables are imposed appropriately having regard to the type of factors considered in this report.</p>
Details of any alternative options considered and rejected:	<p>Not to implement the proposals as advertised – This is not recommended as it would fail to achieve the primary purpose of the proposal – to improve the facilities for pedestrians, particularly the crossing arrangements, and to address the challenges that currently discourage people from walking and cycling in the vicinity of Holme Lacy Road. Not implementing the proposals would fail to encourage active travel for journeys under 2 kilometres long and would not align with the wider Improving Travel in Hereford Programme.</p>
Details of any declarations of interest made:	None

Signed..... Date: 14 January 2026

Please ensure that signatures are redacted before publishing.



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AMENDMENTS		
REF.	DATE	DESCRIPTION

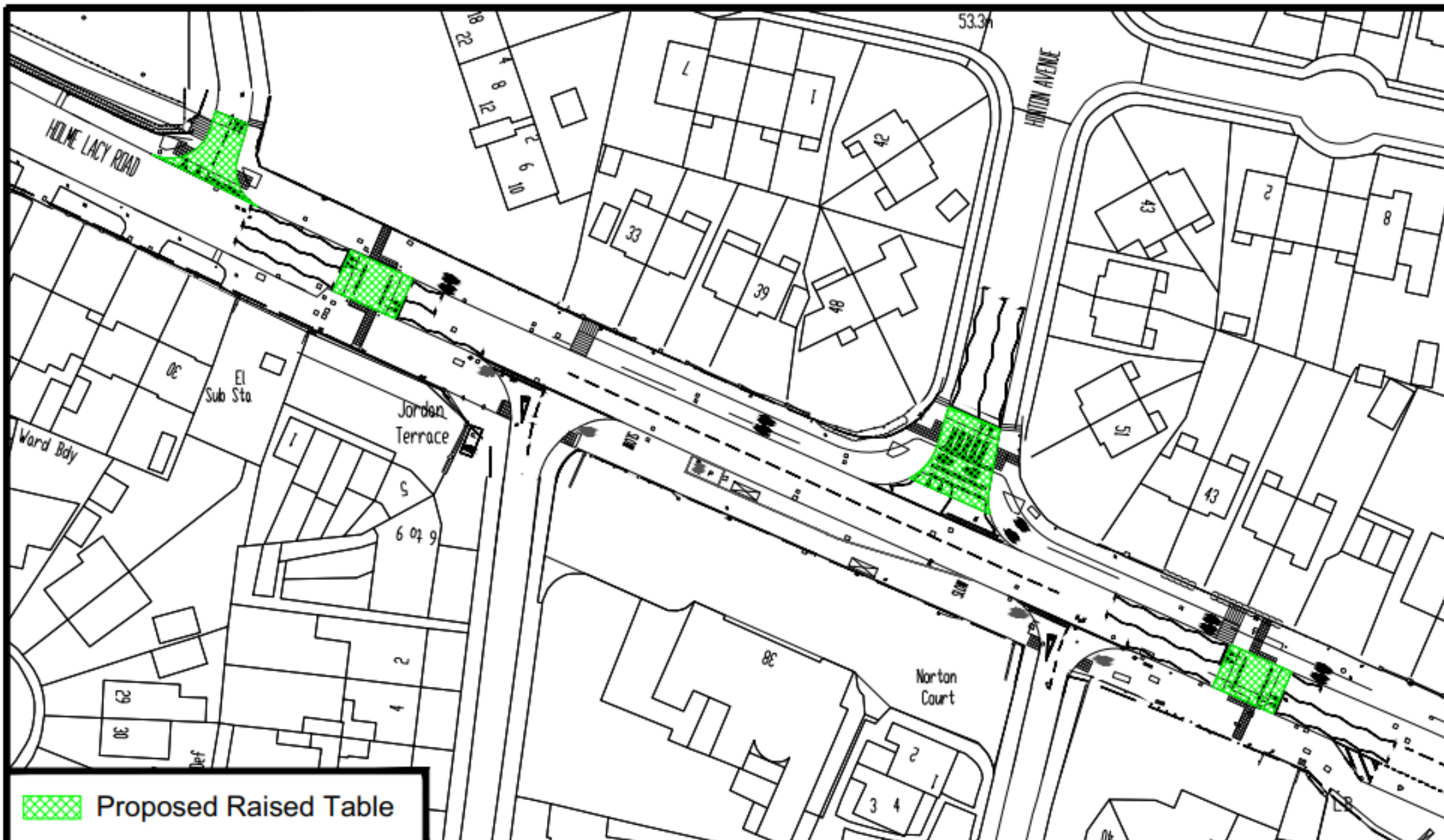
ADL Job No. 3409-180

Project Holme Lacy Road, Hereford

Title Proposed Raised Tables Overview

Date April 2025	Drawn WC
Checked TH	Date 15.04.25
Scale	Approved TH
NTS @ A3	Date 15.04.25
	Rev.

