

# Agenda

## Environment and Sustainability Scrutiny Committee

Date: **Monday 12 May 2025**

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Time: **10.00 am**

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Place: **Conference Room 1 - Herefordshire Council, Plough  
Lane Offices, Hereford, HR4 0LE**

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Notes: Please note the time, date and venue of the meeting.

For any further information please contact:

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# **Agenda for the meeting of the Environment and Sustainability Scrutiny Committee**

## **Membership**

<b>Chairperson</b>	<b>Councillor Louis Stark</b>
<b>Vice-chairperson</b>	<b>Councillor Justine Peberdy</b>
	<b>Councillor Dave Davies</b>
	<b>Councillor Helen Heathfield</b>
	<b>Councillor Robert Highfield</b>
	<b>Councillor Rob Owens</b>
	<b>Councillor Richard Thomas</b>

## Agenda

### Pages

**1. APOLOGIES FOR ABSENCE**

To receive apologies for absence.

**2. NAMED SUBSTITUTES**

To receive details of members nominated to attend the meeting in place of a member of the committee.

**3. DECLARATIONS OF INTEREST**

To receive declarations of interests from members of the committee in respect of items on the agenda.

**4. MINUTES**

To receive the minutes of the meeting held on 24 March 2025.

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**HOW TO SUBMIT QUESTIONS**

The deadline for the submission of questions for this meeting is 5pm on Tuesday 6 May 2025.

Questions must be submitted to [councillorservices@herefordshire.gov.uk](mailto:councillorservices@herefordshire.gov.uk).

Questions sent to any other address may not be accepted.

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**5. QUESTIONS FROM MEMBERS OF THE PUBLIC**

To receive any written questions from members of the public.

**6. QUESTIONS FROM MEMBERS OF THE COUNCIL**

To receive any written questions from members of the council.

**7. ROAD SAFETY**

To provide a review of road safety across Herefordshire, endorsing or otherwise the current arrangements and providing recommendations to the Cabinet Member for Roads and Regulatory Services.

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**8. WORK PROGRAMME**

To consider the work programme for the committee.

[Papers to follow]

**9. DATE OF THE NEXT MEETING**

Monday 7 July 2025, 10am



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We will review and update this guidance in line with Government advice and restrictions.

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- Inspect minutes of the council and all committees and sub-committees and written statements of decisions taken by the cabinet or individual cabinet members for up to six years following a meeting.
- Inspect background papers used in the preparation of public reports for a period of up to four years from the date of the meeting (a list of the background papers to a report is given at the end of each report). A background paper is a document on which the officer has relied in writing the report and which otherwise is not available to the public.
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- Have access to a list specifying those powers on which the council have delegated decision making to their officers identifying the officers concerned by title. The council's constitution is available at [www.herefordshire.gov.uk/constitution](http://www.herefordshire.gov.uk/constitution)
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[www.herefordshire.gov.uk/downloads/file/1597/hereford-city-bus-map-local-services-](http://www.herefordshire.gov.uk/downloads/file/1597/hereford-city-bus-map-local-services-)

## **The seven principles of public life**

### **(Nolan Principles)**

#### **1. Selflessness**

Holders of public office should act solely in terms of the public interest.

#### **2. Integrity**

Holders of public office must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships.

#### **3. Objectivity**

Holders of public office must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias.

#### **4. Accountability**

Holders of public office are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this.

#### **5. Openness**

Holders of public office should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing.

#### **6. Honesty**

Holders of public office should be truthful.

#### **7. Leadership**

Holders of public office should exhibit these principles in their own behaviour and treat others with respect. They should actively promote and robustly support the principles and challenge poor behaviour wherever it occurs.





**Minutes of the meeting of Environment and Sustainability Scrutiny Committee held at Conference Room 2 - Herefordshire Council, Plough Lane Offices, Hereford, HR4 0LE on Monday 24 March 2025 at 10.00 am**

**Present:** Councillor Louis Stark (chairperson)  
Councillor Justine Peberdy (vice-chairperson)

Councillors: Dave Davies, Helen Heathfield, Robert Highfield, Ben Proctor (substitute) and Richard Thomas

**In attendance:** Councillor Elissa Swinglehurst (Cabinet Member Environment)

**Officers:** Ben Boswell (Head of Environment Climate Emergency and Waste Services), Simon Cann (Committee Clerk), Daniel Lenain (Principal Sustainability and Climate Change Officer), Nicola Percival (Waste Services Manager), Alfie Rees-Glinos (Democratic Services Support), Richard Vaughan (Sustainability and Climate Change Manager) and Danial Webb (Statutory Scrutiny Officer).

**121. APOLOGIES FOR ABSENCE**

Apologies had been received from Cllr Rob Owens.

**122. NAMED SUBSTITUTES**

Cllr Ben Proctor was the named substitute for Cllr Rob Owens.

**123. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**124. MINUTES**

The minutes of the previous meeting were received.

**Resolved:** That the minutes of the meeting held on 20 January 2025 be confirmed as a correct record and be signed by the Chairperson.

