

Agenda

General scrutiny committee

Date: **Monday 7 December 2020**

Time: **4.00 pm**

Place: **online meeting**

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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 General scrutiny committee

Membership

Chairperson **Councillor Jonathan Lester**
Vice-Chairperson **Councillor Tracy Bowes**

Councillor Barry Durkin
Councillor Jennie Hewitt
Councillor Bob Matthews
Councillor Louis Stark
Councillor William Wilding

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 in respect of Schedule 1, Schedule 2 or Other Interests from members of the committee in respect of items on the agenda.	
4. MINUTES To receive the minutes of the meeting held on 9 November 2020.	11 - 38
HOW TO SUBMIT QUESTIONS The deadline for the submission of questions for this meeting is 5.00 pm on Tuesday 1 December 2020. Questions must be submitted to councillorservices@herefordshire.gov.uk . Questions sent to any other address may not be accepted. Accepted questions and the responses will be published as a supplement to the agenda papers prior to the meeting. Further information and guidance is available at www.herefordshire.gov.uk/getinvolved	
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. MARCHES LOCAL ENTERPRISE PARTNERSHIP UPDATE This report provides an update on the achievements of the Marches Local Enterprise Partnership (LEP), its current priority activities and board membership.	39 - 64
8. WORK PROGRAMME To review the committee's work programme.	65 - 98
9. DATE OF NEXT MEETING The next scheduled meeting is Friday 15 January at 11.00 am.	

The Public's Rights to Information and Attendance at Meetings

Herefordshire Council is currently conducting its public committees, including the General Scrutiny Committee, as "virtual" meetings. These meetings will be video streamed live on the internet and a video recording maintained on the council's website after the meeting. This is in response to a recent change in legislation as a result of COVID-19. This arrangement will be adopted while public health emergency measures including, for example, social distancing, remain in place.

Meetings will be streamed live on the Herefordshire Council YouTube Channel at

<https://www.youtube.com/HerefordshireCouncil>

The recording of the meeting will be available shortly after the meeting has concluded through the General Scrutiny Committee meeting page on the council's web-site.

<http://councillors.herefordshire.gov.uk/ieListMeetings.aspx?CId=809&Year=0>

YOU HAVE A RIGHT TO: -

- Observe all "virtual" Council, Cabinet, Committee and Sub-Committee meetings unless the business to be transacted would disclose 'confidential' or 'exempt' information.
- Inspect agenda and public reports at least five clear days before the date of the meeting. (These will be published on the Planning and Regulatory Committee meeting page on the council's web-site. See link above).
- 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. (These will be published on the Planning and Regulatory Committee meeting page on the council's web-site. See link above).
- 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.
- Access to a public register stating the names, addresses and wards of all Councillors with details of the membership of Cabinet and of all Committees and Sub-Committees.
- 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.
- Access to this summary of your rights as members of the public to observe "virtual" meetings of the Council, Cabinet, Committees and Sub-Committees and to inspect documents.

1 September 2020

Guide to General Scrutiny Committee

Scrutiny is a statutory role fulfilled by councillors who are not members of the cabinet.

The role of the scrutiny committees is to help develop policy, to carry out reviews of council and other local services, and to hold decision makers to account for their actions and decisions.

Council has decided that there will be three scrutiny committees. The Committees reflect the balance of political groups on the council.

The General Scrutiny Committee consists of 7 Councillors.

Councillor Tracy Bowes (Vice-Chairperson)	It's Our County
Councillor Barry Durkin	Conservative
Councillor Jennie Hewitt	Herefordshire Independents
Councillor Jonathan Lester (Chairperson)	Conservative
Councillor Bob Matthews	True Independents
Councillor Louis Stark	Liberal Democrat
Councillor William Wilding	Herefordshire Independents

The committees have the power:

- (a) to review or scrutinise decisions made, or other action taken, in connection with the discharge of any functions which are the responsibility of the executive,
- (b) to make reports or recommendations to the authority or the executive with respect to the discharge of any functions which are the responsibility of the executive,
- (c) to review or scrutinise decisions made, or other action taken, in connection with the discharge of any functions which are not the responsibility of the executive,
- (d) to make reports or recommendations to council or the cabinet with respect to the discharge of any functions which are not the responsibility of the executive,
- (e) to make reports or recommendations to council or the cabinet on matters which affect the authority's area or the inhabitants of that area
- (f) to review or scrutinise decisions made, or other action taken, in connection with the discharge by the responsible authorities of their crime and disorder functions and to make reports or recommendations to the council with respect to the discharge of those functions. In this regard crime and disorder functions means:
 - (i) a strategy for the reduction of crime and disorder in the area (including anti-social and other behaviour adversely affecting the local environment); and
 - (ii) a strategy for combatting the misuse of drugs, alcohol and other substances in the area; and
 - (iii) a strategy for the reduction of re-offending in the area
- (g) to review and scrutinise any matter relating to the planning, provision and operation of the health service in its area and make reports and recommendations to a responsible person on any matter it has reviewed or scrutinised or to be consulted by a relevant NHS

body or health service provider in accordance with the Regulations (2013/218) as amended. In this regard *health service* includes services designed to secure improvement—

- (i) in the physical and mental health of the people of England, and
- (ii) in the prevention, diagnosis and treatment of physical and mental illness
- (iii) And any services provided in pursuance of arrangements under section 75 in relation to the exercise of health-related functions of a local authority.

(h) to review and scrutinise the exercise by risk management authorities of flood risk management functions or coastal erosion risk management functions which may affect the local authority's area.

The specific remit of the general scrutiny committee includes:

- Services within the economy and place directorate and corporate centre
- Corporate performance
- Budget and policy framework matters
- Statutory flood risk management scrutiny powers
- Statutory community safety and policing scrutiny powers

Who attends general scrutiny committee meetings?

The following attend the committee:

- Members of the committee, including the chairperson and vice chairperson.
- Cabinet Members – They are not members of the committee but attend principally to answer any questions the Committee may have and inform the debate.
- Officers of the council – to present reports and give technical advice to the committee
- People external to the Council invited to provide information to the committee.

(Other councillors - may attend as observers but are only entitled to speak at the discretion of the chairman.)

**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. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs.

Minutes of the meeting of General scrutiny committee held Online on Monday 9 November 2020 at 10.30 am

Present: Councillor Jonathan Lester (chairperson)
Councillor Tracy Bowes (vice-chairperson)

Councillors: Jennie Hewitt, Bob Matthews, Paul Rone, Louis Stark and William Wilding

In attendance: Councillors Christy Bolderson, Pauline Crockett (Cabinet Member), Gemma Davies (Cabinet Member), John Harrington (Cabinet Member), Liz Harvey (Cabinet Member), David Hitchiner (Cabinet Member), Felicity Norman (Cabinet Member) and Nigel Shaw

Officers: Richard Ball – Director for Economy and Place, Mairead Lane – Acting Assistant Director Highways & Transport / Head of Infrastructure Delivery, Steve Burgess – Head of Transport and Access Services, Andrew Lovegrove – Chief Finance Officer.

Transport Consultants:
Mr Martyn Brookes Director , National and Local Government Services and
Mr Martin Reville, Regional Director Transport Planning, Mott MacDonald
Mr Ed Ducker Technical Specialist, Mott MacDonald

11. APOLOGIES FOR ABSENCE

Apologies had been received from Councillor Durkin.

The Chairperson welcomed Councillor Matthews as a new member of the Committee.

12. NAMED SUBSTITUTES

Councillor Rone substituted for Councillor Durkin.

13. DECLARATIONS OF INTEREST

Agenda item 7 – Hereford Transport Package Review

Councillor Bowes declared a schedule 1 interest because her home was close to the route of the proposed Western Bypass. She reported that she had been given a dispensation to represent the views in her ward.

Councillor Hitchiner declared a schedule 1 interest because his home was close to the route of the proposed Southern relief road. He reported that he had been given a dispensation to represent the views in his ward.

Councillor Matthews highlighted that a portion of the proposed Western Bypass passed through his ward.

14. MINUTES

RESOLVED: That the minutes of the meeting held on 28 September 2020 be approved as a correct record.

15. QUESTIONS FROM MEMBERS OF THE PUBLIC

A copy of the questions from members of the public and the answers together with the supplementary questions and answers is attached at appendix 1.

16. QUESTIONS FROM MEMBERS OF THE COUNCIL

A copy of the questions from Councillors and the answers together with the supplementary questions and answers is attached at appendix 2.

17. HEREFORD TRANSPORT STRATEGY REVIEW

The Committee was invited to provide its views on the findings of the Hereford Transport Strategy Review and the Peer Review of the Hereford and South Wye Transport Packages prior to consideration by cabinet.

The Head of Transport and Access Services commenced the presentations as published with the agenda papers. Mr M Revill, Regional Director Transport Planning, Mott MacDonald and Mr M Brookes, Director, National and Local Government Services, WSP, delivered their published presentations.

The Committee discussed the report asking a number of questions to which responses were given.

