



APPENDIX 3

Recommendations made By Connected Communities Scrutiny Committee in 2025 and 2026

15 January 2025			
Local Transport Plan			
No.	Recommendation	Accepted/Rejected	Response
1	As per a previous recommendation from Connected Communities Scrutiny Committee, environmental protection and enhancement needs to be better reflected throughout the high-level Local Transport Plan objectives and throughout its priorities for the transport network. This should reflect and align with our climate and ecological emergency declaration.	Accepted	Throughout the LTP there is strong focus on the need to support and focus on the way the plan can align and support the environmental protection of the county. There are five core objectives listed in the LTP, one being “Tackling climate change and protecting and enhancing the natural and built environment. By creating a transport system that offers viable low emission options for most journeys and influences travel behaviours and decisions.” The plan identifies actions needed to be taken to achieve this objective • Reduce the amount of traffic travelling through the city centre. • Transition to less polluting types of propulsion through - o Providing more Electric Vehicle charging points. - o Roll out zero emission buses in Hereford city. • Support transition of freight to sustainable modes in the city centre. Within the plan there are also Action Plans for Hereford City and the Rural areas/Market Towns within these there are 11 objectives to support the Council Plan priorities – • Work towards reducing county and council carbon emissions, aiming for net zero by 2030/31 and work with partners and communities to make the county more resilient to the effects of climate change.

			• Expand and maintain the transport infrastructure in a sustainable way and improve connectivity across the county. Decarbonising maintenance Production of a Low Carbon Procurement Strategy Decarbonising maintenance Develop an approach to considering carbon in scheme design Decarbonising maintenance Reduce carbon emissions from street lighting Decarbonising maintenance Upgrade and enhance traffic signals Transition to lower emission fuels Increased provision of public Electric Vehicle chargers Transition to lower emission fuels Promote the use of peer-to-peer charging networks Transition to lower emission fuels Regular update of Electric Vehicle Charging Strategy Digital Access Promote online services and digital accessibility Transition to lower emission fuels Promotion of peer-to-peer charging networks Transition to lower emission fuels Delivery of LEVI funded on street charge points in all market towns Transition to lower emission fuels Delivery of EV charge points in council car parks
2	The Local Transport Plan team to work with other rural local transport plan teams in England, as well as our neighbouring authorities, to build on best practice and an alliance of rural local transport plans to strengthen the case for rural transport to the government.	Accepted	Since the Scrutiny meeting the council has filled the Transport Planning Service Manager post with an officer from a neighbouring rural authority and the remaining posts for the team are team are to be progressed through recruitment. There continues to be close links to neighbouring councils and other rural councils remains strong

3	To provide the committee with a consultation strategy for the local transport plan, to include a timeline for the consultation and a list of consultees.	Accepted	Cllr O'Driscoll has been liaised with regarding the planned consultation for the LTP and future cabinet/full council meetings. Officers were not aware of the requirement to return to scrutiny prior to the consultation.
4	To ensure that any active travel projects are 'shovel-ready' for any funding that becomes available.	Accepted	Once the plan has been fully adopted it is anticipated that several priority projects will be identified and progressed through concept design, if funding is available. Progressing schemes to the colloquially referenced 'shovel ready' stage requires substantial external funding to be sought. .

Market Towns Investment Plans

No.	Recommendation	Accepted/Rejected	Response
1	Herefordshire Council to: Recognise that the market town investment plans are living documents with projects that are regularly reviewed and updated.	Accepted	Agreed
2	Herefordshire Council to: Work with town councils to review annually the list of projects in each of the market towns' investment plans.	Accepted	Agreed
3	Herefordshire Council to: Ensure regular communications between the council and Herefordshire's market towns.	Accepted	Agreed
4	Herefordshire Council to: Encourage town councils to engage with their rural hinterlands on their ambitions, thus strengthening the understanding and loyalty to their local service centre.	Accepted	Agreed

12 March 2025

Highways Winter Maintenance

No.	Recommendation	Accepted/Rejected	Response
1	Review and update the primary and secondary routes on the gritting network.	Accepted	Officers will complete a review of the gritting network and present their findings to the Cabinet Member for Roads and

			Regulatory Services. It is likely that any changes, if required, would not come into effect until the 2026/27 winter season.
2	Undertake an audit of the number and location of local authority-owned grit bins.	Accepted	Officers will discuss with Balfour Beatty Living Places as to how an audit can be undertaken of grit bins as they re-filled as part of the normal preparations ahead of the winter season.
3	Carry out comprehensive publicity to demonstrate the value and effectiveness of the commissioned professional weather services resulting from accurate forecasting.	Accepted	Officers will arrange for such publicity as part of the communications plan for the 2025/26 winter season.
Update on recommendations made by the Connected Communities Scrutiny Committee			
No.	Recommendation	Accepted/Rejected	Response
1	Ensures that the statutory scrutiny officer drafts a cross-scrutiny committee protocol, to ensure timely responses with faster escalation as required to outstanding recommendations.	Rejected	Rather than draft a protocol, the scrutiny team have instead focussed on supporting officers to draft recommendations. There are currently no overdue responses to recommendations.