**125. QUESTIONS FROM MEMBERS OF THE PUBLIC**

No questions had been received from members of the public.

**126. QUESTIONS FROM MEMBERS OF THE COUNCIL**

No questions had been received from members of the council.

**127. ENERGY EFFICIENCY AND RETROFITTING**

The report was taken as read and the committee Chair outlined the three main objective around the item.

- Understand the outcomes of the building retrofit and supply chain development funded by Climate Reserve fund.
- Evaluate progress on Keep Herefordshire Warm and HUG initiatives.
- Consider an update on the impact of the new rented property sector energy efficiency regulations.

It was noted that the third objective around the Renters' Rights Bill went much wider than the committee's remit for the meeting and it was advised that the committee should constrain itself to the living conditions element of the topic.

1. The committee noted that one of the main drivers of the push for retrofitting was the council's net zero ambition across the county.
2. The committee noted that nationally and internationally there had been increased pessimism around achieving net zero targets and asked the Cabinet Member Environment if Herefordshire Council was still aiming for Net zero across the county by 2030 and how achievable the ambition was.
  - The Cabinet Member Environment stated that the executive hadn't changed its target on net zero and was confident that it could be achieved at a council level by 2030, however achieving the target on a county wide level would be more challenging due to the lack of direct influence the council had over all the emitters within the county.
  - The Cabinet Member expressed doubts as to whether net zero across the county would be achieved by 2030, but stressed that this should not discourage ongoing and future activity related to achieving that target and that everything possible should be done to try and meet the objective.
3. A committee member stressed the need for sequestration and finding ways of removing warming gas from the atmosphere.
4. The Cabinet Member for Environment said it would be a challenge to meet net zero with over 14000 households in fuel poverty, although the committee said retrofitting was also about the well-being and comfort of some of the County's poorest residents.
5. The committee noted the problems arising from labour shortages and skill gaps in specialised retrofitting work and the expenses involved converting older buildings.
6. The committee noted regulatory hurdles causing approval delays and the outright refusal to provide funding/grants for certain projects based on means testing around property size. It was asked whether an alternative capping system could be used to allow for partial funding of larger property conversions.
  - The Head of Environment Climate Emergency and Waste Services explained that the authority did not set the criteria of the grant/funding schemes, but it did try to lobby and work closely with the government departments involved to try and help shape them. Herefordshire's housing stock presented unique challenges that didn't always align with national schemes. These were typically one or two year programmes, which hampered funding for longer-term projects as the criteria of obtaining funding was regularly changing before progress could be made.

- The Sustainability and Climate Change Manager explained that outside of and complementary to the government grant funding, sat the relatively limited climate reserve funds available through the able to pay retrofit schemes. The authority had greater control and influence over these in comparison to the government run schemes.
  - The Sustainability and Climate Change Manager provided an assurance that consideration would be given to ensuring that allocation of funding from climate reserve retrofitting schemes would not be restricted by factors such as property size.
7. The committee raised concerns that there was no clear pathway for how the council would deliver progress on energy efficiency and retrofitting across Herefordshire in line with its ambitions on net zero. It was asked if there was any information showing the gap between what needed to happen in the county and what the council anticipated was actually going to happen.
- The Sustainability and Climate Change Manager explained that new 'Parity Projects' software would be able to provide a relatively crude indication of the scale of the challenge and amount of funding required to meet it.
  - The Head of Environment Climate Emergency and Waste Services pointed out that a number of strategy pieces had been explored to establish how the overall challenge could be broken down into different elements, so that relevant interventions could take place.
  - The Head of Environment Climate Emergency and Waste Services detailed how the service's 'Keep Herefordshire Warm' initiative had aimed to provide a kind of 'one stop' advice shop providing free impartial advice to anybody, regardless of their means. Keep Herefordshire Warm would signpost people to any potential opportunities available to them and help facilitate with what funding/assistance was available at that point in time.
8. The committee acknowledged the relatively low amounts of government grant funding available for retrofitting schemes and raised concerns about the apparent lack of capital funding being made available by the council to help meet the challenge.
- The Cabinet Member Environment acknowledged that historically capital funding had been limited, but that the executive would be taking another look at it.
  - It was suggested that nationally and locally a key factor would be mobilising private markets, but there were issues within the industry in making that a reality.
  - The Cabinet Member Environment stressed the need to focus and direct funding in an effective and efficient manner, which targeted troublesome and thermally inefficient properties. It was suggested a 'house must pay' style approach might be productive, but would need careful consideration before being adopted.
9. The committee stressed that there was significant need for a plan to be put in place to determine how energy efficiency retrofitting could achieve co-benefits in terms of climate, public health and cost of living.