RESOLVED TO RECOMMEND TO THE EXECUTIVE:

- That
- (a) more detailed studies are undertaken on the benefits and dis-benefits of traffic light management in more locations in Hereford;**
 - (b) as a result of this review, the committee recommends that the cabinet consider 'weighting of the preferred outcomes' to help determine the preferred package to take forward;**
 - (c) support is given to promoting more 'park and choose' options in combination with more investment into public transport options and cycle routes to reduce demand for car journeys into or through the city centre with a particular focus given to the limited transport options currently experienced by Herefordshire's rural communities and that the executive set up a transport team as a matter of priority to implement the planning of cycling and walking, and that the road schemes are reconfigured to accommodate walking and cycling safely within the city;**
 - (d) the cabinet follow up on the suggestion for a 'River-Bus Service' in ongoing refinement and review of the Hereford transport package options;**
 - (e) consideration is given to a wider, more in depth study, on the transport options that address countywide transport challenges and solutions, not just in Hereford City;**

- (f) cabinet should not feel constrained by having to consider just the package of options that has been presented to them as part of this review.
- (g) the committee considers that further analysis is undertaken to assess further the mitigation measures of traffic utilising an eastern crossing before the dis-benefits of an eastern crossing rule it out as an option.
- (h) school travel and transport is given greater priority and that more work is done to undertake survey work with schools and parents to gain a better understanding to what the barriers to uptake of school transport are;
- (i) carbon offsetting is looked at in relation to offsetting on major infrastructure projects.
- (j) the impact of assessing routes over other river crossings, in particular, the Bridge Sollars crossing, is built into the analysis of options and packages under review.
- (k) that the executive abandon the Western Bypass and reject other major road infrastructure schemes, barring only the eastern river crossing option;
- (l) the executive take a look again at the robustness of the qualitative assessment of the evidence presented; and
- (m) Herefordshire Council should immediately implement a well-designed comprehensive safe and attractive network of active travel measures across the entire county to reduce the effect of climate change and the risk of surface flooding.

18. DATE OF NEXT MEETING

Monday 30 November 2020 at 10.30 am.

Appendix 1 - Questions from members of the public and answers

Appendix 2 - Questions from Councillors and Answers

The meeting ended at 5.20 pm

Chairperson

PUBLIC QUESTIONS TO GENERAL SCRUTINY COMMITTEE – 9 November 2020

Question 1

Mr D Goy – Clehonger

Why propose a bypass for the city when only 7% of traffic is regional through traffic and 93% of traffic is heading in and out of the city on local journeys. School holidays for instance proves that point when the traffic is substantially lighter. A bypass will encourage more traffic from further afield to enter the city which will defeat the object of building the bypass.

Response

It is important to note that the review is not proposing any bypass but that east and west road options have been included in the strategic package assessments in order that the council can make an informed decision about future transport strategy and any changes from current adopted strategy.

One of the purposes of the review was to assess alternative transport options for Hereford alongside current adopted strategy which includes the western bypass.

The amount of through traffic in Hereford affects the performance of all packages assessed in this report, not just the packages which include road options. The 7% figure is calculated from the total number journeys which are observed in the Hereford transport network which comprises:

- **journeys wholly within Hereford (eg Tupsley to the city centre) = 40%,**
- **journeys into Hereford (eg Leominster to Rotherwas) = 27%,**
- **journeys out of Hereford to elsewhere (eg Whitecross to Cardiff) = 25%, and**
- **journeys passing through Hereford (eg Abergavenny to Leominster) = 7%.**

On some roads the percentage of through traffic will be higher (eg 10% over Greyfriars Bridge) and on some roads it will be lower (eg many residential roads within the city).

In terms of longer distance traffic it is unlikely that this would be encouraged to enter the city as it would use a bypass to avoid having to pass through the city.

Question 2

Ms J Tonge Hereford

Where did the review consider and measure embodied carbon on each of the transport options, to ensure a complete carbon assessment of all of the transport options?

Response

Embodied carbon was included as indicator 3.1 within the Package Assessment Framework and each package option has been assessed against this indicator.

Supplementary

Please clarify that the embodied carbon included in each option, includes the embodied carbon not just in the physical transport infrastructure but also in the vehicles manufactured to use it?

Response

Yes.

Question 3**Ms K Sharp Hereford**

The previous administration had spent £7.3million and 6 years on developing the South Wye Transport package, and yet after all this time and money, officers were unable to provide a clear business case to show how the road would reduce congestion. This shows the risk around delivering new road schemes, which have much lower benefits/£1 than providing simpler, less expensive active travel measures. How has the risk around cost and delivery of options been built into the OAR?

Response

It is not correct to say there is no clear business case for the South Wye Transport Package. The strategic outline business case (OBC) presents the case for the project and can be seen on the council's website by following the link below:

https://www.herefordshire.gov.uk/downloads/file/13070/south_wye_transport_package_strategic_outline_business_case

The full business case (FBC) was not completed for submission to the department for transport due to the scheme being paused for review.

Risks around the cost and delivery of the different options and packages have been addressed via the Deliverability and Affordability sections of the assessment frameworks. The table at page 74 of the Review sets out the risks and clarifies the grading of risks into different bands and pages 92 and 93 summarises performance in terms of the risks.

Supplementary

In January 2019 the Cabinet Member for Infrastructure reported that £7.486 million had been spent so far on the SWTP. Also that the £2.508 million forecast spend in the year ending 31st March 2019 would deliver:

- Completion of the detailed design of the Southern Link Road
- Land and compensation costs
 - Procurement of a contractor for the Southern Link Road construction and mobilisation
 - Completion of the full business case for the South Wye Transport Package for submission and sign off to Department for Transport
- Development of a programme for delivery of the active travel measures.

This report was clear: the Full Business Case would be completed by March 2019. Why then does the answer to my question blame the non-delivery of the business case on this administration's Pause and Review that took effect in October 2019?

Response

The response was not intended to attribute any blame. It stated that the business case had not been completed.

Question 4**Mrs J Morris Hereford**

Discussion of the Western Bypass was excluded by the Planning Inspector during the Examination in Public of the Core Strategy. The Inspectors Report (Sept 2015) states “However, the Hereford Relief Road (HRR) is not identified in the Council’s Local Transport Plan as planned infrastructure, the funding is not secure and it is not part of Highways England (HE) Road Investment Strategy for 2015 – 2020. The route has not been modelled or identified in detail and there is a high degree of uncertainty about whether the HRR is viable and can be achieved within the plan period.” Hence the Inspectors “Main Modification” to the Core Strategy (MM016) “Further assessments will be undertaken as part of the Hereford Area Plan and subsequent planning application(s).” Why did Mott Macdonald report that road proposals were challenged and Examined in Public for the Core Strategy?

Response

It is not correct to say that the Inspector excluded any discussion of the Hereford Relief Road (HRR) at the core strategy EIP but recognised that the EIP was not the appropriate process to undertake an inquiry into specific highway proposals.

The sentence referred to in the peer review reporting states that “*the proposals in the form of the HTP and the SWTP have been tested and challenged in an appropriate way through technical studies, modelling and Examination in Public*” and this is consistent with the Inspector’s report and as such the peer assessment simply indicates that the EIP confirmed the inclusion of the HRR in the core strategy.

Whilst it is correct that Inspector noted that the HRR was not included in Highways England’s Route Investment Strategy (RIS) 2015-20 this was because the scheme was not at the stage for inclusion in RIS. The Inspector also noted that the identification of the HRR in the core strategy was supported by Highways England.

Supplementary

5 years have now elapsed since the Inspector’s comments on the Core Strategy, and the HRR is still not in a Route Investment Strategy, particularly RIS2 2020-2025. With the Core Strategy, and its Nutrient Management Plan requiring investment in management of water pollution; flooding and waste treatment, is the Western Relief Road/HRR viable or does it still pose a risk to the financial delivery of the Local Plan and the finances of Herefordshire Council as a whole?

Response

The Western Relief Road was part of the review. The other issues raised by the supplementary question would need to be considered as part of any updating of the core strategy which would take account of any recommendations arising from the Hereford Transport Package Review along with any financial implications.

The Council holds sufficient reserves to meet its financial challenges and obligations.

Question 5**Dr N Geeson, Hereford**

The traffic modelling was carried out in 2016 before the new City Link Road, was constructed and opened in Dec 2017. The City Link Road was forecast to reduce congestion in Hereford, particularly on the Newmarket/Blueschool St and Edgar St. How was the traffic modelling updated to reflect this significant investment in new road infrastructure and how far did it generate a reduction in journey times/congestion in Hereford?

Response

This review was not intended to separately assess the impact of the city link road. The review has assumed a forecast year of 2026 and the highway network assumed for 2026 includes the City Link Road.

Supplementary

As I mentioned in my Question, the City Link Road was planned and forecast to reduce city congestion, and also unlock land for 800 new homes in an Urban Village. From the written answer, I learn that the strategic transport review has not included assessment or modelling of the impact of the City Link Road. For the expenditure of £34 million I sincerely hope it has been successful in reducing congestion since it opened in February 2018. In the light of the written answer to my Question, surely it is now logical to conclude that without a City Link Road impact assessment, the modelling and evaluation presented in the Transport Review is incomplete? And that the Transport Review does not provide a totally accurate picture of the perceived benefits of new road building options?

Response

The City Link Road (CLR) was included in the forecasting picture in the review. For 2026 this took account of the CLR and how it redistributed traffic. In terms of the performance of the CLR an interim traffic report had been prepared that it was hoped would be published shortly. The CLR was part of a larger city centre package so there were elements of that work to be completed.