3 June 2025			
Cultural Strategy 2019-29			
No.	Recommendation	Accepted/Rejected	Response
1	Herefordshire Council formally endorses the renewed Cultural Strategy 2025-2029 and the key findings of the 5th Sector report.	Accepted	Agreed, with clarification. Cabinet Member / Cabinet recognises the Cultural Strategy 2025–2029 and the 5th Sector report as externally led, sector-produced documents, developed through extensive engagement with cultural partners. In this context, endorsement means formal Council recognition of the strategy and report as valuable frameworks that can guide collaborative working, influence internal policy, and support external funding bids. Endorsement does not imply a commitment to deliver or fund every recommendation but

			confirms the Council's willingness to support and align with the shared vision set out.
2	Herefordshire Council to support Herefordshire Cultural Partnership to produce an implementation plan to deliver the renewed Cultural Strategy 2025-29.	Accepted	Agreed, with clarification. Cabinet Member / Cabinet supports the development of an implementation plan to take forward the Cultural Strategy and recognises the importance of clear next steps and shared accountability. However, the Cultural Strategy is an Herefordshire Cultural Partnership-led (HCP) document, and it is appropriate that responsibility for the implementation plan also sits with the Cultural Partnership. The Council is willing to engage in the development of the plan, offer officer input, and help ensure alignment with council policy and delivery where appropriate.
3	Herefordshire Council ensures there is a dedicated officer to work with the partnership to produce and deliver the strategy's implementation plan.	Accepted	Partly agreed. Cabinet Member / Cabinet recognises the importance of officer capacity to support delivery of the Cultural Strategy and remains committed to contributing to its success. However, decisions regarding staffing and resource allocation are operational matters and sit outside the remit of Scrutiny Committee recommendations. Cabinet Member / Cabinet will review current capacity as part of wider workforce planning, including consideration of how best to support partnership working and strategy implementation across culture.
4	Herefordshire Council to ensure the updated Cultural Strategy 2025-29 is reflected in economic development and health and social care service delivery, including the evolving Talk Community network.	Accepted	Agreed in principle. Cabinet Member / Cabinet recognises the value of embedding cultural priorities across wider council activity and will encourage further alignment where appropriate. Officers will explore opportunities to reflect the Cultural Strategy within

			relevant service areas, including Economic Development, Public Health, and Talk Community. Recognising that integration will be dependent on respective service plans, capacity, and strategic fit.
5	Herefordshire Council highlight the Cultural Strategy 2025-29 to town and parish councils and encourage engagement and support for local initiatives.	Accepted	Agreed in principle. The Council recognises the importance of local engagement and welcomes opportunities for town and parish councils to support cultural activity. A targeted communication campaign could help raise awareness of the strategy and encourage participation at a community level. The Cabinet Member may wish to lead this as part of their engagement role.
6	Herefordshire Council assist with the development and promotion of co-working and creative hub spaces for creatives to access shared resources and facilities to support development of new culture-based businesses in Herefordshire.	Accepted	Agreed in principle The Cabinet Member / Cabinet supports the principle of co-working and creative hubs as valuable enablers of growth within the cultural and creative sectors. While the Council is not positioned to lead or fund such development directly, it is committed to working alongside the Economic Development team and external partners to identify opportunities, share information, and advocate for creative workspace provision where appropriate. This includes aligning with regeneration plans and the wider ambitions of the cultural and economic strategies.
Local Transport Plan			
No.	Recommendation	Accepted/Rejected	Response
1	That the draft Local Transport Plan is reviewed to ensure alignment with existing council plans and strategies.	Partly agreed	Partly agreed – ongoing review of alignment to future council plans and strategies
2	That the Local Transport Plan gives particular consideration to the needs of children and young people	Partly agreed	Partly agreed, the plan does consider the needs of all the transport users of the county therefore it is rejected that the plan would require amendment. However the engagement of the children and young people has been recognised by