10. The committee asked what could be done to promote the development of retrofitting skills and training pathways to bolster labour shortages within the industry.
  - The Sustainability and Climate Change Manager pointed out that the council had been working with the Herefordshire Low Carbon Technology Training Centre, which had received grant funding from the council to provide retrofit training for installers. The council had also been working with local partners to provide training and top-up funding for installers, but the landscape continued to be very challenging.
  - The Sustainability and Climate Change Manager pointed out that the service did its best to promote training activity and opportunities through communications, but there was always a need to promote things more widely.
11. The committee enquired whether the council had investigated models of partnership used by other local authorities, with private enterprise funders, to offer low interest finance to support the able to pay sector to retrofit within an able to pay strategy.
12. The committee considered investigating a mechanism whereby homeowners who were able to pay could use their own trusted suppliers and contractors to carry out work rather than being restricted to a council approved one.
13. The committee considered whether the publicly available specification (PAS 2035) standard was a barrier to entry for some people wishing to have work carried out on their property.
  - The Sustainability and Climate Change Manager pointed out that PAS 2035 was not just used to ensure that a certain energy performance certificate (EPC) rating was achieved, but to prevent cowboy operators without PAS 2035 registration from being able to enter the market without any barriers to entry and carry out poor quality work. It was acknowledged that there were pros and cons to the current approach and that it was possible that smaller local installers may not get involved because there was too much time and cost involved in gaining PAS registration.
  - It was explained that the PAS 2035 requirement ensured that any council funding given to a homeowner would end up going through a reputable builder/retrofitter and would not need to be recovered due to inadequate work having been carried out.
  - The Sustainability and Climate Change Manager stated that if there were any alternative approaches to using only PAS 2035 registered retrofitters then the council would give consideration to them.
14. The committee enquired as to whether PAS 2035 standards were applied to commercial properties, especially in relation to the council's estate.
  - The Sustainability and Climate Change Manager explained that the equivalent standard for commercial properties was PAS 2038, but in relation to council led projects/retrofits involving commercial buildings - such as the Hereford Museum - a much higher standard was employed.

- It was stated that retrofit assessments had been carried out across the entirety of the council's estate in order to establish and understand what was possible and where to invest funds on a site by site basis.
15. The committee suggested that a focus on a specific market stimulation strategy around the able to pay market could be worth investigating.
  16. The committee enquired if the council and energy companies could widely promote information providing a summary of all the sources of advice, help, and finance in relation to energy efficiency.
  17. The committee asked if the council could fund activity to help and encourage home owners, businesses and landlords to implement small improvements to properties for 'easy wins', enabling disproportionately larger improvements to a property's energy efficiency.
    - The Principal Sustainability and Climate Change Officer stated that the council was keen to increase the number of energy advice home visits taking place, these typically involved intensive interviews with the homeowner, with energy efficient products being sent out to those who could not afford or were unable to implement changes themselves.
  18. The committee noted the lack of a dedicated skills champion within the cabinet to drive forward upskilling across key business sectors.
  19. A committee member suggested it wasn't just a matter of upskilling individuals, but also getting more people into the industry.
  20. The committee noted that training courses were only of use if people actually enrolled on them and considered whether the council was doing enough to promote NMITE to facilitate its ability to attract students.
  21. A committee member suggested it would be helpful if NMITE engaged more with local providers and companies to encourage them to invest in NMITE with a view to the providers being able to meet demand for retrofits on properties using new methods and systems.
    - The Cabinet Member Environment pointed out that the NMITE cohort was currently quite small and focused more on degree level engineering knowledge rather than practical skills training, however it was within NMITE's ethos to engage with local providers and it would form part of its journey to expand.
  22. A committee member pointed out that NMITE had partnered with 80 local companies and was working with them to understand what industry needs and how to deliver it through appropriate courses.
  23. The committee raised concerns that it was unsighted on how heavily the council was involved in trying to bring the private rental sector conditions of its own stock up to standard.
  24. The committee suggested that once the Renters' Rights Bill came into law that a summit of interest groups, that represent landlords and tenants, should come together to consider how they could take forward the initiatives that were contained within the act.

25. The committee raised a concern that the bill only required a minimum rating of EPC E and would support a push for a minimum EPC C rating through lobbying and writing to government in relation to the matter.
26. The committee agreed that it would be helpful to approach the Environmental Health and Trading Standards teams to help establish and understand their relationships with registered providers.

At the conclusion of the debate, the committee discussed potential recommendations, and the following resolutions were agreed.

