



## Appendix 3

**Selected recommendations made by Environment and Sustainability Scrutiny Committee and Connected Communities Scrutiny Committee - active travel and the local cycling, walking, wheeling infrastructure plan**

**Environment and Sustainability Scrutiny Committee**

<b>Monday 12 May 2025</b>		
<b>Road Safety</b>		
<b>Rec. No.</b>	<b>Recommendation</b>	<b>Response</b>
1	Herefordshire Council develops a road safety strategy that supports the priorities under People, Place and Growth in the Council Plan and complements the policy produced by the West Mercia Police and Crime Commissioner.	<p>The road safety strategy is currently being rewritten for publication in 2026 It is vitally important this strategy encompasses those elements that address a Highway Authorities statutory duty, under various existing highway legislation such as the The Highways Act 1980, and Road Traffic Act 1988 amongst others.</p> <p>At present all elements contained within the existing strategy encompass all actions an authority can reasonably be expected to take, with regard road traffic collision data management, investigation / casualty reduction engineering, delivery of road safety educational initiatives, speed management &amp; general traffic management across the highway network. It is also important these strategies reflect the levels of service achievable within current resources allocated to this field in order to ensure a both realistic and sustainable approach for the future.</p> <p>At present there is a high level of collaboration between Herefordshire Council &amp; West Mercia Police across the principle areas mentioned above, which will underpin the new strategy moving forward.</p> <p>This will be reviewed during the various draft stages prior to being formally adopted.</p> <p>The new LTP has a requirement to support improved Road Safety with the following policy</p> <p>LTP Policy TN7: Road Safety To reduce the number of people being injured on our transport network we will:</p> <ul style="list-style-type: none"> <li>• Monitor collision data to identify priority locations for improving road safety.</li> <li>• Take targeted action to further reduce fatalities and injuries on our network.</li> <li>• Support safer speeds to improve perceived and actual road safety.</li> </ul>

		<ul style="list-style-type: none"> <li>• Deliver education programmes and infrastructure to improve safety for vulnerable road users, Investment will be prioritised in those areas with the highest numbers of vulnerable road users and/or collision history.</li> </ul> <p>Once adopted officers will be required to work on embedding the policy</p>
2	The executive should seek opportunities to improve the road network environs in the five market towns to make them safer and to feel safer for all road users.	<p>The new LTP contains a section relating directly to the Market Towns. Previous assessments of all market towns undertaken by BBLP as part of the Levelling Up Fund already exist, however current progress is unclear and will require a review against existing priorities following completion of the new LTP.</p> <p>The interpretation of feeling safe is subjective therefore it would be impossible to properly monitor and target this recommendation. It should also be a drive for the Council to ensure all roads are safe as this is a legal obligation for all roads. - rephrase – road safety important, feelings of safety delivered across a whole range i.e. maintenance, LTP policy,</p> <p>As per the response to Recommendation 1 the LTP has a road safety policy requirement</p>
3	Herefordshire Council to work with West Mercia Police to unlock behavioural, perception of safety, and geographic data about near miss and dangerous driving reporting, to better inform decision-making about engineering, education and speed limit zone solutions.	<p>We will investigate and where appropriate act on concerns raised. However we have no formal way of collating reports that we receive and any response or action we take into a single source of information. Concerns and reports can come to us through a number of different channels such as phone calls to our Operational Call Centre, Operation Snap submissions, the 'contact us' page on our website, Neighbourhood Matters, e-mails to our generic Road Safety Team inbox, direct contact with Safer Neighbourhood Teams and direct contact with Traffic Management Advisors. As there is no single point of contact it would be a significant undertaking to co-ordinate these and to report formally.</p> <p>Operation Snap is probably the easiest to quantify, but again, the resource needed to do this could have an impact on the overall number of submittals we then act on.</p> <p>The validity of using these reports as a basis for action could be questioned as they can sometimes give a disproportionate picture of what is happening on the network. We have had instances, particularly with Operation Snap, where a co-ordinated plan of action by an individual and/or a small number of residents in a particular area shows a high number of reported incidents and suggests a major problem with one type of incident at a particular location.</p> <p>While useful, reporting of this nature does not necessarily give an accurate reflection of concerns held by the wider public or the number of incidents happening across the network as it relies on people actually reporting them rather than "suffering in silence". An individual's perception of risk and danger differs from one person to another, so it does not give the degree of quantifiable, fact-based evidence that injury RTC reports do.</p>