Question 6**Gill Parker**

Why hasn't the result that only 7 percent of Hereford traffic is through traffic not a headline disclosure for the western bypass.

It's a total waste of money, time and ecological disaster

Response

The traffic data that this question refers to is presented clearly in the review (page 23) and is an output from the modelling work undertaken to enable assessment of all of the different packages for the review. It is not just relevant to packages with road schemes.

The council has previously communicated modelled traffic data as part of the development of the Hereford Transport Package.

The amount of through traffic in Hereford affects the performance of all packages assessed in this report, not just the western bypass. The 7% figure is calculated from the total number journeys which are observed in the Hereford transport network which comprises:

- journeys wholly within Hereford (eg Tupsley to the city centre) = 40%,
- journeys into Hereford (eg Leominster to Rotherwas) = 27%,
- journeys out of Hereford to elsewhere (eg Whitecross to Cardiff) = 25%, and
- journeys passing through Hereford (eg Abergavenny to Leominster) = 7%.

On some roads the percentage of through traffic will be higher (eg 10% over Greyfriars Bridge) and on some roads it will be lower (eg many residential roads within the city).

In addition, new highway capacity, providing alternative access outside of the existing network, such as the western bypass or the eastern link options would provide benefits for some journeys which start or finish in the city (as well as for through journeys which start and finish outside of the network).

Question 7

Mrs J Richards, Hereford

On the Transport strategy review page 24 the north east area of Hereford (Tupsley, College Green, Aylestone Hill etc) generates 22,800 trips a day that start and finish within this quadrant vs 4,500 trips for the South East quadrant, which includes Rotherwas. Tackling the largest areas that generate traffic will have the biggest impact in reducing vehicle use, pollution. Which package measure would have the biggest impact on reducing this high level of short journeys?

Response

Our assessment shows that Package A (focus on cycling and walking), Package B (improvements in bus services) and Package C (demand management) would have the greatest potential to replace short journeys currently made by private car. The walking and cycling infrastructure option is included in all package combinations.

Supplementary

Page 33 of the review reports that “Based on trip distance and topography up to 40% of travel to work and more than 40% of travel to school journeys in Hereford have the potential to be cycled. This is subject to suitable infrastructure being in place. There is even greater potential if e--bikes are considered.” How much of this potential to cycle is forecast to be released by the Walking & Cycling package?

Response

The outcomes of the walking and cycling package and the safer routes to schools package were more people cycling and walking than would otherwise be the case. The statistics to answer this precise question were not to hand in the format to answer the extent to which the 40% figures were taken up by people who then choose to cycle/walk and the proportion of people who remain in their cars.

Question 8**Mr J Dunn Hereford**

One of the Covid measures put in place by the Council was the closure of the Old Bridge with the aim of increasing cycling, according to page 96 of Appendix A by " weekday cycling at 60 % higher than the previous year and weekend levels at twice as high " My question is

"What data regarding cycling on the Old Bridge exists to confirm whether or not these aims have been met and could the relevant figures be provided to me and the general public, and will the decision to close the Old Bridge be reviewed in the light of the data regarding changes in use by cyclists and, if so, when ?"

Response

The figures referred to on page 96 of the strategy assessment report in Appendix A reflect national patterns of walking and cycling that occurred during the lockdown, as published by the DfT. These are not targets for the Emergency Active Travel measures.

The performance of the Emergency Active Travel measures is monitored through a variety of ways including traffic data, footfall data as well as feedback from individuals and organisations.

Cycling data in the vicinity of the Old Bridge is captured via a permanent counter located in King Street. Data from this counter has shown an increase in non-motorised traffic. In the two months prior to the measures being introduced, 20 July 2020, there was a daily average of 130 pedestrians and 440 cycles. In the two months following the measures being introduced there was a daily average of 260 pedestrians and 496 cycles. These increases were most prevalent in the morning and evening peak periods.

Independent footfall data from Hereford Business Improvement District for King St also shows an increase. In the two months prior to the measures being introduced there was an average weekly total of 11.5k pedestrians and in the two months following the measures being introduced there was an average weekly total of 13.5k pedestrians.

All the Emergency Active Travel measures are reviewed as feedback and further data is received.

Question 9**Mr R Palgrave How Caple**

In the sifting process, the two eastern bypass options (15a and 15b) were discarded, but the western bypass (option 14) was taken forward to the short list. In Appendix A, tables at page 62 to 67 summarise the assessment scoring for all the options in the long list. The scoring for Options 14, 15a and 15b are almost exactly the same. Under the heading Affordability they are identical (page 67). If the two eastern bypass options are not worthy of inclusion on the short list, why is the western bypass?

Response

As explained on page 70 of the report, the full eastern bypass variants were discarded due to having "very severe adverse environmental impacts during both construction and operation". Whilst page 64 indicates a similar (although slightly less severe) level of impact for the western bypass, it was decided to retain the western bypass at this stage of the study to ensure that the current adopted core strategy (which includes the

western bypass) was subject to a wider package assessment than has previously been undertaken, and hence was capable of comparison with other possible packages.

Supplementary

Your answer said that " it was decided to retain the western bypass at this stage of the study to ensure that the current adopted core strategy (which includes the western bypass) was subject to a wider package assessment than has previously been undertaken, and hence was capable of comparison with other possible packages." Can you clarify please - does this mean that the western bypass would have been discarded from the short list if it had not been included in the adopted core strategy?

Response

In terms of the option selection to go through to the final assessment the approach taken was to ensure that as wide a range of different options that were reasonable to be taken forward were included in the assessment to enable comparisons to be made.

The assessment would not have been any different. It was a transparent assessment. The original response had indicated that the western bypass was similar to the eastern bypass but not quite as severe.

Question 10

R Winn, Ocle Pychard, Hereford

Does the Strategy's Package A, intent to implement the council resolution to adopt 20mph speed limits in all residential areas of the city?

Response

Whilst the council has not yet determined to take forward any of the packages the inclusion of 20mph speed limits in Package A does support the council's resolution (6 March 2020) to investigate the introduction of area wide 20mph speed limits. Further work would be required to develop a detailed proposal for the introduction of 20mph speed limits in the city in the event that the council determines to progress Package A and this element of the Package.

Question 11

Mrs C Palgrave, How Caple

Package C, Demand Management, is partly a 'stick' approach to persuade people to use alternative means to travel into and around Hereford rather than the car – influencing vehicle parking demand through parking policy changes. Why is this package then grouped with the road packages, which tend to have the opposite effect – to encourage people to use cars, especially as the 'road groups' don't provide any investment in public transport?

Response

The general approach to forming combinations of packages was to construct sensible groupings within which the different elements complemented one another. In terms of the road schemes the review considered;

- **Any combination would include Package A (focus on walking and cycling) as these elements would almost certainly be implemented, alongside whatever**

other options were progressed, as the foundation for any future transport strategy

- All the packages involving the road schemes would also include Package C (demand management) as these elements would complement the road schemes by limiting the extent of induced traffic which the road schemes would otherwise generate

Question 12

J Ward Tarrington

I understand that the Hereford Transport Model used to inform this review was based on a traffic survey taken in July 2016. Much has changed since then. Is it safe to proceed with strategic decisions, particularly expensive road building, based on such old data?

Response

It is correct that the Hereford Transport Model is based upon a variety of data collected in 2016. The model was then developed in accordance with Department for Transport guidance to forecast traffic conditions in 2026.

The report explains the uncertainty surrounding this approach, including the possible effects of Covid-19 on medium and long term travel behaviour. In summary, the approach adopted is robust enough to identify the major differences in traffic operation between the various packages and as such is appropriate for use in making strategic decisions.

Question 13

Mrs P Churchward

The largest generator of traffic in Hereford is the North East Quadrant of the City, where there are higher education colleges and secondary schools.

In Hereford, half of all school children travel by car, 10% higher than the national proportion.

In the modelling for the different transport alternatives, what options have the greatest impact on reducing the effect of the “school run” on congestion in Hereford?

Response

It is important to note that the chart on page 24 of the review provides data on internal trips which start and end in the city and the north east quadrant also includes the city centre, retail and businesses as well as the higher education colleges and secondary schools.

There are two measures specifically intended to address journeys to school - Safer routes to school and improved school bus. Although neither of these options were specifically modelled (ref page 60 of report), packages which feature these options in combination are A+B and A+B+C. The congestion relief assessed for these packages is provided at page 78 and 80.

Supplementary

Hereford at 46% has 10% more journeys to school by car than the national average at 36%. Destination Hereford report showed congestion from the school run can increase traffic by over 50% on some main routes into Hereford, whilst through traffic is just 7% of the total

proportion of traffic in Hereford. Millions of pounds of tax payer's money has been spent on transport modelling and yet whilst the school run has one of the largest impacts on congestion and journey times, you are saying that the effect of the school run has not been modelled. The public and stakeholders identified interventions for tackling the school run as the 3rd most popular transport measure.

Are the absolute percentage figures for congestion relief from improved walking/cycling achieved during the holidays or term time?