**That Herefordshire Council:**

1. **develops a plan to deliver progress on energy efficiency and retrofitting across Herefordshire, including targets, in line with their ambitions on net zero, to include the co-benefits that flow from this, including public health, wellbeing, and the cost of living;**
2. **appoints a skills champion on the cabinet to drive forward upskilling across key business sectors, including energy efficiency and retrofitting, to support their growth ambitions for Herefordshire;**
3. **promotes the Publicly Available Specification 2035 (PAS 2035) standard for council-funded retrofit delivery and investigates equivalent standards for private schemes to consider.**
4. **arranges a summit of interest groups of landlords and tenants, to explore how to implement the Renters Right (Reform) Bill, when in force, with a focus on energy efficiency and retrofitting and a goal of improving living conditions for renters.**
5. **develops an able-to-pay market strategy which will**
  - **identify the key barriers to able-to-pay investment**
  - **work with partners to overcome these barriers and**
  - **use the evidence of the growing market to encourage supplier investment in the retrofit market**
6. **investigates models of partnership with funders to offer private low interest finance to support the able to pay sector to retrofit within an able-to-pay strategy.**
7. **looks at ways to encourage small improvements and easy wins that would bring a disproportionate improvement to a property's energy efficiency.**
8. **ensures that council funding towards intervention on retrofit skills continues to be used for projects that are appropriate for and reaching all retrofit-related companies in Herefordshire and focusing on existing people working in the industry as well as current students.**
9. **considers promoting a summary of all the sources of advice, help, and finance more widely.**
10. **analyses what it would take to bring all private rented accommodation up to the EPC C standard and identify what the council would do to help as soon as the EPC C announcement is made.**
11. **writes and further petitions the Government to demand that the EPC C standard is introduced for the private rented sector.**

**128. WASTE CONTRACT**

The report provided the committee with an update regarding the delivery of the council's new recyclables and waste collection contract. The report was taken as read.

1. The committee expressed disappointment that the recycling rate across the county remained stubbornly low at 40%, but acknowledged that this figure would

potentially and hopefully rise in the near future, when gardening and food recycling streams were turned on.

2. The committee considered whether progress was stagnating and if there was a potential opportunity to increase the recycling rate through greater publicity, education awareness and household recycling centre activity.
  - The Cabinet Member Environment shared the committee's frustration and attributed some of the problem as being down to the way funding had been delayed in coming through.
  - It was important to consider that the waste hierarchy didn't begin with recycling, and that upstreaming and effective triaging of items going through household recycling sites could have a positive impact. It was noted that quite often what was called waste was actually resource and should not end up in a waste stream.
  - The current system was very pragmatic and was relatively easy for everybody to engage with, but certain elements were not being captured because they went into residual and were not identified as doing anything by being recycled. There were also problems with the contamination of waste streams and items being mixed.
3. The committee enquired if there was a need for a circular economy strategy to set out what the council was hoping to achieve in all of the related areas.
  - The Head of Environment Climate Emergency and Waste Services explained that there was a strategy in place, which set out very ambitious targets aligning to the government's circular economy strategy and the Environment Act. The council's new contract had been a very significant step in that journey and had laid a lot of the foundations for the big changes to come. Progress was not stagnating and the service would be bringing forward food waste and garden waste reports imminently, which would hugely impact the recycling rate.
  - It was pointed out that there had been a lot of change in government strategy over the past 12 months, but the contract represented excellent value for money for customers and provided the flexibility to drive continued improvement and turn on big changes swiftly.
  - The Waste Service Manager explained that press releases were being finalised to communicate the news that small electrical items such as hair dryers, toasters, kettles and batteries could be left on top of either type of waste bin for collection. These were items that would regularly end up in the bin and posed a potential health and safety, and fire risk.
  - The Waste Services Manager pointed out that nationally the recycling rate was falling, but Herefordshire had been able to stabilise its rate, which was notable given that certain services and streams had not been turned on yet.
4. The committee enquired about the visibility of resource that did not enter into the council's waste streams and whether this was significant.
  - The Waste Services Manager stated that if waste disappeared through external charity shops and other organisations then that would be

unquantifiable and would not be reflected in the council's total waste arisings.

5. The committee asked how the service would monitor the social value aspects of the contract.
  - The Head of Environment Climate Emergency and Waste Services explained that a series of annual reporting requirements had been placed within the contract to ensure reports were coming back detailing what had been done and what was being done to achieve positive outcomes. If certain KPIs were not being met, then a rectification plan would be put in place to attempt to resolve the issue over the next period. If matters weren't resolved over an extended period, then the council and contractor would discuss and mutually agree slight changes and adjustments if necessary.
  - This was an innovative approach to monitoring social value and had been shared with other directorates and departments within the council in relation to contract procurement.
6. The committee enquired about feedback around the slot booking system used to access refuse sites.
  - The Waste Services Manager stated that some people did not like the booking system and found it restrictive, but generally the public feedback had been positive and people liked the fact that they were guaranteed access and that it was usually quite quiet, which gave them more space and time to separate items. It also helped to keep people from outside of the county from using them and illegal trade waste being dumped.
7. The committee asked for it to be recorded that it was impressed with the way the contract has been implemented and with the improvements that had been made across the service.

At the conclusion of the debate, the committee discussed potential recommendations, and the following resolution was agreed.

**That Herefordshire Council:**

- 1. Commission a piece of work, exploring further options for improving current reuse and recycling rates across the county, in advance of any expansion of the waste collection streams to food and garden.**

**129. RECOMMENDATIONS UPDATE**

The committee agreed to consider a proposal for standardising a process for dealing with recommendations and the timing of responses which had already been discussed by other scrutiny committees within the authority. Details of the proposal would be circulated to members for comment via email after the meeting.