		<p>Information on collisions where there has been a personal injury is collected by the Police, passed to Herefordshire Council, and more detailed collision investigation done by the Accident Investigation &amp; Safety Manager. Where appropriate any remedial works at collision cluster sites/routes is then channelled into the future maintenance programmes etc. Herefordshire Council, BBLP and West Mercia Police's Traffic Management Advisor have a long standing, close working relationship on this and all highway matters.</p> <p>Collision data is also assessed by the Police and targeted enforcement is conducted on areas where there is a particular issue such as "high harm" motorcycle routes. Link to LTP</p>
4	For the council to undertake an evidence-based increase of the road safety education budget, or to transfer funding from schemes for children to older adults.	<p>It would not be appropriate to remove funding from child road safety education to that for older adults as these are equally vulnerable road users. The Council does offer older adult driver training for a very low fee and additional funding would allow for the scope of the offer to be increased.</p> <p>There would be scope to work with the emergency services to delivery joint educational training opportunities; for example, both West Mercia Police and Shropshire Council funded young adult road safety education videos one of which focuses on Herefordshire; this model shows how we can collaborative on initiatives.</p> <p>Retain work with children, we do offer older training, when budgets are set we will consider opportunities to increase funding to increase the offer.</p>
5	West Mercia Police to consider the balance of factors that contribute to road danger when undertaking road safety enforcement.	<p>West Mercia Police are committed to enforcing all road traffic legislation, and while speed enforcement may appear to have the highest public profile, our the police Operational Policing Units undertake all forms of enforcement year round in conjunction with NPCC campaigns such as summer &amp; Christmas drink/drug drive, tyre safe, mobile phone use and driving without seatbelts. In addition, our speed enforcement officers are now able to provide evidence of additional offences such as drivers using mobile phones, not wearing seat belts, driving whilst not in proper control etc so while speed enforcement is the priority for them the activity contributes to the wider enforcement picture.</p> <p>This recommendation cannot be accepted as Herefordshire Council do not have the ability to direct police resources.</p>
6	The Traffic Regulation Order (TRO) eligibility criteria should be made more transparent.	<p>There is currently no one specific eligibility criteria for the provision of Traffic Regulation Orders. These are assessed on an individual case by case basis by trained Traffic Engineers, and depend upon a multitude of factors that are determined upon investigation. It is vitally important these are evidence based / data led and follow both national and local best practice guidance / regulations, in order to ensure consistency of</p>

	<p>application.</p> <p>The Traffic Management Team have reviewed TRO information which is available online and have found it to be no longer fit for purpose. What happens now? Some changes have already been made to provide more transparent information with some more slight amendments and updates to be progressed imminently. The Team are to also upload a copy of the prioritised waiting list so current applications can be seen online. The stages of the application process to also be amended to ensure clarity.</p>
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### Connected Communities Scrutiny Committee

<b>Monday 9 September 2025</b>		
<b>Local Walking and Cycling Infrastructure Plan Scrutiny Report</b>		
<b>Rec. No.</b>	<b>Recommendation</b>	<b>Response</b>
1	Ensure that the performance indicators monitoring the success of the Local Transport Plan include indicators showing reduced collisions, reduced emissions, and greater take up of walking and cycling as a mode of transport.	<b>Agreed</b> officers will review the current LTP KPI's that relate to the LCWIP and include additional measures as indicated above
2	Ensure that any targets in the Local Cycling and Walking Infrastructure Plan are Specific, Measurable, Agreed (or Achievable), Realistic, and Time Bound.	<b>Agreed</b> Officers will review the document and ensure that the targets are given measures as prescribed above
3	Publish the Local Cycling and Walking Infrastructure Plan implementation plan, prioritisation list and programme of work by the end of 2025.	<b>Agreed</b> The current stage of work for the project is prioritising the list of projects that have been identified pre and post consultation. Once this has been completed and once the external funding provided to us has been announced this autumn the programme of work will be completed and will be returned to Scrutiny Committee for review.