

Title of report: Road Safety Schemes

Decision maker: Cabinet member roads and regulatory services

Report by: Corporate Director – Economy & Environment

Classification

Open

Decision type

Key

This is a key decision because it is likely to result in the council incurring expenditure which is, or the making of savings which are, significant having regard to the council's budget for the service or function concerned. A threshold of £500,000 is regarded as significant.

Wards affected

Bromyard Bringsty; Wormside;

Purpose

The purpose of this report is to set out how the £3.0 million investment in road safety schemes is proposed to be spent and to seek the necessary approvals to do so.

Recommendation(s)

That:

- a) approval is given to draw down the £3 million additional budget allocated in the capital investment budget for road safety schemes split between 2025/26 and 2026/27; and
- b) Delegated authority is given to the Corporate Director of Economy and Environment to take all operational decisions to enable the design and delivery of appropriate schemes at A465 junction with B4348 Locks Garage, Allensmore, and B4203 junction with B4204 High House Crossroads, Upper Sapey, over the lifetime of the project, to deliver the investment set out in recommendation (a).

Alternative options

1. That this additional investment is not made and the Council continues to deliver road safety improvement schemes at known collision cluster sites in accordance with sound engineering practices but wholly within the allocations and grant funding made available by Central Government.

Key considerations

2. In 2024, 112 killed or seriously injured casualties were recorded on the road network in Herefordshire along with 357 slight injury casualties. Whilst there is no obligation for people to report all personal injury collisions to the police, the above numbers include 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.
3. Apart from the human cost, road accidents have a cost and so preventing them saves money as well as saving lives and reducing the number of injuries. In 2024/25, the Local Transport Plan Annual Plan budget provided through central government allowed for £200k of investment into road safety schemes, which provided for minor safety improvements. With this level of investment, the Council is unable to deliver major schemes that would address road safety concerns at known collision cluster sites.
4. As part of the budget setting process, Full Council approved the 2025/26 Capital Investment Budget and Capital Strategy on 7th February 2025, which included a £3million investment in road safety schemes split over 2025/26 and 2026/27 financial years and to deliver highway improvement schemes at known collision cluster sites. Based on existing data, funding would permit schemes to be delivered at top ranking sites including (i) A465 junction with B4348 Locks Garage, Allensmore, and (ii) B4203 junction with B4204 High House Crossroads, Upper Sapey.
5. Both sites have seen all previous options exhausted and are now considered to require significant investment in large scale improvements, such as signalisation and realignment. The £3million investment seeks to deliver both schemes on the ground by the end of March 2027.

Community impact

6. Road safety is a constant concern for residents, parishes and members alike. 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.
7. This investment will result in an improvement in public and member satisfaction and will help to reduce the number of people killed or seriously injured on our road network at A465 junction with B4348 Locks Garage, Allensmore, and B4203 junction with B4204 High House Crossroads, Upper Sapey.

Environmental Impact

8. The investment seeks to deliver the council's environmental policy commitments and aligns to the following success measures in the Council Plan 2024-2028:
 - a. Expand and maintain the transport infrastructure in a sustainable way and improve connectivity across the county.
 - b. Value nature and uphold environmental standards to minimise pollution and maximise biodiversity
 - c. Reduce waste, increase reuse and increase recycling.

9. 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.
10. The development of these schemes will seek to minimise any adverse environmental impact and will actively seek opportunities to improve and enhance environmental performance through the minimising of waste.

Equality duty

11. 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.
12. The mandatory equality impact screening checklist has been completed for this project and it has been found to have low impact for equality.
13. Due to the potential impact of this decision being low, a full Equality Impact Assessment is not required. However the following equality considerations should be taken into account when making a decision about this project:
 - a. That road users with protected characteristics of age and disability be taken into account when designing improvement schemes at A465 junction with B4348 Locks Garage, Allensmore, and B4203 junction with B4204 High House Crossroads, Upper Sapey.

Resource implications

14. As part of the budget setting process, Full Council approved the 2025/26 Capital Investment Budget and Capital Strategy on 7th February 2025, which included a £3million investment in road safety schemes and to deliver highway improvement schemes at known collision cluster sites, funded from corporate borrowing.
15. Based on existing data, funding would permit schemes to be delivered at top ranking sites including (i) A465 junction with B4348 Locks Garage, Allensmore, and (ii) B4203 junction with B4204 High House Crossroads, Upper Sapey. Unique project codes will be allocated so that progress can be monitored and reviewed to enable reporting to relevant capital programme boards.
16. It is proposed that works will be undertaken either through the Council's Highways and Public Realm Schemes Framework or through a standalone contract award, the final approach being agreed as set out in recommendation (b).
17. There are no implications to revenue funding as any future maintenance is managed within the existing programme and budget. The repayments for borrowing were approved at full council from the corporate revenue budget during budget setting.

Capital cost of project	2025/26	2026/27	Future Years	Total
	£000	£000	£000	£000
Design (up to and inc. detailed design (both schemes))	350			350
Construction and Supervision (both schemes)		2,650		2,650
TOTAL	350	2,650	0	3,000

Funding streams (indicate whether base budget / external / grant / capital borrowing)	2025/26	2026/27	Future Years	Total
	£000	£000	£000	£000
Corporate Funded Borrowing	350	2,650		3,000
TOTAL	350	2,650	0	3,000

Legal implications

18. The Council has a statutory duty under Section 39 of the 1988 Road Traffic Act to “take steps both to reduce and prevent accidents”.
19. The delegation to the Corporate Director of Economy and Environment allows the officer to commission the delivery of the project.

Risk management

20. The £3 million additional budget allocated for road safety schemes was approved at Full Council on 7 February 2025 and will be delivered during 2025/26 and 2026/27.
21. Any risks will be managed at service level and escalated in accordance with the Risk Management Plan.

Risk / Opportunity	Mitigation
Cost of delivery exceeds available budget	A budget has been estimated based on previous schemes. Competitive quotes will be sought for the works which will be managed by project officers within the available budget. Additional budget can be drawn down from other sources during 2026/27 if necessary.
Environmental issues / other constraints restrict project delivery	The delivery programme for the schemes will be reviewed and reprofiled as required.

Consultees

22. The topic of Road Safety was considered by the Environment and Sustainability Scrutiny Committee on 12th May 2025, where it was noted that all previous options have been exhausted for both Locks Garage, Allensmore and High House, Upper Sapey, and that now require significant investment in large scale improvements, such as signalisation and realignment.
23. The Ward Members for both Bromyard Bringsty and Wormside have indicated their support for the introduction of improvement schemes at the proposed locations.
24. As part of the revised consultation process for key decisions, a Political Group Consultation (PGC) was undertaken on 7th August 2025 with Officers outlining the proposed investment.
25. During the PGC it was discussed that that both sites are long standing issues that need to be addressed and that it is extremely important that appropriate engagement takes place at the right time with relevant stakeholders, including local businesses and residents, to enable an informed decision to be made on the design of both sites.
26. Furthermore, it was recognised that there is a need to undertake work at both sites as quickly and as efficiently as possible and that the necessary and appropriate resource is provided to manage the schemes as they progress, including the identification of more detailed costs against the available budget.
27. Finally, it was requested that consideration be given to more immediate measures that could be introduced in the intervening time period with examples given of reduced speed limits and the use of average speed cameras.

Appendices

None.

Background papers

None identified.