3409-180-OV



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REVISIONS

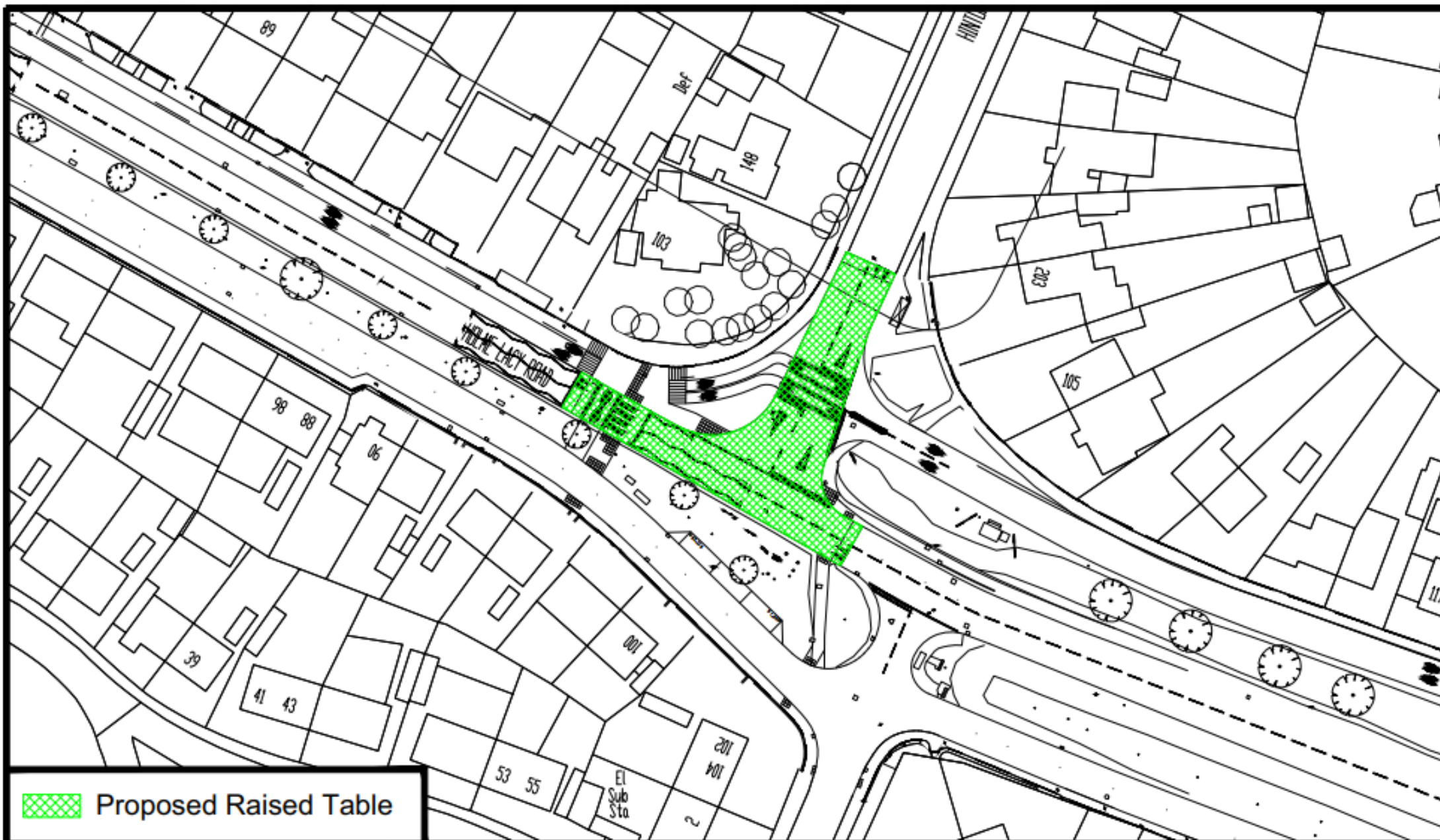
REV.	DATE	DESCRIPTION

ADL Job No. 3409-180

Project: Holme Lacy Road
Hereford

Title: Proposed Raised Tables
1 of 4

Date: April 2025		Drawn: WC	
Checked: TH	Date: 15.04.25	Approved: TH	Date: 15.04.25
Scale:	City Plan	File:	
NTS @ A3		3409-180.001	



Proposed Raised Table



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REV.	DATE	DESCRIPTION

ADL Job No.

