

**Supplement to the agenda for**

# **Cabinet**

**Thursday 21 January 2021**

**2.30 pm**

**online meeting**

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**PUBLIC QUESTIONS TO CABINET – 21 January 2021**

**Question 1**

**Ms J Gallagher, Hereford**

**To: cabinet member, environment, economy and skills**

Could the council examine statistics around how many people use local buses in Hereford city and whether including electric buses in the Towns Fund bid is appropriate? Would a better solution be to edit this section of the Towns Fund bid to create a park and ride scheme instead and build upon the cycle initiative already started by Herefordshire council?

I don't feel electric buses have longevity, will be popular with local residents, be used or be best use of public money.

**Response**

The Hereford Town Investment Plan (TIP) submission is the responsibility of the Hereford Towns Fund board. This is a requirement of the government process for the Towns Fund. The Hereford Towns Fund board have undertaken a comprehensive process to draft the Town Investment Plan. This has included public consultation on local priorities where a request for better buses emerged very strongly, and an extensive process to select projects for inclusion in the investment plan for submission to government. The electric buses project proposal was submitted by Hereford City Council and Hereford Sustainable Transport Group, and has been selected for inclusion in the submission to government.

Where the TIP is of the required standard and contains viable projects, government will offer Heads of Terms to Hereford. Following the agreement of Heads of Terms the council, working with the Towns Fund board and project sponsors, will have up to one year to develop agreed projects in detail and complete and assure comprehensive business cases which will include demonstrating the project viability, expected demand, and value for money.

Should the electric busses project be supported to proceed by government, detailed work will be undertaken to design the service based on the best available evidence so that it responds to public demand, and builds on learning from similar schemes elsewhere.

Herefordshire Council is strongly committed to a sustainable transport vision and will be properly investigating the potential for park and ride as part of our commitment to that

It should be noted that the council are utilising funding from an early award of Towns Fund money to extend the Beryl Bikes initiative and offer grants for businesses to purchase electric bikes and cargo bikes. In addition, a council project selected for inclusion within the TIP will contain an element of support towards cycling and walking infrastructure within the city.

**Question 2**

**Mr M Franklin, Bromyard**

**To: cabinet member, infrastructure and transport**

Re: Item 6 - Hereford Transport Strategy. We are told that stopping the Western Bypass and SLR will require a write-off of £11.833 million, which cost may eventually fall to Herefordshire residents but this is not the total cost. What is the forecast opportunity cost of these decisions, i.e. the amounts by which forecast increases in the revenue base through growth of businesses

and housing development will be reduced if these significant infrastructure improvements do not go ahead?

## **Response**

The Hereford Transport Strategy Review has considered how different packages would contribute to growth proposals for the core strategy in terms of contributions to accessing the sustainable urban extensions and supporting a thriving economy (outcome indicators O6 and O7 in the assessment framework). Each package option was seen to provide large beneficial support for the sustainable urban extensions (O6) and beneficial or large beneficial support for thriving local economy (O7).

Assessments carried out for the Review provided forecasts to 2026 which informed the cabinet's selection of its preferred strategy. The forecasts demonstrated that all of the package options could maintain traffic conditions similar to those observed in the 2016 base year and therefore support delivery of the core strategy growth.

The executive has also received legal advice from counsel that indicates that stopping the western bypass scheme does not mean that strategic housing sites cannot progress but will mean that developers will need to demonstrate appropriate mitigation in submitting their planning applications for the consideration of the local planning authority.

On this basis it is not envisaged that the selection of the preferred transport strategy and stopping the western bypass and southern link road schemes will have a significant impact on future council tax and business rates revenues.

## **Question 3**

**Ms K Sharp, Hereford**

**To: cabinet member, infrastructure and transport**

There have been leaflets and adverts claiming that the transport review concluded that the best way to address congestion was to build a "Western bypass". I understood this would only be achieved if any new road scheme was accompanied by demand management schemes, such as Congestion Charging schemes and 'work place parking levies' to limit the increased vehicle use arising from new roads? Where in the Transport Review - that was presented to Herefordshire Council – did it claim that congestion across Hereford could be reduced by a Western Bypass?

## **Response**

Herefordshire Council has not published the leaflets or adverts referred to in the question but I am aware of them.