The committee discussed the responses that had been received on recommendations regarding the following topics:

- River Pollution
- Environment Act 2021



- Nutrient management Board
- Net Zero
- Active Travel Measures

The following outstanding actions were identified:

**River Pollution:**

**Action: That Simon Evans (The Chief Executive of the Wye and Usk Foundation) be contacted to provide a breakdown of the 124 partners in the whole catchment process by governance area, for reference.**

**Nutrient Management Board:**

**Action: That the Asset Management Plan (AMP 8) be shared with the committee at the earliest opportunity.**

**Action: The Diffuse Water Pollution Plan (DWPP) be shared with the committee when it is published in April 2025.**

**130. WORK PROGRAMME**

The Chair advised that the committee would need to consider the findings contained within the Statutory Scrutiny Officer's Scrutiny Review paper before mapping out a work programme for 2025/26.

The committee members and the Cabinet Member Environment were invited to propose and forward any potential topics for consideration to the Statutory Scrutiny Officer via email.

**Resolved: That the committee consider the Scrutiny Review before mapping out a work programme for 2025/26.**

**131. DATE OF THE NEXT MEETING**

Monday 12 May 2025, 10am

The meeting ended at 12:55 pm

**Chairperson**





# Title of report: Road Safety

**Meeting: Environment and Sustainability Scrutiny Committee**

**Meeting date: Monday 12 May 2025**

**Report by: Head of Highways and Traffic**

## **Classification**

Open

## **Decision type**

This is not an executive decision

## **Wards affected**

(All Wards);

## **Purpose**

To provide a review of road safety across Herefordshire, endorsing or otherwise the current arrangements and providing recommendations to the Cabinet Member for Roads and Regulatory Services.

## **Recommendation(s)**

**That:**

- a) **The Scrutiny Committee is asked to note the contents of the report, and to make any recommendations to Cabinet as they see fit.**

## **Alternative options**

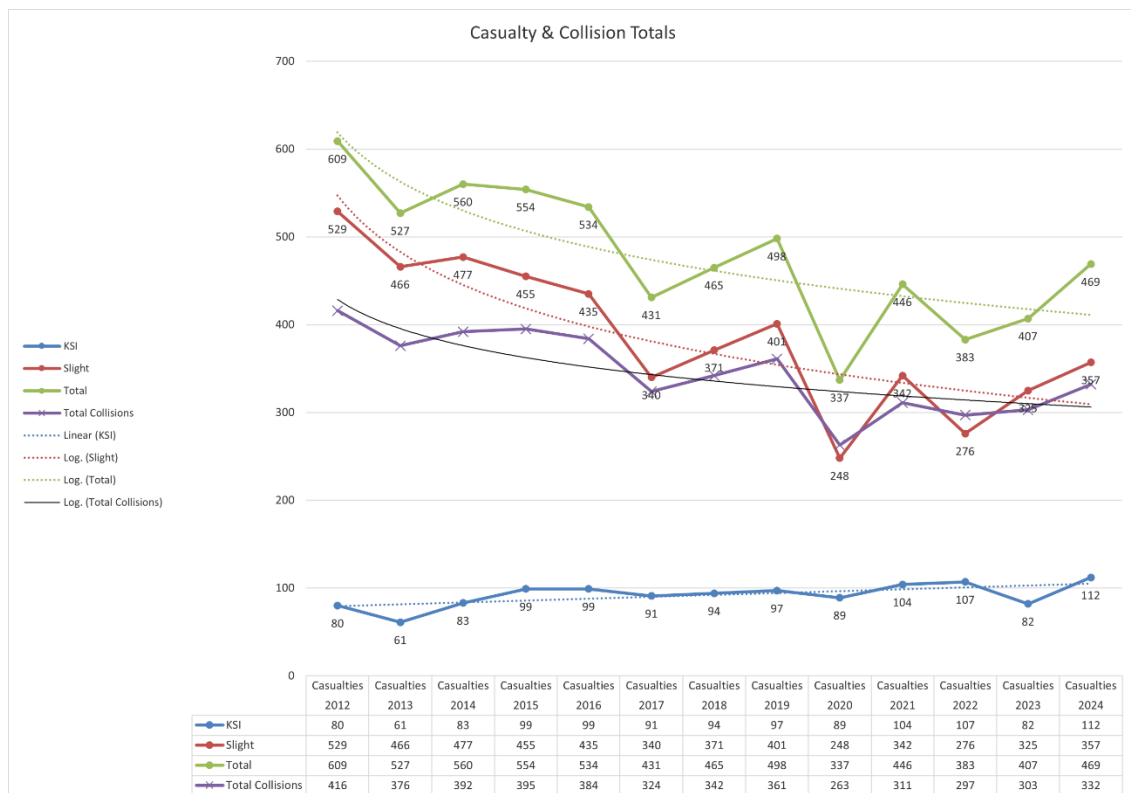
1. That the approach to road safety by the council and its partners continues as set out in this report.