			Officers and as discussed at scrutiny ways of engaging with them has been identified as an ongoing piece of work for all Transport Planning work and that is outside the LTP as regular engagement and support would give greater benefits to them rather than just focus on the LTP document
3	The duration of the Local Transport Plan is kept in alignment with the Local Plan and Transport Strategy to which it applies - namely 2016-2031.	Rejected	Reject, this does not provide any benefit to the county and would incur significant costs to the council to create a new plan in 6 years. The alignment of the Local Plan with the Local Transport Plan is not required by legislation nor is it a formal recommendation by government. As advised by officers at the meeting; throughout the development of the Local Plan there will be a continued review of the projects and recommendations needed in the Local Transport Plan which may result in a review and update of the LTP.
4	Herefordshire Council work to increase the number of residents taking part in the Local Transport Plan consultation as a matter of urgency, extending the consultation deadline to 30 June to all members of the public.	Accepted	Agreed, the public consultation will be extended until the 30 June.
5	The policy wording of the Local Transport Plan is tightened to ensure that it is meaningful and capable of being applied.	Rejected	Rejected – It is important to acknowledge that severity of wording is subjective however it is felt that the wording of the LTP does allow it to be meaningfully applied
6	The Local Transport Plan recognises the full extent of existing new developments, for example Ledbury, and the infrastructure improvements necessary to accommodate this.	Partly agreed	Partly agreed – while the LTP will be fundamental in the development and decision making around infrastructure of new developments when a planning application is applied for, it is not a mechanism to resolve existing issues caused by previously built developments. However, as the new Local Plan is developed existing highway issues will be identified and recognised where any new development is recommended.
7	The Local Transport Plan should include targets for the implementation of active travel measures.	Agreed	Agreed

8	The Local Transport Plan recognises the inability of the power grid network to meet the needs of fast EV charging point.	Rejected	Rejected – the LTP is a transport policy document it is not an energy infrastructure plan and deviation into energy provision could over complicate and dilute the primary focus of the LTP which is transport. Officers developing and managing the LTP do not have access to detailed, real-time data on grid capacity or future demand forecasts to make such statements. Additionally, the LTP is a 16-year plan meaning such statement may quickly become outdated and inaccurate.
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8 July 2025**Gully Cleansing**

No.	Recommendation	Accepted/Rejected	Response
1	To provide the committee with an update on the current mapping operation and to provide a date by which the mapping will be completed.	Accepted	Asset data was collected by Town and Parish Councils through the 2024/25 drainage grant, which has now concluded. Mapping of drainage assets continues on a day-to-day basis through the existing arrangement with Balfour Beatty Living Places and will carry on through the new Public Realm Contract, via Herefordshire Council officers and also the new provider from June 2026. It is not possible at this time to provide a date for when all mapping will be completed.
2	To consider early adoption of the upgraded mapping software before the new contract comes into force in June 2026.	Accepted	A basic interim solution is in use on our website at www.herefordshire.gov.uk/flooding-2/flood-management/3#gulliesmap . The upgraded mapping software has been included in the requirements for the new contract, which we expect to be mobilised from late January/February 2026. Once the mapping software is in place we will begin the process of adding known assets based on existing knowledge and data collected by Town and Parish Councils through the 2024/25 drainage grant.

3	To provide an update on the new maintenance schedule that anticipates heavier rainfall across the county with an expected publication date.	Accepted	Balfour Beatty Living Places is expanding its drainage service to include a more comprehensive programmed cleanse of all gullies on A, B, and C roads. This represents the pre-emptive element of our drainage works and complements the existing reactive gully cleaning service, which responds to issues identified through inspections or defect reporting. It also sits alongside our network rehabilitation service, which addresses gullies and drainage systems requiring more substantial intervention following inspections or reactive works. The new Public Realm Contract will see the creation of an annual cleansing programme become the responsibility of Herefordshire Council, which will then be issued to the new provider to complete. The service will also move to a risk-based approach, ensuring that those areas identified as being at risk from existing datasets or previous events are subject to more frequent cleansing.
4	To provide an update on the £2 million flood resilience grant.	Accepted	A PGC meeting is scheduled for 4 September to consider how the additional £2,055,000 investment in flood risk mitigation is proposed to be allocated. We intend to distribute the funding in line with the principles outlined in Herefordshire's Local Flood Risk Management Strategy, focusing on scheme delivery, scheme development, community support, and the use of technology.