The Hereford Transport Strategy Review report set out the impacts on congestion of the individual transport options in the Option Assessment Framework results set out in chapter 6. Page 63 of the report includes the output for indicator 5.1 'What impact does the option have on delay and congestion across the city as a whole?' and this sets out the impacts from large adverse to large beneficial. The western bypass (option 14) is shown as having a beneficial impact on this indicator alongside 7 other options out of the original 18 which were assessed. The Western Bypass package (Option A+C+D) which projected significant reduction in congestion is made up of walking and cycling elements, demand management elements and the

road itself. The projected congestion reduction for this package is based on all selected options working together and indeed, congestion charging schemes and 'work place parking levies' are integral to that. It is confusing to me that some opposition members champion this package, the most expensive and environmentally damaging proposal – which will take a decade or more to deliver – as their obvious choice but also publicly state they oppose congestion charging, raising car park charges and 'work place parking levies'. I cannot offer an explanation for that apparent contradiction.

It is important to note that the Eastern Link package also includes elements of demand management and also is projected to deliver significant reduction in congestion (23% compared to 29% for Western Bypass package). This Eastern Link option package is forecast to cost less than half of the cost of the Western Bypass package, which is forecast to cost £261 million.

#### **Question 4**

**Mrs J Richards, Hereford**

**To: cabinet member, infrastructure and transport**

Historically capital road projects have rarely been delivered within budget, even after allowing for inflation. The City Link road is a prime example, where professional fees and land costs increased, despite the public previously being told that the funding for the Transport Hub was ring fenced and would not be affected by cost over runs on the road scheme. Can you please confirm that funding for any transport schemes will be tightly controlled and the design and development of capital transport schemes will go out for tender, rather than pursued via an extension of the Balfour Beatty Living Places contract?

#### **Response**

I can confirm that the budgets for the delivery of the transport schemes which form the transport strategy confirmed in December by cabinet will be managed using the council project management system Verto. This should ensure project spend is controlled and delivered within approved budgets. Any cost increases will be managed using a robust change control sign off process. A procurement strategy for the procurement of the professional services to develop and design these projects will be developed and approved – it is my intention to ensure an appropriate tender process is completed and projects are not delivered by default through the public realm contract.

#### **Question 5**

**Mrs V Wegg-Prosser, Breinton**

**To: cabinet member, environment, economy and skills**

Reference the New Improvement Plan for Hereford, Item 8 on the Agenda:  
Advertisement Feature in Hereford Times, 14.1.21, promoted by Mr. Frank Myers, MBE.

My question concerns the decision to appoint Mr. Myers to the Hereford Town Funds Board, which will oversee the delivery of this new Plan. In his advertisement, Mr. Myers makes claims which cannot be substantiated, distorts evidence, and calls for the people of Hereford to act now to 'save the bypass'. Mr. Myers has publicised his opposition to the recommendations of the Council's democratically elected Coalition administration promoting a new sustainable vision for Hereford in a rapidly changing world. Is he fit to be a member of the Hereford Town Funds Board?

#### **Response**

The government guidance on Town Deals sets out the expected membership for Towns Fund boards. Local Enterprise Partnerships (LEP's) are required to be invited to sit on Town Fund boards. The Marches Local Enterprise Partnership were invited to put forward a member from their Board to sit on the Hereford Towns Fund board. The Marches LEP nominated Frank Myers (as an existing member of the LEP Board) to represent them on the Hereford Towns Fund board and it is in this capacity that Mr Myers is acting during Towns Fund board business. The Hereford Towns Fund board benefits both from having a range of stakeholders and partners and from a diversity of views.

### **Question 6**

**Mrs E Morawiecka, Breinton**

**To: cabinet member, infrastructure and transport**

Many people have complained about the state of Herefordshire's roads and the lack of funds available to repair and maintain existing road infrastructure across the County. Can the Cabinet member confirm reports that both Severe Weather Reserve funds and Pot Hole Repair money has historically been used to cover the initial costs of new capital road schemes in the County?