Response

There was an obligation to do the modelling within what Dept for Transport called "neutral periods". These were not holiday periods. So the modelling carried out was for term time. The modelling of school trips was very complex. One of the features often overlooked was that it wasn't simply people who were no longer going to and from school during the holiday/half term periods. It was also parents also taking holidays during those times. The modelling took some assumptions based on this: assumed improvements to walking and cycling times to reflect the increased attractiveness of walking and cycling routes, a slightly increased penalty to car drivers who are taking their children to school by car to reflect that some of the transport measures under consideration would make it more difficult to pick up and drop off within the immediate vicinity of the schools. The consultants had done what they could to model the effects but it was an incredibly complex pattern involving a whole raft of behaviours.

Question 14

Mr A Priddle, Hereford

The only suggested option by the consultants that could succeed in reducing traffic congestion, improving public health and reducing carbon impact is the third package:

"A + B + C: Active travel + bus + demand management".

Question: as this option addresses all the challenges upon which this Council was elected, why should this option not be immediately enacted?

Response

At this stage cabinet is seeking the views of the General Scrutiny Committee in advance of its consideration of the review findings. The Committee can consider the points raised by Mr Priddle and determine if it wishes to recommend that the cabinet adopts Package A+B+C.

Question 15

B Dean, Hereford

The majority of journeys made daily within Hereford are short and within the City, and particularly in the North East quadrant of Hereford, where each day 22,800 journeys per day start and finish in such a small area. Despite this short distance, why is the level of modal shift of Package A anticipated to be just 5% to less polluting modes and what evidence supports such a low figure?

Response

The chart on page 23 of the review provides an overview trips in Hereford. Whilst this demonstrates that internal movements represent the largest group (40%) it is not true to say the majority of trips are within the city. The remaining trips being either trips into, out of or through the city.

The 5% mode shift quoted for Package A covers the whole of Hereford and not just the north-east quadrant. It reflects the variety of journey length within and into/out of the city as a whole. Clearly short distance journeys would be more likely to change than longer ones.

Question 16**C O'Neill, Richards Castle**

The critical friend report questions how the claimed figures for congestion relief were arrived at (para 2.8.2) of Appendix B. It is not clear if the figures given are forecasts of the effects of the roads by themselves, or of the packages of roads plus other interventions. Nor is it clear if the figures apply with or without the 'Covid' effect, and whether induced traffic is allowed for. And what is the margin of error (degree of confidence) in the quoted figures? Can this be explored by the Committee please?

Response

The numbers quoted in para 2.8.2 of Appendix B (the Mott MacDonald Technical Note) relate to modelled changes in congestion levels for packages which include the road schemes alongside other interventions (eg A+C+D). The numbers do not make any allowance for Covid. As explained on page 61 of the WSP report, the model results "presented in this study take account of many of the aspects of induced traffic, although not all," The approach to dealing with the inherent uncertainties in modelling is described in the introduction to the review.

Question 17**Mrs B John, Leysters**

Mott Macdonald's review of the South Wye Transport Packages concludes that "It remains possible for schemes to fully meet current assessment criteria and yet fall short of the high standards set by policy." How should Herefordshire Council's transport schemes be developed and delivered to ensure that they do meet the ambitions set by councillors and MPs who determine policy at a local and national level?

Response

The council's ambitions in terms of important issues such as the declared climate emergency have been considered within the review and form one of the key themes against which packages have been assessed. Whilst it is not possible to predict how the Department for Transport's guidance will develop and how this will influence national funding priorities it is considered that the approach taken within the review enables the council to pursue its ambitions and would provide a sound evidence base for the development of funding bids to government.

Supplementary

The reply to my previous questions states:

'The council's ambitions in terms of important issues such as the declared climate emergency have been considered within the review and form one of the key themes against which packages have been assessed'.

However the Critical Friend summary states p158 para 1 that 'There is a risk that the focus on such metrics from the modelled outputs 'hides' the benefits and disbenefits of some packages in achieving the adopted objectives.'

Will councillors commit to take time to read carefully Mott McDonald's concerns as to whether all the options will indeed meet the Council's declared climate change ambitions - pp 157-162 - and consider fully the concerns raised about whether the inclusion of the popular /high scoring active travel option with the road building packages was indeed intentional to 'improve the performance of the road options'?

Response

The Chairperson commented that this was a challenge to the Committee and to cabinet.

Question 18

Mrs E Morawiecka, Breinton

My question is "Mott Macdonald say they were shown the Hereford Relief Road - Study of Options dated 10th September 2010. However, the background report for the Cabinet report for the meeting on 16th September 2010 should have been based on the Hereford Relief Road Study of Options August 2010, as the reports had to be published at least 7 days before the meeting. The August 2010 Amey report states (Page 1) "of the relief road options &, although considered marginal, the eastern routes perform best in terms of reducing delay within the city. Many of the overcapacity junctions are on the east side of the City and as such the eastern bypass has the greatest improvement in these areas, resulting in the overall best results" Did officers draw Mott Macdonald's attention to the original study conclusions?"

Response

The cabinet decision report (16 September 2010) did include the August 2010 Study of Options as a background paper. However, there is no substantive difference in the findings and recommendations between the August 2010 and September 2010 Study of Options reports. Both documents are published on the council's website. Mott MacDonald reviewed the September 2010 finalised version of the report. A similar version of the text referred to in Mrs Morawiecka's question also appeared in the September 2010 report at paragraph 5.1.4 on page 35:

"of the Relief Road options, the eastern routes perform marginally better in terms of reducing delay within the City. This is due to many of the overcapacity junctions being on the east side of the City and as such the eastern Relief Road has the greatest improvement in these areas."

As such it was appropriate for Mott MacDonald to review the final version of the Study of Options report.

Supplementary

The August 2010 report by Amey recommended (page 40 para 5.1.1) “Of the sustainable options Option 1 performs best in terms of delay The focus of the recommendations relating to the Do Minimum scenario should consider whether the sustainable packages can be achieved without a relief road”. To confirm that there is no bias towards road building, conscious or otherwise, within the Transport department or WSP, when was the work done on considering whether the sustainable transport measures could be achieved without a relief road?

Response

The Director commented that there was no inherent bias regarding any of the options under consideration. The review’s intention was to look at all of the different options and present openly and honestly the technical information to enable members to consider that and come to a conclusion.

A written answer would be provided to the specific question regarding when the work was done on considering whether the sustainable transport measures could be achieved without a relief road?

Written Response

Further work was undertaken following publication of the Hereford Relief Road Study of Options which considered ‘no road’ options with sustainable measures. This includes:

Hereford Relief Road Interim Forecasting Report Addendum: Reduced Housing and Employment Option, November 2012

Hereford Multi-Modal Transport Model Hereford Local Plan Core Strategy Modelling Specification, April 2013

Local Plan Core Strategy Modelling Non-Technical Summary, June 2103

These can be viewed on the council’s website at:

https://www.herefordshire.gov.uk/downloads/download/593/relief_road_studies_documents

Question 19

Ms M Setterfield, Hereford

Reading this report, it is still astonishing how many of our journeys in Hereford, clogging up our roads and polluting our air, are so very short. Following the Government’s recent report “Gear Change– a bold vision for cycling and walking” and their promise of substantial funding for 12 areas outside London, is Herefordshire Council going to bid to benefit as one of these mini-Holland schemes, with a main focus on replacing short car trips?

Response

The council is aware of the commitment made by government to ‘choose up to 12 willing non-London local authority areas, to benefit from intensive investment in mini-Holland schemes’ and would intend to make a submission subject to reviewing the detailed guidance for the programme once it becomes available.

Question 20**Mr A Morawiecki, Breinton**

The Transport Strategy Review (page 61) says that the Hereford Transport Model takes account of some effects of induced demand but “is not capable of estimating any longer distance transfers which may occur as a result of interventions carried out within the City. As such, there is a further possibility that the congestion relief benefits which are predicted for all packages may be slightly overestimated”. The Western Bypass has previously been promoted by Herefordshire Council and Highways England as a way for the A49 to take traffic from the M5/M6 motorway network and contribute to Highways England’s growth targets. The induced traffic effect is greatest when new road capacity is provided. What increase in extra journeys/congestion will occur on each new road scheme included in the options, particularly that coming from the current motorway network?

Response

The magnitude of induced traffic occurring as a result of the different packages is a function of the amount of ‘relief’ which the package would provide. This relief is largest for the new road schemes but the risk of some induced traffic occurring exists with all six combinations which have been assessed. As acknowledged above, we have not been able to model the likely volume of induced traffic for any of the packages being assessed, although believe the effects would be small. For example, journeys from Cardiff to Birmingham and the north of England will remain quicker via the M4 and M5 route even if a western bypass was constructed. Clearly there will be some journeys at the margin who may divert to the A49 (eg Cardiff to Chester) but these are comparatively small in number.

Supplementary

The WSP & Rand report for the Dept for Transport Nov 2018 “Induced Travel Demand” concluded that models often understated the impact of induced demand vs evidence from actual case studies once new roads created extra capacity.

The same report also concluded that evidence on the existence of induced demand means that it needs to be properly accounted for in appraisal of capacity improvements to the Strategic Road Network.

WSP have been working with Herefordshire Council and Highways England on increasing the capacity on the A49 for years and yet it appears that they have not yet followed their own advice to properly account for induced demand. As Mott Macdonald have identified, are WSP biased towards road building projects so that they chose not to follow their own advice on accounting for induced demand during this transport review?

