

Record of Officer Decision

Decision title:	Proposed Flat Topped Road Humps on Penhaligon Way, Gladstone Drive and Aldi Access Road from Eign Street and Whitecross Road, Hereford.
Date of decision:	15 January 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:	Widemarsh
Consultation:	<p>In accordance with Section 90A of the Highways Act 1980, a Formal (Statutory) Consultation process was undertaken from 29th May 2025 to 20th June 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 A.</p> <p>The Notice of Intention stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 10th July 2025 to 1st August 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 not a statutory consultee. A summary of the responses received during the Notice of Intention stage is included as Appendix B. The responses from Statutory Consultees are also summarised below.</p> <p>Ward Councillor – Offered no objections to the proposal</p> <p>Traffic Management Advisor (TMA), West Mercia Police – Offered no objections to the proposals.</p> <p>Hereford City Council Clerk – 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> <p>BBLP Locality Steward – Issued no response to the consultation.</p>
Decision made:	Considering one objection has been made as part of the Formal (Statutory) Consultation and Notice of Intention stages, the installation of the flat-topped road humps be implemented under Section 90A of the Highways Act 1980 (as amended) as advertised in the Notice of Intention.

	<p>The Notice of Intention documents including a full schedule of the proposals is included as Appendix C.</p>
Reasons for decision:	<p>The proposals to install new road humps originated as part of the “Greening the City” improvements surrounding Great Western Way in Hereford. The road humps are proposed in order to improve road safety at points where the Great Western Way cycle path meets the highway. At these points, it is very likely that there will be pedestrians and/or cyclists in the immediate vicinity of the carriageway. Great Western Way starts immediately south of the junction of Gladstone Drive and Penhaligon Way and also crosses the Aldi Access Road. Additionally, the current road hump on the Aldi Access Road is taller than 100mm, meaning it is not compliant with the Highways (Road Humps) Regulations 1996, which states that 100mm is the maximum permitted height for a road hump.</p> <p>A Formal (Statutory) Consultation process was undertaken from 29th May 2025 to 20th June 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 A.</p> <p>The Notice of Intention stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 10th July 2025 to 1st August 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 not a statutory consultee. A summary of the responses received during the Notice of Intention stage is included as Appendix B. The responses from Statutory Consultees are also summarised below.</p> <p>The objector believed that the existing Table B on the Aldi Access Road is very effective at slowing cars at this location, which ensures the safety of pedestrians and cyclists at this location. The replacement of this ramp would enable vehicles to cross it faster, which would increase the risk to pedestrians and cycles. The objector requested that the new ramp is reduced to 100mm in height, rather than 90mm as proposed. The objector also believed that the source of funding should not be the ‘Greening the City’ fund, as the purpose of the Greening the City Funding outlined in the Hereford Town Investment Plan does not include road infrastructure.</p> <p>In response to this objection, the road humps are specified to be 90mm tall so that there is leeway during the construction process. The road humps 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.</p> <p>Additionally, the surface of the road humps will be a different colour to the rest of the carriageway, in order to highlight the priority to cyclists and to active travel users. The widening of the plateau atop the road hump will also increase the surface area of the crossing aiming in turn to increase the awareness and safety of all road users. These proposals aim to further encourage the use of Hereford’s walking and cycling network and therefore are considered within the scope of the Greening the City funding.</p> <p>In conclusion, the proposed road hump alterations align with Section 90A of the Highways Act 1980 (as amended) and improve road safety and amenity. The proposals should make it easier for pedestrians and cyclists to navigate Great Western Way and the surrounding area.</p>