3409-180

Project

Holme Lacy Road
Hereford

Title

Proposed Raised Tables
2 of 4

Date

April 2025

Drawn

WC

Checked TH

Date 15.04.25

Approved TH

Date 15.04.25

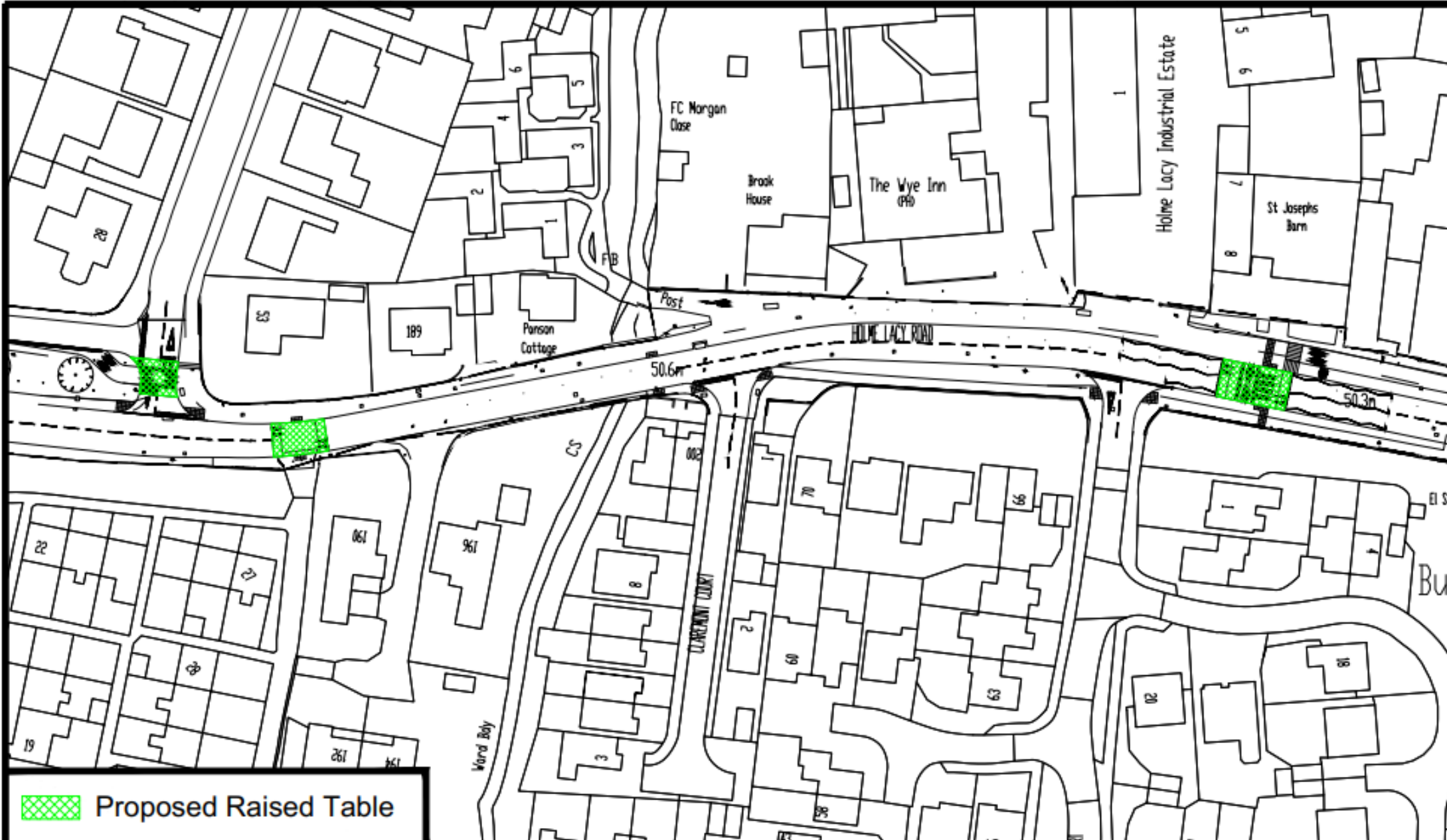
Scale

City Plan

File

NTS @ A3

3409-180-002



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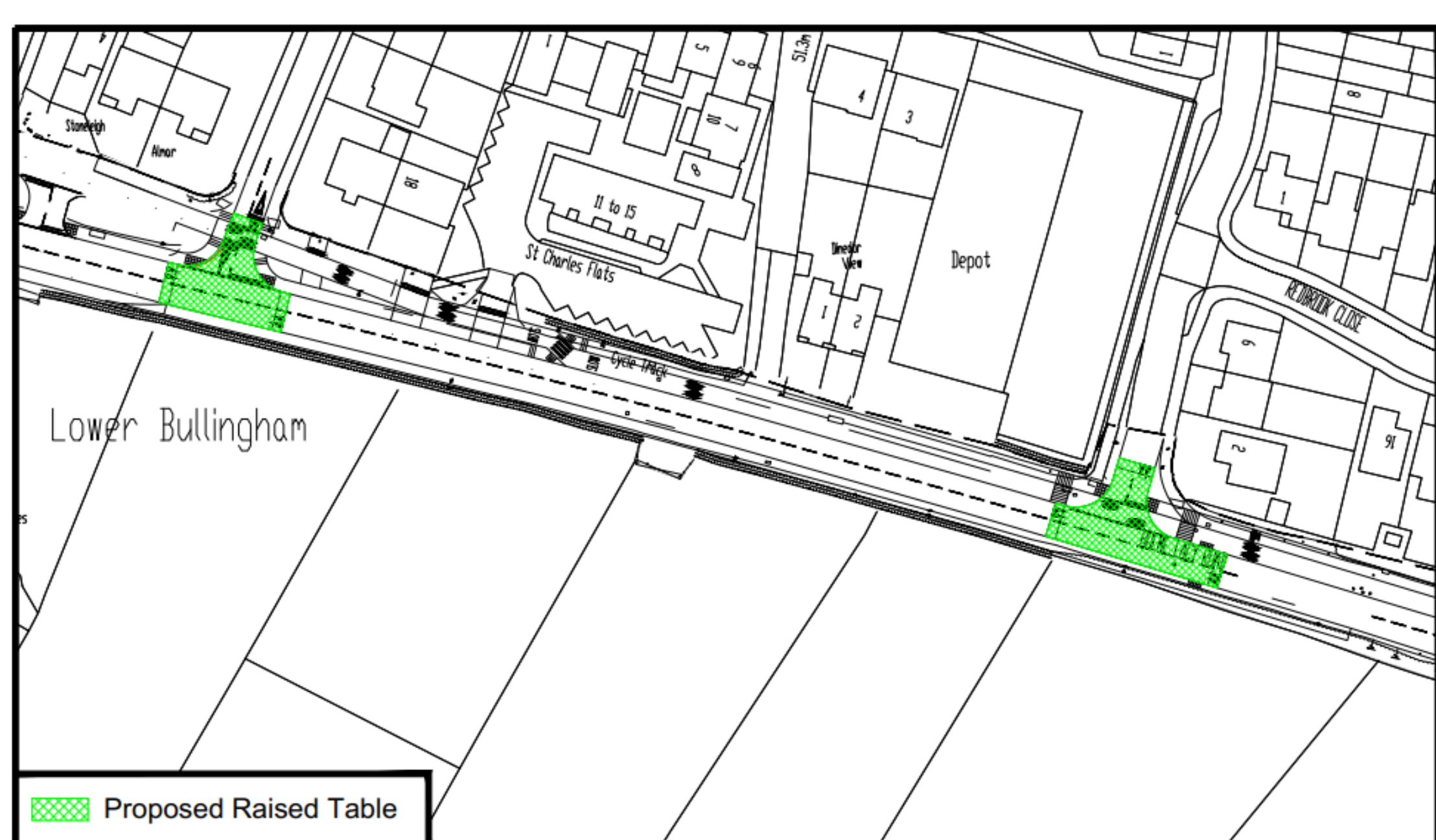
ADL Job No.

3409-180

Project
Holme Lacy Road
Hereford

Title
Proposed Raised Tables
3 of 4

Date April 2025	Drawn WC
Checked TH	Date 15.04.25
Scale 1:500	Approved TH
NTS @ A3	Date 15.04.25
	File 3409-180-003



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REV.	DATE	DESCRIPTION

ADL Job No.

3409-180

Project: Holme Lacy Road
Hereford

Title: Proposed Raised Tables
4 of 4

Date	Drawn	TH	WC
April 2025	15.04.25	15.04.25	15.04.25
Scale	1:50	1:50	1:50
NTS @ A3	3409-180-004		