Response

Mr Revill responded that he was not sure where it was suggested Mott Macdonald had identified WSP was biased towards road building projects.

Mr Brookes denied any bias. Within its report WSP had included some of the elements normally included in the definition of induced traffic. Some elements had not been included because they were incredibly difficult to include. One example under the theory would be that if sufficient congestion relief is created in a particular location some people not making any journeys whatsoever would suddenly decide to make a car journey. That element had not been included. Other elements had been such as people changing the time of the journey they

would make. The model was able to model that some people were currently avoiding the peak period because of excessive congestion and travelling just outside the peak period. They would revert to the peak period if congestion relief was created. The report explained what elements had been included and what had not.

Question 21

Dr K Jamieson, Cawdor, Ross-on-Wye

Building roads is totally the wrong thing to be doing if we are to contain climate change. Herefordshire Council has agreed an aspiration for the county to reach net zero carbon in 2030. The embodied carbon emissions from constructing a large scheme like the Western Bypass would deny any chance of reaching that goal. Can the committee please seek an explanation as to why the short list of packages presented to this meeting includes the bypass, a scheme which is entirely at odds with Council's declaration of climate emergency?

Response

See answer provided to Question 1.

Question 22

Mr A Richards, Hereford

Much is made of the constraint on the REZ due to the Local Development Order agreed with Highways England, capping vehicle movements from the REZ onto the A49. Highways England have previously identified that much of the congestion on the A49 in Hereford is due to short trips, many of which could be made by modes other than by car. Highways England have £100million to improve walking/cycling infrastructure along the strategic road network in order to tackle local congestion in places like Hereford. What work/reports have been done between Herefordshire Council officers and Highways England on the A49 in Hereford to introduce such active travel measures, particularly on the A49 in the South Wye areas, so as to gain headroom on the vehicles cap, at no cost to local taxpayers?

Response

Herefordshire Council have been in discussion with Highways England for a number of years to identify locations on the strategic road network where improvements could be made for walking and cycling along and across their roads. Schemes alongside or adjacent to the A49 corridor have been identified and some schemes have already been delivered at Holmer, Holme Lacy Road and Ross Road junction. The council has put forward a package of measures to Highways England under its Designated Funds programme and look forward to their response

The council has also been progressing active travel schemes in the south Wye area on the local highway network to support improved active travel to and within the Hereford Enterprise Zone, supported by grant funding from the Marches LEP and local transport plan grant (provided by DfT and allocated by the council in accordance with local priorities).

Supplementary

Thank you for explaining how many walking/cycling schemes have been delivered and are in discussion with Highways England. What reduction in congestion is forecast to be achieved through the improvements referred to and in particular on the traffic volumes on the A49 in Hereford?

Response

A written response would be given. The A49 was a long road and the extent of congestion relief would be different at different locations, and different depending on what packages were under consideration.

It was observed that the question may well refer to the designated funds projects the council had been working on with Highways England. This would be picked up in any written response.

Written Response

The measures referred to in the original response comprise schemes taken forward by Highways England as stand alone projects and further schemes being considered by Highways England as part of the designated funds project. Whilst we do not have modelling information for these schemes Highways England have advised that they use the active mode toolkit to appraise potential cycling/active mode schemes:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/907393/active-mode-appraisal-toolkit.xlsx.

Whilst this appraisal is primarily concerned with the health benefits of people using an active mode, it does include a congestion benefit element and we should be able to share information with you when Highways England has undertaken its appraisal of the schemes.

Question 23

Ms N Eyles, Hereford

- It is accepted by this Review that any bypass will result in only a 7% reduction of traffic flow into the city (Any new housing would soon cancel out this improvement)
- The Review shows clearly in two maps that the main transport routes in the region lie to the EAST of Hereford
- The views of questionnaire respondents appear to have been ignored when choosing the route for the Western bypass between A465 and the river Wye
- The strategy sets out to reduce the impact of “pollutants protecting, conserving and enhancing Herefordshire’s built environment”. The selected option of the Western RED route ignores the fact that the route lies upwind of Hereford and comes within 150m of an existing housing development
- Why has the RED route not been discarded outright, and once and for all, in this Strategy Review?

Response

See response to question 1 and question 9.

Question 24

Mrs C Protherough, Clehonger

The proposals to invest in bus services (package B) are welcome, particularly if they can help shift school traffic away from cars. The report says, “Package B focuses on improved public transport and this is considered to support older people and disabled people.” Can the committee please ask why the bus package is excluded from the package groups that include roads? These package groups develop active travel and car travel but ignore buses – they ought to recognise the needs of residents who don’t want to switch from a car to ‘active travel’

for all their journeys, especially older people, who make up 24 % of the population, and disabled people, but also young people who are not car drivers.

Response

The transport modelling undertaken during the option assessment indicated that the road schemes would lead to reduction in bus patronage as some people (who had the choice) would travel by car instead of by bus. Accordingly, it was not considered sensible to combine the bus options with new road links as this would not be an effective use of investment. The committee may wish to explore this issues further in their questioning.

Supplementary

I am very pleased to see that the existence of the needs of disabled and older people are recognised in places in the report, but would remark that these, along with financially disadvantaged groups, are the very people who may be unable to travel independently by car instead of bus, whatever scheme is decided. I wonder what thought is being given to creative, convenient methods of enabling people with mobility difficulties to get around once they arrive at destinations within the city, and whether organisations of or for such groups of the population will be involved in ongoing consultation on these?

Response

As preferred packages were selected and developed there would be consultation with key stakeholder and user groups.

Question 25

Mr R Board, Hereford

From the "Hereford Relief Road - Economic and Business Impacts Study (2011)" The Western Bypass gave a benefit cost ratio of 12.6 demonstrating very high value for money, possibly creating an extra 3,187 additional jobs and an estimated Gross value added of £130 million by 2031. The report also states the positive benefits it would have on other key employment sites such as three elms and westfields.

Given that the "Hereford Transport Strategy Review" has now ruled out a full eastern bypass and that the review doesn't give benefit cost analysis on each of the options, how can a decision be made on what is the best option to go forward with as the Business impact of each is not known.

Response

The review report includes an assessment of how well each package performs against a range of economy indicators, alongside indicators for climate emergency, environment and social in order to gain a rounded view of each package. It is important to assess each package on a consistent and comparable basis and it is not appropriate to undertake analysis at the level suggested above in developing transport strategies. Also, the methodology for calculating 'wider economic impacts' has changed since 2011, and would typically only be undertaken when seeking monies from funding bodies.

Question 26**Mr T Meadows, Hereford**

Previously Herefordshire Council reported that transport measures would reduce journey times. Reports now say that new roads will reduce congestion. As Hereford is the main destination of the majority of vehicles on the city's roads, please explain how the different, proposed road options as stand-alone transport measures would reduce journey times on all key routes into Hereford, especially when induced demand is included in the modelling.

Response

All transport options were assessed individually in the early stages of the review, and it was concluded that no individual schemes, including road options, should be taken forward as stand alone measures as they did not meet sufficient package objectives. As such the Review incorporates the road schemes within wider packages and illustrates how those packages help reduce journey times. Road schemes are included in packages A+C+D, A+C+E and A+C+F and the forecast journey time reductions range from 5% to 7%.

The approach to dealing with induced traffic is described at page 61 of the review.

Supplementary

Package A+B+C reduces congestion by 15%, and journey times by 4%. Percentages are meaningless when the majority of journeys in Hereford are short trips eg. a 5% cut in journey time on a 15minute car ride is just $\frac{3}{4}$ of a minute, 7% cut is 1minute. As Page 61 says the Hereford Transport Model makes no allowance for all the aspects of induced demand, and so "congestion relief benefits may be slightly overestimated, particularly in the longer term". WSP & Rand reported in 2018, that the induced traffic effect is greater where additional road capacity is provided in locations with high congestion levels. If the full effects of induced demand were provided in the Hereford Transport Model, please state what would be the average journey time saving in minutes in Hereford on each of the key routes into the city?

Response

One of the indicators considered was journey times on 4 key routes into and out of the city (in both directions): north to south, east to west, north east to south west, and north west to south east. So there was information on journey times for each of the six transport packages considered. There was a caveat over induced traffic. Some elements were not included. The report stated that the congestion relief benefits may be slightly overstated particularly in the longer term, as quoted within the supplementary question.

Question 27**Ms J Furniss**

Much is made of the constraint on the REZ due to the Local Development Order agreed with Highways England, capping vehicle movements from the REZ onto the A49. Highways England have previously identified that much of the congestion on the A49 in Hereford is due to short trips, many of which could be made by modes other than by car. Highways England have £100million to improve walking/cycling infrastructure along the strategic road network, in order, to tackle local congestion in places like Hereford. What work/reports have been done between Herefordshire Council officers and Highways England on the A49 in Hereford to introduce such active travel measures, particularly on the

A49 in the South Wye areas, so, as to gain headroom on the vehicles cap, at no cost to local taxpayers?

Response

See response to Q22

Supplementary

Of the walking and cycling infrastructure proposed by the Transport Review how much of this is to be delivered by Highways England alongside the A49 and what would the cost saving from the total £54 million cost to Herefordshire Council be if Highways England were to fund it?