## **Key considerations**

### What is the scale of the challenge?

2. Reported road casualties Great Britain, annual report: 2023, published by the government in September 2024, estimates that 1,624 people were killed in reported road collisions in Great Britain in 2023 from a total of 29,711 killed or seriously injured (KSI) casualties, with a total of 132,977 casualties of all severities.

3. When considered against miles travelled, the report estimates a rate of five road fatalities per billion vehicle miles travelled in 2023, 89 KSI casualties per billion vehicle miles travelled and 398 casualties of all severities per billion vehicle miles travelled.
4. Whilst road users are not solely responsible for preventing collisions and causing casualties, it is important to note that almost all collisions involve an element of human error, ranging from simple mistakes to deliberately dangerous, illegal behaviour. The most common causes include poor driving, inappropriate speed, not wearing a seatbelt, alcohol and drugs.
5. In 2024, 112 killed or seriously injured casualties were recorded on the road network in Herefordshire along with 357 slight injury casualties. Graph 1 provides the casualty and collision totals for Herefordshire for the period 2012 to 2024. There is no obligation for people to report all personal injury collisions to the police. All collisions reported by the police and that occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured, are included in these statistics. Across the county, it is not untypical to find that approximately 20% of casualties are associated with Powered Two Wheel Road Users, 25% with Young Adult Road Users and 30% with Older Road Users.
6. As Graph 1 shows, casualty and collision rates have significantly reduced over time, with all severity personal injury collisions considered to now be approximately a third lower per year than those recorded in previous decades. However, as Graph 1 shows, the current rate of reduction is slowing.



**Graph 1: Casualty and Collision Totals for Herefordshire – 2012 to 2024**

#### How are we responding to the challenge?

7. Road safety has traditionally responded to the three E's – engineering, education and enforcement, but has more recently moved more towards a target based approach to road safety looking at specific groups, issues and risks.

Engineering

8. In terms of responding to the road safety challenge by way of engineering measures, this starts with an annual interrogation of collision records for the county by the council's Highways Accident Investigation and Safety Manager. This work generates approximately 120 locations with multiple collisions and is based around a search of the preceding five-year period.
9. Following analysis of locations and routes featuring defined clusters of recorded personal injury collisions, further specialist investigation of collision information will look at various physical factors found at these sites with a view to improving those elements which may contribute to a road user's "inability to cope" with specific road layouts or features. This work will often be done in partnership with the Traffic Management Advisors (TMAs) from West Mercia Police who work within the Road Safety team and act as the focal point for professional advice and police representation in relation to current and proposed highway schemes, highway and traffic legislation and safety matters.
10. Physical improvement work will often take the form of increased warning signing, lining or markings, improvements to existing visibility, drainage or road surface condition, together with fundamental changes in operation such as the signalisation or physical realignment where required.
11. Once identified, locations are prioritised for potential intervention. Based on historic resource levels, approximately five locations have been taken forward on an annual basis and typically involve minor works. A selection of examples of previous interventions are given in Appendix 1. Once treated, sites are monitored to ensure condition is maintained and that previously installed measures remain effective as part of the annual analysis of locations and routes featuring defined clusters of recorded personal injury collisions. Approximately 300 such sites exist across the county and that are inspected and maintained as part of the Public Realm Contract.
12. Two sites exist within the county at Locks Garage, Allensmore and at High House, Upper Sapey, where all previous options have been exhausted and that now require significant investment in large scale improvements, such as signalisation and realignment. Initial work to understand the options at both locations has commenced with a view to completing both schemes on the ground by the end of March 2027.

Education, Training and Publicity

13. The role of a local authority is to provide education, training and publicity for all road users.
14. Road safety education typically focuses on vulnerable road users, pedestrians, children, older drivers and those who appear most at risk when looking at collision and casualty data.
15. Training is mostly concerned with creating or developing practical skills, such as pedestrian training, cycle training, post-test driver training and motorcycle training.
16. Publicity is designed to provide information, raise awareness, give advice on appropriate behaviour and reinforce positive attitudes.
17. In Herefordshire, road safety education, training and publicity is delivered through a full-time post from within the Transportation and Parking team. The postholder is responsible for managing the five council-employed school crossing patrols and supporting the school-employed crossing patrols. The postholder also directly delivers training in schools as well as older driver training schemes. Work with partners takes place on a regular basis, including with the Highways Accident Investigation and Safety Manager following any collisions on the network, developing new schemes in line with national guidance and responding to request for

education and supporting material. More recently, work has included supporting the emerging school streets initiative. Appendix 2 provides a list of the work undertaken between September 2024 and March 2025.