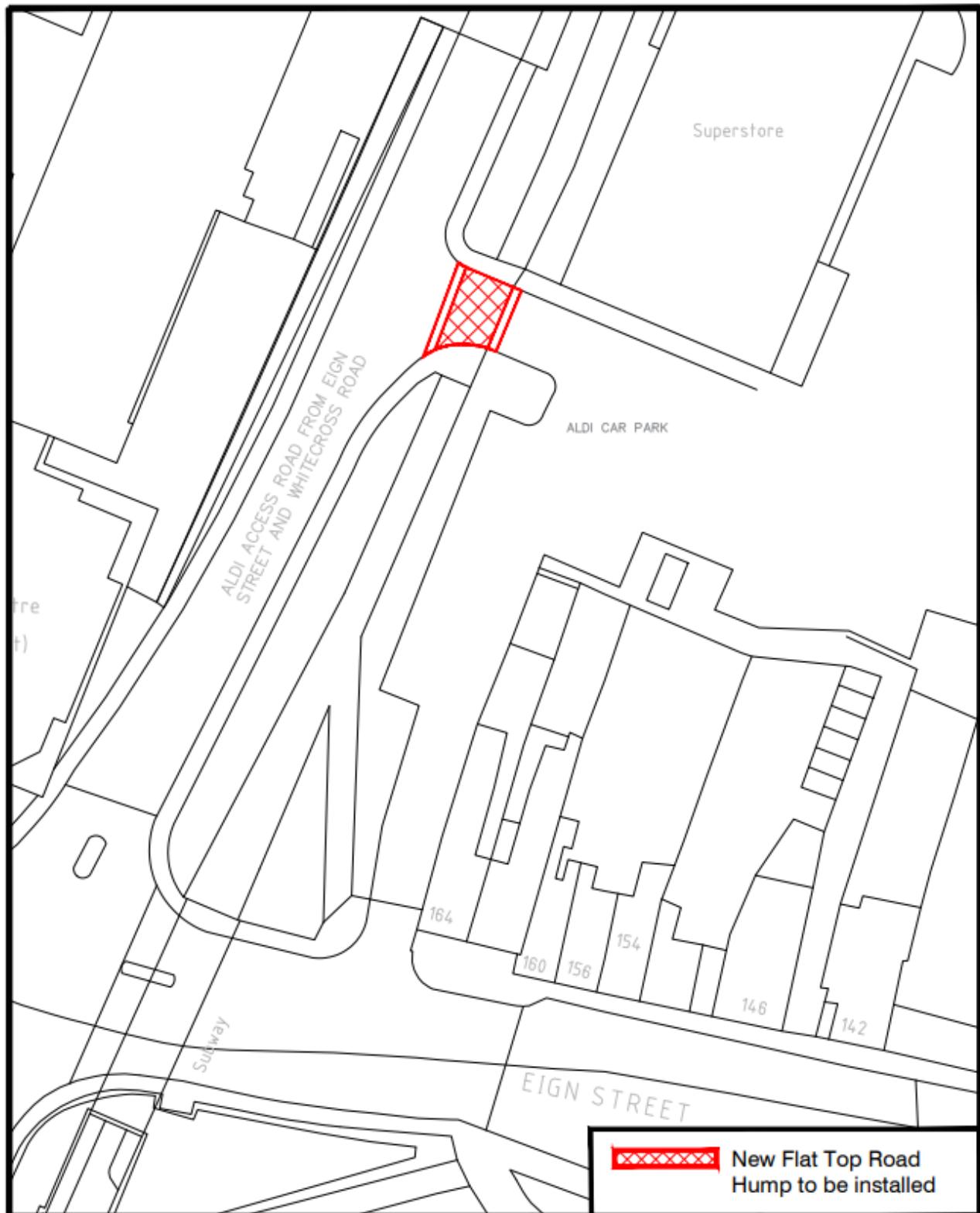
	<p>It is, therefore, advised to progress with the recommendations outlined in this report for the reasons set out above.</p>
Highlight any associated risks/finance/legal/equality considerations:	<p>Community impact</p> <p>The recommendations outlined above will have a positive impact on the local community. 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 D 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 £600,000. This includes costs for statutory consultation, preparing and making the Legal Documents, advertising and implementing the works. This cost has been identified from within the “Greening the City” fund.</p> <p>Legal implications</p> <p>The introduction of flat-topped road humps under Section 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 road humps 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 road safety at points where the Great Western Way cycle path meets the highway. The current road hump on the Aldi Access Road is taller than 100mm, meaning it is not compliant with the Highways (Road Humps) Regulations 1996, which states that 100mm is the maximum permitted height for a road hump.</p>
Details of any declarations of interest made:	<p>None.</p>

Signed:

Date: 15 January 2026

Please ensure that signatures are redacted before publishing.



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