Response

It was too early to determine what proportion would be funded by Highways England. The funding required was significant. The Council would in normal circumstances expect Government funding in some form to support that level of investment. As Highways England was responsible for the A49 it would be expected they would make a contribution but it was too early to say.

Question 28

Mr P Griffiths, Hereford

A figure of 29% congestion relief is suggested for the western bypass in Appendix B whereas Appendix A (page 114) estimates that the western bypass delivers a 21% "reduction in flows on roads in the AQMA". Then in Appendix A page 82 we see that Package A+C+D incorporating the western bypass will reduce journey times along key corridors by 7%. How do these forecasts relate to the finding that only 7% of road traffic in Hereford is through traffic?

Response

For accuracy, the 29% referred to is found on page 123 of Appendix C (referring to Package A+C+D), page 114 is in Appendix B (referring to the western bypass only), and page 82 again refers to Package A+C+D.

Both Package A+C+D and the western bypass in isolation would affect the journey patterns of more journeys than just through traffic, leading to the changes in traffic flows and journey times quoted in the report. For example, the western bypass would be used by some traffic which starts their journey to the south of the river but wishes to travel to somewhere in the north western part of the city. The model results show the net results of all these movements in combination.

Question 29

Mr Price

This administration stopped the building of the South Wye Link Road to do this review and in doing so lost the funding for this essential project. The peer review has cleared the processes and decisions taken in bringing this project to the build stage.

Will the scrutiny committee investigate and probe, why the SWLR is not now included as an option on its own, as it is essential to either an eastern or western river crossing?

Response

The planning consent for the Southern Link Road was preserved by undertaking initial works and this review is considering the future of the scheme. The decision regarding progressing the initial site works to preserve planning consent can be viewed at:

<http://councillors.herefordshire.gov.uk/ieDecisionDetails.aspx?ID=6101>

The southern link road (SLR) was included in the review as part of the western (option 14). It was not included as an option on its own as the bypass (including the SLR) represents the council's adopted strategy and it was important that the review was able to compare the current strategy with alternative options.

The SLR does however remain an option for the council to progress on its own and the draft recommendations for cabinet (as set out in the scrutiny report) allow for cabinet to determine to progress the SLR.

MEMBER QUESTIONS TO GENERAL SCRUTINY COMMITTEE – 9 NOVEMBER 2020

Question 1

Councillor Jeremy Milln – Central ward

Many cities sited on major rivers augment their transport needs with water buses; closest to Hereford being perhaps Cardiff's which ply the Taff between the Bay and the city centre. Some European cities have emission-free electric water buses of shallow draught and little wake, essential on rivers with low summer flows and high environmental qualities such as ours. Heather Hurley's Herefordshire River Trade (2013) and Marsha O'Mahony's River Voices (2018), document the Wye as Hereford's HGV artery until the Railway, with passenger ferries, able to cope with its dynamic behaviour, running almost to our own time.

Although its potential as an E-W transport corridor connecting the riverside communities of Belmont, Broomy Hill, Hunderton, Greyfriars, St Martins, St James, Hinton, Putson, Lower Bullingham, Eign, Hampton and Rotherwas was not evaluated by the Study, would there be interest in doing so now?

Response

Whilst a proposal for a water bus did not come forward in the review consultation General scrutiny committee will be invited to consider this suggestion and make a suitable recommendation for cabinet to consider.

Supplementary

Given that the Review Terms of Reference, published in January, had asked the Consultants to consider all transport modes, but overlooked this one, I am delighted to hear that General Scrutiny Committee may consider the electric water bus as part of the sustainable transport mix for Hereford.

Could I ask that if GSC is minded to recommend Cabinet take the suggestion further, it is done so with specialist technical and operational understanding of such a service; its potential to meet Core Strategy objectives for sustainable transport, place-making, environment and economic development (including tourism); and how it may relate to initiatives coming forward under the Stronger Towns programme?

Response

The Chairperson commented that this would be something for the Committee to bear in mind during its discussion.

Question 2

Councillor Nigel Shaw – Bromyard Bringsty ward

How does the report evidence that the relevant revenue costs of suggested proposals can be met from the revenue budget projected by the MTFs, including the decapitalised £15.2m, particularly in light of anticipated reductions in business rates income and other pressure on reserves during the next few years?

Response

The review sets out high level costs estimates (revenue and capital) for strategic transport packages. However, it does not say that the revenue costs can be met by existing budgets. Nor does it indicate that any capital costs have confirmed funding. It does indicate the potential sources of funding which might cover revenue and capital costs.

As is set out in the report to scrutiny, following identification of a preferred strategy further development work would be required to develop the package proposals in greater detail which would include:

- feasibility and more detailed costings of package elements
- development of the delivery programme
- preparation of funding bids

This will allow for scheme costings to be reviewed, funding sources to be considered and bids developed in support of the package. It would also provide cabinet with sufficient detail for it to allocate council revenue and capital funding and/or seek external funding.

No decision has been taken yet which requires the decapitalisation of the two road schemes. The capital spend to date for both transport packages is £12.2m, of this £0.8m was spent on acquiring assets that will remain eligible capital spend regardless of the outcome of the review. Therefore, the maximum decapitalised costs is £11.4m.

Supplementary

Thank-you for the response to my question, I appreciate that the additional £3.8m making £15.2m is the sum which Shropshire Council's 151 officer claims is due back to the LEP from Herefordshire Council.

Would the committee be able to confirm the action which will crystallise the recapitalisation of the £11.4m of revenue funding in our accounts?

Response

Because the council had chosen to pause and review the western bypass it was still capitalised. When the pause was revisited or the ongoing review was revisited consideration would be given to the accountancy treatments. If the review stopped the criteria would no longer be met and the sum would have to be returned to revenue.

Question 3

Councillor Phillips – Arrow ward

Any transport strategy must be intrinsically linked to the Core Strategy of the Council. Although the Core strategy was listed within the economy key policy context, there appears to be very little if any reference to the core strategy including impacts to the regeneration zones, place shaping outside of Hereford and actions supporting economic prosperity of 87% of small businesses employing 10 or fewer staff (pg 40 of report pack). As a greater proportion of people are now working from home with 2/3rds of the population living outside of Hereford, why was greater focus not given to the core strategy within the review?

Response

The review does take into account the core strategy's land use and growth policies. Modelling which has helped inform assessment of transport packages assumes the delivery of housing and other developments in accordance with core strategy commitments to 2026.

Qualitative assessment has also been undertaken to consider how package options impact on access to the sustainable urban extensions, enterprise zone and other new development in Hereford. This is included as indicator 6.1 within the review.

Whilst it is true that the study focusses on the transport challenges within Hereford, reference has been made in the assessment to the accessibility provided to areas such as Three Elms, Lower Bullingham, Holmer West and the Enterprise Zone (eg page 125 in relation to Package A+C+F).

In addition, the Core Strategy is to be subject to an update to look beyond its current end date of 2031. The form of this update is uncertain given the radical changes to the planning system proposed in the Planning White Paper, but the update will provide an opportunity to look again at the existing spatial strategy and land use policies and the transport review will provide key evidence to support this process.

Supplementary

Thank you for the reply which I think seems to confirm the importance of aligning housing, economic and transport strategies.

Can scrutiny today reaffirm the importance of that alignment and request a timeline of the three strategies be published as soon as possible to give clarity to the residents and businesses of Herefordshire?

Response

The Chairperson commented that this would be a matter for the Committee to consider.

Question 4

Councillor Bolderson – Wormside ward

All the options presented are extremely Hereford centric and there is not enough focus on the 2/3rds of the population who live outside of Hereford. Page 55 of the report pack has a map of Herefordshire's Strategic Highway Network. There is no infrastructure linking the south-east to the south-west. Page 53 also highlights that 65% of commuters from south-west villages travel to jobs in the city.

Every parish within Wormside is concerned with rat running, speeding and road safety. I would like to understand why the South Wye Transport Package was not considered in its own right as an option particularly as it could help resolve road safety concerns within my Ward and is fundamental in alleviating the caps on future growth at the Hereford Enterprise Zone plus the delivery of houses in line with Policy HD6.

Response

The South Wye Transport Package contains both active travel measures and the Southern Link Road. The active travel measures have been subsumed within Package A (focus on walking and cycling) and the Southern Link Road is included as part of

Package A+C+D (as part of the western bypass). The Southern Link Road was also included as part of Option 15a (full eastern bypass with Southern Link Road).

Following consultation, it was considered that separating out the active travel elements from the new road scheme would provide greater insight as to the relative merits of the different approaches available to address Hereford's transport challenges.

The SLR does however remain an option for the council to progress on its own and the draft recommendations for cabinet (as set out in the scrutiny report) allow for cabinet to determine to progress the SLR.

Supplementary

A greater proportion of people are now working from home. With two thirds of the population living outside Hereford, the report does not appear to consider the amount of traffic using alternative routes and rat runs to avoid Hereford. We all know how treacherous the Madley/Bridge Sollars route can be plus the levels of traffic going over the Mordiford Bridge. Before Covid we had almost 2,500 cars a day using Haywood Lane and Knockerhill Lane. When the Planning and Regulatory Committee went to Much Dewchurch Members took their lives in their own hands as the Committee saw lorry after lorry mount the kerb in order to get through the village. Since Covid my parishioners are telling me that speeding and road safety has got even worse and it is a topic at every single meeting of all five of my parish councils which covers about 80 square kilometres of the County. I would like to better understand how the transport strategy will address these pervasive road safety and rat running issues and improve the lives of the people living in the rural south.