### Enforcement

18. Enforcement and roads policing is essential to road safety and supports and complements road safety engineering and education. Policing deters illegal, dangerous and careless behaviour on the road, identifies offenders, identifies the causes of crashes, helps to educate, and change the attitudes of, road users, prevents other forms of crime and identifies and removes dangerous vehicles.
19. Roads policing across Herefordshire is undertaken by West Mercia Police through a specialist team that is made up of police staff and officers. Departments include Operations, Communications, Data and Performance, Enquiries, Film Reading, Traffic Management and the Camera Ticket Office (CTO).
20. Addressing road safety concerns, in particular speeding, is consistently one of the most important topics that is raised by communities in Herefordshire. Whilst Herefordshire Council are responsible for setting local speed limits following the Department for Transport circular 01/2013 'Setting Local Speed Limits', updated in March 2024, it is West Mercia Police who are responsible for enforcement. Further information regarding speed limits in Herefordshire can be found at <https://www.herefordshire.gov.uk/roads-1/speed-limits>
21. West Mercia Police operates a number of different types of speed enforcement sites, which is dependent on data, the physical layout of the road and other activity that is taking place. This includes mobile van and motorcycle-based camera enforcement, which is in addition to the one fixed speed enforcement site in Herefordshire on the 30mph A465 Belmont Road.
22. For the past ten years, the police have also operated a Community Speed Watch initiative across Herefordshire, which enables volunteers to address concerns about inappropriate traffic speed on local roads in their area. The initiative is coordinated by the Road Safety team and is in place for areas that do not meet criteria for speed enforcement.
23. Community Speed Watch involves trained volunteers from the community monitoring the speeds of vehicles with approved, hand-held speed measurement devices. Where vehicle speeds are found to be inappropriate, a letter is sent to the registered keeper by the police with the aim of encouraging them to reduce their speed when driving in the future.
24. A Community Speed Watch scheme is initiated when 'speeding traffic' has been identified as a community road safety concern by a parish council or safer neighbourhood team. However, a number of criteria must be met before a scheme can be established:
  - The area must have a 30mph or 40mph speed restriction.
  - Speed data collected by West Mercia Police must show that speed levels in the area do not meet the national industry requirements for police enforcement.
  - No other enforcement activity is currently in place.
  - There must be at least six volunteers in each Community Speed Watch scheme.
  - Speed checks must be conducted by at least three volunteers at any one time.

## Community impact

25. Whilst there are no direct community impacts as a result of this report, collisions and casualties create a range of community impacts from emotional distress and potential bereavement through to monetary costs associated with medical care and treatment, damage to property and lost output.

## Environmental Impact

26. 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.
27. Whilst there are no direct environmental impacts as a result of this report, improving road safety in Herefordshire will help contribute towards providing a highway environment that encourages the number of short distance trips being done by sustainable modes of travel- in particular walking and cycling. The introduction of new highway engineering schemes seeks to minimise any adverse environmental impact and will actively seek opportunities to improve and enhance environmental performance.

## Equality duty

28. The Public Sector Equality Duty requires the Council to consider how it can positively contribute to the advancement of equality and good relations, and demonstrate that it is paying 'due regard' in our decision making in the design of policies and in the delivery of services.
29. A full Equality Impact Assessment is not required as a direct result of this report, however casualty analysis from national and local data identifies that:
  - a. In 2023, the majority of road fatalities occurred on rural roads, whereas the majority of all casualties occurred on urban roads.
  - b. A higher proportion of road casualties live in areas of high deprivation than low deprivation, as measured by the Index of Multiple Deprivation (IMD).
  - c. Nationally, in 2023:
    - i. 75% of fatalities and 61% of casualties of all severities were male
    - ii. 5% of fatalities and 10% of casualties were aged 16 years old and under
    - iii. 23% of fatalities and 29% of casualties were aged 17 to 29 years old
    - iv. 22% of fatalities and 8% of casualties were aged 70 years old and over
  - d. Nationally, the age group with the most male fatalities in 2023 was 30 to 49 year olds with 357 fatalities. For females the age group with the most fatalities in 2023 was 70 year olds and over with 148 fatalities.
  - e. Nationally, the age group with the most male casualties in 2023 was 30 to 49 year olds with 26,768 casualties. For females the 30 to 49 year old age group also had the most casualties in 2023 with 16,230 casualties.

- f. Across the county, it is not untypical to find that approximately 20% of casualties are associated with Powered Two Wheel Road Users, 25% with Young Adult Road Users and 30% with Older Road Users.

## Resource implications

30. Total revenue budgets of £101k were allocated to Road Safety in 2024/25 for, as set out in Table 1.

<u>Item</u>	<u>Budget Allocation</u>
School Crossing Patrols (5 established patrols)	£37k
Road Safety Promotion and Publicity	£8k
Staff Costs	£56k
<b>Total</b>	<b>£101k</b>

Table 1: 2025/26 Revenue Budgets

31. Total capital budgets of £1,950k have been allocated to Road Safety in 2025/26 for, as set out in Table 2.

<u>Item</u>	<u>Budget Allocation</u>
Minor Safety Schemes/Safety Enhancement Schemes	£450k
Major Road Safety Schemes	£1,500k
<b>Total</b>	<b>£1,950k</b>

Table 2: 2025/26 Capital Budgets

32. It should be noted that the budgets set out in Tables 1 and 2 are separate to the Traffic Management revenue and capital budgets and which are used to support the introduction of items such as Traffic Regulation Orders and other traffic engineering measures.