9 September 2025

Local Walking and Cycling Infrastructure Plan

No.	Recommendation	Accepted/Rejected	Response
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.	Accepted	Agreed – 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.	Accepted	Agreed – officer 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.	Accepted	Agreed – 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.

17 February 2026**Tourism in Herefordshire**

No.	Recommendation	Accepted/Rejected	Response
1	Herefordshire Council recognises the considerable positive impact the Herefordshire Destination Business Improvement District (DBID) has had on development of the tourism offer and should ensure council departments support the Destination Management Plan through planning, regulatory services, transport, and highways.	Accepted	Herefordshire council already recognises the positive impact of the Herefordshire BID, the relevant council departments fed into the development of the Destination Management Plan. We will ensure that the Destination Management Plan is considered when all new relevant council policies are developed and services delivered.
2	Welcomes the council leader's view that Herefordshire Council will support the DBID ballot and recommends that the council supports the ballot publicly when it takes place, and that Herefordshire Council continues to engage politically during the DBID ballot process.	Accepted	Agreed - Herefordshire council already recognises the positive impact of the Herefordshire BID, the relevant council departments fed into the development of the Destination Management Plan. We will ensure that the Destination Management Plan is considered when all new relevant council policies are developed and services delivered.
3	Herefordshire Council develops a contingency plan should the DBID ballot not be successful.	Accepted	The next Herefordshire BID ballot is due to take place in October 2026. The council is already working with BID officers to prepare for the next ballot. An in public

			governance decision (in accordance with the council's constitution) will be taken by Cabinet Member for Economy and Growth prior to ballot to confirm the council's support for, and intention to vote in favour of, the BID.
4	Herefordshire Council lobbies Government to support business development, including tourism, outside of metropolitan areas.	Partially Accepted	Should the Herefordshire BID be unsuccessful, future support for the tourism and independent retail sector will be considered alongside all other support for priority local sectors. Business support services are already provided through the Herefordshire Growth Hub. Any further support will be dependent on the availability of government or other funding support available in future years, and the council should therefore look to outsource this work.

15 April 2026

Herefordshire Parking Strategy 2026-2041

No.	Recommendation	Accepted/Rejected	Response
1	Include a section explaining why Herefordshire Council charges for parking.	Accepted	The draft strategy will be updated to add a section on why the council charge for parking
2	Engage specifically with enforcement officers as part of the strategy development.	Accepted	The draft strategy has been developed through an officers' working group that included Civil Enforcement Officers (CEO's), management and operational staff.
3	Engage as soon as possible with town and parish councils to help shape the local approach.	Accepted	As part of the formal consultation on the strategy town and parish councils will be engaged so they can help shape the policy
4	Provide evidence of the modal shift arising from the strategy.	Partly Accepted	As part of the cabinet paper there will be clear KPI's identified to monitor the success of the scheme; it may not be possible for the modal shift to be directly attributable to this strategy however, if possible, this will be monitored and recorded
5	Ensure the strategy makes clear that the option to pay for parking using cash will remain for all council-provided parking.	Accepted	Draft policy currently states that cash payments are not being removed

15 April 2026

Hereford Bypass Phase 1 - methodology

No.	Recommendation	Accepted/Rejected	Response
1	Move from pass/fail assessments to scored or graded assessments, to ensure more granularity in traffic outcomes, safety outcomes, land acquisition, carbon reduction, woodland mitigation, biodiversity net gain, construction price, social value, affordability, and value for money.	Accepted	This recommendation has been accepted resulting in the criteria being redrafted for the final cabinet report. The criteria have now been organised against the Five Case Models as set out by the Department for Transport. The criteria have been expended from 21 to 41 and now include more qualitative and quantitative criteria as well as requirements that need to be in place before moving to the construction phase.
2	Widen the criteria for measuring social value to include the distribution of impacts on people in Herefordshire.	Accepted	The recommendation has been accepted resulting in an additional qualitative criteria covering a summary of the overall social benefits the scheme will deliver. This will be reported in a benefits distribution table and has been included in the revised Cabinet paper.
3	Ensure clearer reporting of project risks, assumptions and uncertainty.	Accepted	This recommendation has been accepted resulting in changes to the criteria so that they now include more about the key risks including the financial risks.
4	Ensure the report to Cabinet incorporates high/medium/low growth risk scenarios.	Accepted	This recommendation has been accepted resulting in changes to the Full Business Case that will be published in June so that it includes modelling information showing low, medium and high growth scenarios.