Response

The Chairperson commented that the Committee would need to bear in mind in its discussion that the review had implications beyond the City itself.



Meeting:	General scrutiny committee
Meeting date:	Monday 7 December 2020
Title of report:	Marches Local Enterprise Partnership Update
Report by:	Head of Economic Development (the report has been written by the Marches LEP who will attend the scrutiny committee).

Classification

Open

Decision type

This is not an executive decision

Wards affected

(All Wards);

Purpose and summary

This report provides an update on the achievements of the Marches Local Enterprise Partnership (LEP), its current priority activities and board membership.

Recommendation(s)

That:

- (a) Members receive an update from the Marches LEP**
- (b) Members note current priorities, including Covid 19 response, of the Marches LEP and projects directly benefitting Herefordshire.**

Alternative options

None. There are no alternative options. Scrutiny by local authority partners is actively sought by the Marches LEP and is built into its governance protocols.

Key considerations

The following annual update report has been drafted by the Marches Local Enterprise Partnership, who are due to attend the General Scrutiny meeting to provide an update and answer any questions.

Governance

1. The Marches LEP, one of 38 LEPs established in 2011, supports economic growth across Herefordshire, Shropshire and Telford & Wrekin. It is a business led organisation and its vision is found at Appendix 1.
2. The LEP Board, chaired by Mandy Thorn MBE DL, includes the Leaders of the three local authorities of Herefordshire, Shropshire and Telford & Wrekin as well as the chairs of Herefordshire Business Board, Shropshire Business Board and Telford Business Board. In addition to private sector members, recruited through open advertisement, the Chair of Hereford Enterprise Zone has a seat on the Board, recognising the importance of this project. The LEP Board is the LEP's ultimate decision-making authority and it comprises both public and private sector partners - a full breakdown of current LEP Board Members may be found at Appendix 2.
3. In response to government instructions, the Marches LEP became a company limited by guarantee in February 2019 and Board members have become directors of Marches Local Enterprise Partnership Limited (company 11822614).
4. The Marches LEP has a detailed Accountability and Assurance Framework (AAF) which may be found at <https://www.marcheslep.org.uk/download/transparency/Accountability-and-Assurance-Framework-2019-final.pdf>. This has been formally approved by the LEP's Government sponsors (the Department for Business, Energy & Industrial Strategy (BEIS) and Ministry of Housing, Communities & Local Government (MHCLG)) and it sets out the LEP's key practices and standards in decision making, financial management and accountability. This is an iterative document and is reviewed annually as a minimum by the Marches LEP and its Accountable Body. The s151 Officer at the Accountable Body has a responsibility to formally confirm each year that the local AAF meets all standards set out in national guidance.
5. The AAF includes a number of key policies, including the Marches LEP Code of Conduct and Conflicts of Interest Policy (see Appendix 18 of the AAF) to ensure that there are clear and transparent protocols around decision making. To further support the LEP's governance, a new Director of Corporate Services post has been created and Ilia Bowes joined the LEP team in October 2020. She will be working with the Chief Executive, Gill Hamer, and the Board to review and update all aspects of the Marches LEP's AAF, including its articles of association.
6. Within the AAF, the LEP agreed with each local authority that it will attend its relevant scrutiny panels to provide an overview of key activities undertaken and progress made. The LEP last attended this General Scrutiny Committee in October 2019. In addition, the LEP also attended the Task and Finish Group - Climate Emergency session on 23 July 2020.
7. In line with Government requirements, the Marches LEP has developed an Annual Delivery Plan which sets out its workplan for financial year 2020/2021 and outlines its priority actions. A copy may be found here https://www.marcheslep.org.uk/download/transparency/Item-3-Appendix-1-MLEP-Delivery-Plan-2020-21_2.pdf.

8. Progress against the deliverables is reviewed regularly by the LEP team, Deputy Chair and Chair. Formal mid-year and end of year performance reviews are held with Government (Department for Business, Energy & Industrial Strategy (BEIS) and Ministry of Housing, Communities & Local Government (MHCLG)) to review achievements, to consider examples of good practice and identify areas for improvement. To this end, a formal mid-year review was held on 28 September 2020.
9. To support the sharing of best practice and effective cross-local authority working, the Marches LEP holds monthly operational meetings with the Heads of Economic Development, discussing common challenges and considering joint working approaches. These include commissioning joint research, e.g. the Visitor Economy Strategy, Digital Strategy and Innovative Health Strategy to achieve economies of scale, responding collectively to national initiatives and consultations and attending MIPIM together to promote the Marches. In addition, through the Marches Growth Hub, the Marches LEP supports all three local authorities with the promotion of their business support services, enquiry handling and the maintenance of the website's support finder as a shared resource.

Current Priorities

10. The Marches LEP's current priorities include the delivery of strategically important capital infrastructure projects funded by Growth Deal and, more recently, the Getting Building Fund. These deliver a range of outputs, including job creation and apprenticeship opportunities. See Appendix 3 for details of these.
11. Significant investment in **NMITE** is underway to support phase 1 development of teaching facilities on Blackfriars Street and the phase 2 developments on Skylon Park. Here, the Centre for Advanced Timber Technology (CATT), the Centre for Automated Manufacturing (CAM) and the Centre for Future Skills (CFS) will be developed to enhance teaching and learning facilities to support the delivery of NMITE's Business Plan and the Marches LEP Growth Deal objectives.
12. Other significant investment on Skylon Park includes the **Cyber Quarter – Midlands Centre for Cyber Security** which is a joint venture between the University of Wolverhampton and Herefordshire Council, part-funded by the Marches Local Enterprise Partnership (LEP) and the European Regional Development Fund (ERDF). The new Centre will offer high quality research facilities through the University's Cyber Security Research Institute, as well as providing office space for the cyber businesses and advanced training facilities. It is expected to create 185 jobs from the investment, along with a range of other economic and skills-based outcomes.
13. The **Shell Store** transformation into a modern incubation centre for Hereford is nearing completion. Funding for the scheme has come from ERDF and Herefordshire Council, plus a loan from the Marches LEP's Marches Investment Fund. It is anticipated that business occupants will have created more than 450 jobs by 2031.
14. The **Marches Growth Hub** www.marchesgrowthhub.co.uk/ provides advice and guidance to new and existing businesses is also an important Marches LEP initiative. It acts as a gateway to business support services delivered by partners across the Marches and has a comprehensive events calendar www.marchesgrowthhub.co.uk/calendar/. Additional government funding to provide business adviser support related to the end of the EU transition period is currently anticipated.
15. The **Marches LEP's Skills Advisory Panel (SAP)** has developed a detailed evidence base to understand the skills needs of its local economy and labour market. The SAP, which includes representation from Herefordshire Council, Herefordshire Business Board and local training

providers, is currently gathering evidence of where this has been used to develop and design new skills programmes, e.g. the Energy Training Centre in Hereford, see Appendix 3, demonstrates a new initiative which reflects the aspiration of the Marches to create new jobs within the environmental technologies sector.

16. A further key activity stream is the implementation of the **Marches LEP's Energy Strategy**. Herefordshire Council is represented at Steering Group level and is supporting work to encourage the take up of grant funding available to businesses across Herefordshire, including the Marches Renewable Energy (MarRE) grant schemes, the Rural Community Energy Fund (RCEF), Business Energy Efficiency Scheme (BEEP) and Sustainable Energy in Public Buildings (SePuBu). The Energy Strategy Steering Group is also striving to attract more funding to the area under the £3 billion green investment announced as part of a Covid-19 recovery package. This includes Green Homes Grants, decarbonisation initiatives, the Green Jobs Challenge Fund and automotive transformation fund.
17. The Marches LEP submitted its draft **Local Industrial Strategy** https://www.marcheslep.org.uk/download/marches_local_industrial_strategy/Marches-Local-Industrial-Strategy-Final-draft-20.12.19.pdf to government in December 2019. This was developed following extensive business consultation across Herefordshire and sets out the area's unique strengths in response to the national industrial strategy. Further guidance is awaited from government on how local industrial strategies will be taken forward and their role in economic recovery but the LEP is continuing to champion the major local growth opportunities connected with:
 - high-tech, energy-efficient manufacturing and engineering
 - modern and environmentally sustainable food production, packaging and distribution through agri-tech innovation
 - excellence in cyber security and resilience.
18. A breakdown of Marches LEP projects that have directly benefited Herefordshire, including support for skills, broadband and infrastructure programmes, is found at Appendix 3.