## Legal implications

33. Central government sets the regulatory framework for roads, vehicles and road users, and the country's national road safety strategy.
34. Herefordshire Council has a statutory duty under section 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents".
35. Section 39 (2) states that each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.
36. Section 39 (3) states that each local authority – [a] must carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area, [b] must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of the roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority (in Scotland, local roads authority) and other measures



taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and [c] in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

37. The police enforce road traffic laws and co-operate with other agencies, such as DVLA, DVSA and National Highways. There is no obligation for people to report all personal injury collisions to the police but where notified, an officer will normally attend any report of a personal injury collision. Where necessary, more specialist investigation work will be undertaken for serious and fatal collisions with Council Officers and Traffic Management Advisors from the police undertaking joint site visits.
38. Fire and Rescue Services have duties to respond to road traffic accidents under the Fire and Rescue Services Act 2004.
39. Most road traffic law pertaining to speed limits (except limits on special roads as defined in section 16 of the Highways Act 1980) is contained in the Road Traffic Regulation Act 1984. Other relevant legislation includes the Highways Act 1980, in particular Sections 90 A to F concerning the construction and maintenance of road humps and Sections 90 G to I on other traffic-calming works.

## **Risk management**

40. There are no direct risk implications as a result of this report, the purpose of which is to seek the views of the Scrutiny Committee regarding Road Safety.
41. Any recommendations made by Scrutiny Committee will be subject to a Cabinet Member decision that will set out the full risks and opportunities to the council.

## **Consultees**

42. The purpose of this report is to seek the views of the Scrutiny Committee regarding Road Safety.

## **Appendices**

Appendix 1 - Examples of previous road safety interventions.

Appendix 2 – Road Safety Education

## **Background papers**

None identified.





### **Appendix 1 - Examples of previous road safety interventions**

The locations listed in the table below will have been generated from previous annual interrogations of collision records for the county by the council's Highways Accident Investigation and Safety Manager. This work will generate locations where multiple collisions have taken place over a preceding five-year period.

Further analysis of the locations and routes featuring defined clusters of recorded personal injury collisions will have been undertaken to determine appropriate interventions for each site.

Monitoring of the effectiveness of previous interventions is undertaken through the annual interrogation of collision records.

<b>Location</b>	<b>Intervention</b>
A4110 Lawtons Cross	Designed and installed innovative new "rural" mini roundabout – first usage outside of urban areas
A449 JW Chances Pitch Colwall	Installed junction realignment, prohibition of overtaking antiskid surfacing
B4203 Church St Bromyard	Junction realignment & pedestrian crossing enhancement
A44 Near Munderfield Harold Lodge, Bredenbury	Resurface, prohibition of overtaking, signing & marking scheme
B4348 Bend Nr Rose Cottage Llandinabo	Bend improvement signing scheme and antiskid treatment
B4203 Bend Nr Willowbrook Bromyard	Bend improvement signing scheme and antiskid treatment
A44 Legions Cross Nr Eardisland	Junction improvement signing and marking scheme with antiskid surfacing
A4137 Turn to Llangarron	Junction improvement signing and marking scheme with antiskid surfacing
A449 JW B4224 Old Gore Crossroads	Junction signalisation scheme
A4103 S bends at Lower Eggleton	Antiskid surface improvement
A4103 J/W B4214 Fromeshill Crossroads	Junction improvement signing and marking scheme with antiskid surfacing
A4103 J/W B4220 Ridgeway Cross	Junction improvement signing and marking scheme with antiskid surfacing
A480 Nr Wyevale Nurseries Stretton Sugwas	Bend improvement signing scheme
A4103 Newtown Cross S bends	Bend improvement signing scheme & visibility improvement

**A449 Old Gore Crossroads**



**B4203 High House Crossroads**





**B4203 Willowbrook**



**B4348 Llandinabo**







## **Appendix 2 – Road Safety Education (September 2024 – March 2025)**

- 24 schools reached, educating 1,803 children (4–11 years)
- 237 children (7–8 years) given practical training around kerbside pedestrian safety at 4 schools.
- Increasing tailored road safety education for SEND pupils, delivered at specialized hubs and schools.
- Sessions delivered for children’s residential settings (e.g. Ross on Wye).
- Free loan of 'Street Feet' role-play resources to nursery and early years setting, introducing road safety to young children. Downloadable lesson plans provided for teachers where in-person delivery isn’t possible.
- 38 parking pals signs provided across 13 schools encouraging considerate parking and driving.
- Guidance for parents and carers relating to child car safety shared via Children’s Centres and health visitors.
- Your Impact: VR-led road safety awareness for 14–16-year-olds, focusing on pre-driver/passenger safety, reaching 1,566 students across nine schools/colleges.
- Green Light Programme: Delivered by West Mercia Police to 16+ students in Herefordshire colleges
- Older Driver Refresher: Self-referred two-hour £20 driving session benefiting 36 residents (70+ years). We aim to increase this number year on year.
- School Crossing Patrols: Active at nine sites, supporting safe routes to schools.