### **Response**

The Hereford Transport Package revenue development costs were funded from a number of council's revenue budgets, external grants (from Highways England and Midlands Connect) and reserves including the severe weather reserve. The appropriate process was followed to allocate reserve funds and the report which sets out the use of the severe weather reserve can be seen in the report on the council's website by following the link below:

<http://councillors.herefordshire.gov.uk/documents/s50053659/Hereford%20Transport%20Package%20HTP%20Options%20Consultation%20Phase%202.pdf>

The South Wye Transport Package development costs have used both external capital grant and the council's LTP grant funding. The allocation of LTP grant funding to support delivery of the South Wye Transport Package was done by means of virement and recorded in a decision report. A number of decision reports confirm the allocation of LTP funding to the SWTP which can be seen on the council's website.

### **Question 7**

**Mrs C Protherough, Clehonger**

**To: cabinet member, infrastructure and transport**

The Foundation for Integrated Transport's Fellow in Transport and Climate Change, John Whitelegg, has proposed that other Councils should "Do a Hereford" by taking a decision that puts this Council in the forefront of all councils taking transport decarbonisation seriously. He said that the cabinet member responsible for transport, Councillor John Harrington and his cabinet colleagues, are to be congratulated for recognising the importance of buses, active travel and demand management as well as decarbonisation for the future of transport policy and quality of life in Hereford. Please confirm the level of carbonisation that would be incurred should major road building projects go ahead instead of cheaper, simpler sustainable active travel measures.

### **Response**

For clarification, the cabinet does not intend to progress road building projects instead of active travel measures. Our recent decision confirmed that the preferred strategy would include greater investment in walking, cycling, mobility hubs and passenger transport. We also feel that a new road link to the east of the city and second river crossing is essential to increasing the resilience of the network and providing alternatives for people who need to move about the city.

The Hereford Transport Strategy Review has included high level assessment of carbon impacts in two ways and these are represented as outcome indicators O1 and O3 within the climate emergency objective for the package assessment framework. O1 provides an indication of operational carbon emissions (changes in traffic movements and fleet composition) and O3 provides a qualitative assessment of embodied carbon (carbon emissions resulting from construction). The package assessment results set out in chapter 7 of the review indicate that the packages with road schemes have either adverse or large adverse impacts in terms of embodied carbon (O3) and beneficial impacts in terms operational carbon (O1). Further detailed technical assessments will be required as specific elements of the preferred strategy are taken forward and this is likely to include appropriate assessment of carbon and biodiversity impacts.

### **Question 8**

**Mr T Meadows, Hereford**

**To: cabinet member, infrastructure and transport**

It seems that despite my repeated questions and WSPs detailed percentages, there is no record as to what the average journey time savings in minutes would be as a result of a Western bypass. Can WSP confirm that all the percentages on journey time savings they have referenced for vehicles are on average less than 5 minutes, and that the majority of these journey time savings can be achieved more simply and cheaply by implementing sustainable transport measures?

### **Response**

It is correct that the average journey time percentage changes referenced in the review are less than 5 minutes when expressed as time, although as these are averages, actual journey times that would be experienced by individual travellers in the various scenarios would be both higher and lower than this. Average journey times as assessed in the review for the 2016 base year are just under 17 minutes for the a.m. peak or 16 minutes across all periods of the day. This comprises an average of 4 routes assessed in the review which cross the city via main radial roads (such as the A49, A465 and A438) travelling in each direction on the route (for example the A49 northbound and southbound) during the period 8-9am. The greatest change in average journey time indicated by the modelling forecasts would be the A49 northbound in the am peak period and this would see a reduction of around 23% (do minimum vs package A+C+D) which would be a reduction of journey time of 4 minutes and 38 seconds from total journey time of 19 minutes 48 seconds down to 15 minutes 10 seconds.

In terms of which types of intervention make the biggest impact on reducing journey times the Hereford Transport Strategy Review Report indicates that package A+B+C (active travel, buses and demand management measures) could reduce journey times by 4% on key corridors (page 80 of the report) and this only reaches 5-7% when different road options are introduced (see pages 82, 84 and 86 in the Report).

The cabinet's preferred strategic transport package includes a blend of measures combining walking and cycling, investment in buses and school travel and a new road link to the east of the city. Whilst it is accepted that the sustainable measures represent the best value for money and can help reduce travel by car the cabinet is concerned that the reliance on a single river crossing

has a significant impact on the resilience of the network resulting in regular disruption and the provision of a second bridge with reasonable links both north and south of the river is essential for the city going forward.



**COUNCILLOR QUESTIONS TO CABINET – 21 January 2021**

No questions were received.