Covid 19 Response

19. The Marches LEP has played a leadership role, co-ordinating key stakeholders across the Marches, during the initial Covid-19 lockdown and subsequent economic downturn. The Marches Growth Hub enhanced its online offer, enabling access to a wide range of virtual events, business information (updated daily in line with Government announcements) specialist advice and grant funding.
20. The Marches LEP convened an Economic Impact Group comprising sector representatives, business representation organisations including the Chambers of Commerce, the Federation of Small Businesses and the National Farmers Union, to gather information on business conditions to share with senior civil servants, Ministers and local MPs. This enabled a very clear articulation of the issues being faced by Marches businesses and ensured that the rural economy was clearly represented in understanding the economic impact of the Covid-19 outbreak. This was supported through a LEP survey which gathered information directly from businesses to inform feedback on the impact of government interventions. The LEP has also ensured that local representatives have participated in a series of Ministerial roundtables with BEIS ministers.
21. This Economic Impact Group last met (virtually) at the Marches Economic Recovery Summit on 15 October 2020 as part of the LEP's Business Recovery Week. Discussions here reflected on current economic conditions and highlighted actions required to support economic recovery. These will be incorporated into a Marches-wide economic recovery plan developed in partnership with all local partners including Herefordshire Council which will enable cross-local

authority area working on common areas of interest including skills, business support, digital infrastructure and support to market towns.

22. In addition, the Marches LEP approved a business case submitted by Herefordshire Council, in partnership with Herefordshire Business Board, in May 2020 to award an allocation of £444,220 to support the visitor economy sector. This was in recognition that the sector has been significantly impacted this year, firstly by flooding and then by Covid-19. This project supports the soonest possible recovery of the visitor economy sector through a marketing and PR campaign, promoting Herefordshire as a great place for day and overnight staycation visits.
23. The impact of Covid-19 has seen an increase in unemployment across the Marches. Members of the SAP are working with partners to promote the Kickstart programme and to signpost to apprenticeship opportunities with local employers, including those being created under LEP funded projects.

Community impact

24. The SEP includes a vision for the Marches LEP which clearly sets out the aspiration that the Marches is '*an inclusive place that enables residents from all communities to thrive and develop*'.
25. With this aspiration in mind, all proposed interventions within the SEP and actions outlined in the Annual Delivery Plan are focused on housing, connectivity, economic growth, business and job creation and raising skills levels across the Marches LEP area. There is particular emphasis on the urban areas of Hereford, Shrewsbury and Telford but consideration is also given to how market towns and rural areas can be championed in order to support their communities.
26. The SEP and the wider work of the Marches LEP will support the delivery of the Herefordshire Council Corporate Plan through the achievement of the priority to "*Support the growth of our economy*", specifically by '*supporting economic growth and connectivity (including broadband, local infrastructure, transport and economic development)*'.
27. The LEP's performance management framework considers a basket of measures to assess impact, including quality of life indicators.
28. Local social and economic benefits are considered within procurement scoring to increase the local impact of LEP revenue expenditure.
29. Capital projects are scored in line with the LEP's AAF and are considered following formal sign-off by their project promoter, e.g. local authority, in line with their own internal assessment processes.
30. As part of the 2020 Local Growth Fund Open Project Call process, applicants had to answer the following questions when completing their Business Case submissions:
 - How will this project provide Social Value and build on local knowledge and understanding within the local area?
 - How does the project maximise positive environmental impacts or mitigate potential negative impacts?
31. These responses were reviewed and scored by an Independent Technical Evaluator procured by the LEP for impartiality. These scores fed into an overall matrix from which the LEP Board approved projects.

Environmental Impact

32. The Marches LEP is continuing to support its Local Authority partners in reaching their respective Climate Emergency Goals. Examples of this include direct support to Herefordshire Council from the Senior Energy Projects Officer, the submission of proposals to Government which address energy and fuel poverty, the implementation of the Marches Energy Strategy and the proposed clean growth strategy which underpins the Marches Local Industrial Strategy.
33. Project proposals put forward to the Marches LEP are only considered for funding once they have been formally approved through the project promoter's governance process. They are then scored in accordance with the LEP's AAF. As detailed earlier recent project calls have asked project promoters to consider how projects can maximise positive environmental impacts or mitigate potential negative impacts.
34. As part of the AAF review process, consideration will be given to increasing the importance of social, community and environmental gains within the LEP's decision making and project appraisal protocols.
35. The Marches Growth Hub encourages businesses to access funding and advice to support them in using green technologies and the Marches LEP, through the Midlands Engine Energy Hub, will bid for elements of the £3 billion green investment package announced as part of the covid-19 recovery package in order to bring additional resources to the area.

Equality duty

36. Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows: A public authority must, in the exercise of its functions, have due regard to the need to –
 - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
37. The public-sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.
38. The Marches LEP's vision clearly sets out the aspiration that the Marches is '*an inclusive place that enables residents from all communities to thrive and develop*'. This demonstrates that it supports the council in discharging its Equality duty.

Resource implications

39. There are no new financial implications for Herefordshire Council. Work is undertaken within Marches LEP resources – this includes a cash contribution from Herefordshire Council (£23,240 in 2020/21) and an in-kind contribution of £167,000 (the costs of staff employed on the Hereford Enterprise Zone) which enable the drawdown of BEIS/MHCLG core funding for the LEP.

40. The Marches LEP is continuing to make the case to government for funding to support economic recovery and to increase understanding of the area's economic priorities.
41. An overview of projects directly benefitting Herefordshire and their financial value is attached at Appendix 3.
42. The LEP is currently in dispute with Herefordshire Council in respect of the funding agreement for the South Wye Transport Package project. The Funding Agreement was for £27m of Local Growth Funds and £3.8m of this had been paid out for the project to date. In January 2020 the LEP Board considered the project and took the decision to instruct Shropshire Council, as the Accountable Body for the LEP (and the legal party to the agreement), to serve notice under the funding agreement to terminate it with immediate effect and require Herefordshire Council to repay the total sum of the grant paid due to the unsatisfactory progress toward delivery and completion of the project and the fact that the £27m awarded would not be spent by 31 March 2021 as required. The Accountable Body on behalf of the LEP is engaging in appropriate pre-action correspondence with Herefordshire Council to try to resolve the matter. This matter has been included on the LEP's risk register.
43. It should be noted that the council strongly disputes the basis for the termination and clawback, believing that the Funding Agreement has been wrongfully terminated and is seeking to counter claim for monies owed.

Legal implications

44. The Marches LEP is a company limited by guarantee and its Articles of Association set out its membership, obligations, decision making processes.

Risk management

45. Performance against the Annual Delivery Plan is formally reviewed by government. A performance rating is awarded to each LEP and the process provides an opportunity to highlight examples of good practice to share across the LEP network. The process also enables the identification of areas for improvement. The Marches LEP has achieved positive feedback on all aspects of its delivery; strategy, governance and delivery, and, in response to government feedback is developing a plan to improve diversity through Board and sub-group membership.
46. In addition, the LEP has been asked to align the terms of reference of the Business Boards (tenure, etc.) to the main LEP Board in a way they can retain their independence but demonstrate clear governance. This is currently being undertaken.
47. The LEP has its own Performance, Risk and Monitoring Committee that meets every two months to review the Risk Register, identify any new risks and ensure mitigation is reflective of operational/quality assurance framework practice. This is a strategic group with delegated responsibility from the LEP Board and its reports form part of the governance reporting for the Board of Directors.
48. Financial risk to Herefordshire Council and other local authority partners is limited through the use of Shropshire Council as the LEP's accountable body and the LEP maintaining adequate reserves to meet all anticipated financial liabilities.
49. The Marches LEP, through the LEP Network, is lobbying for a longer-term financial settlement. The current public funding round (Growth Deal and funding from EU schemes) is coming to an

end and there is currently no sight of future programmes. This potential gap in funding, coupled with the impact of Covid on the local economy, poses a significant risk to economic recovery.

50. The impact of Covid 19 is a significant risk to the Marches economy. As referenced above (para 19) the LEP have worked with business leaders to understand the impacts of Covid 19 on the economy, has secured additional Get Building funding, and has provided additional support through the local authorities.

Consultees

51. The Marches LEP consults regularly with public and private sector partners to inform its work programme. Specific consultation is undertaken as required to support different work streams, e.g. consultation throughout the Business Recovery Week held w/c 12 October 2020 is being used to inform the development of an economic recovery plan for submission to government.

Appendices

Appendix 1 (below) - Marches LEP Vision

Appendix 2 (below) - LEP Board Membership

Appendix 3 (below) - Marches LEP Investment in Herefordshire Infrastructure, Skills and Innovation

Appendix 4 – slides to be presented at the General Scrutiny Meeting

Background papers

Marches LEP Strategic Economic Plan 2019

https://www.marcheslep.org.uk/download/economic_plans/strategic-economic-plan-update-2019/The-Marches-LEP-Strategic-Economic-Plan-2019.pdf.

Marches LEP Delivery Plan 2020 – 2021

https://www.marcheslep.org.uk/download/transparency/Item-3-Appendix-1-MLEP-Delivery-Plan-2020-21_2.pdf

Glossary of terms, abbreviations and acronyms used in this report.

AAF - Accountability and Assurance Framework

BEEP - Business Energy Efficiency Scheme

BEIS - Department for Business, Energy & Industrial Strategy

CAM - Centre for Automated Manufacturing

CATT - Centre for Advanced Timber Technology

CEC - Careers & Enterprise Company

CFS - Centre for Future Skills

DEFRA - Department for Environment, Food & Rural Affairs

DfT - Department for Transport
DWP - Department for Work & Pensions
ERDF - European Regional Development Fund
ESF - European Social Fund
ESFA - Education and Skills Funding Agency
ESIF - European Structural and Investment Fund
EU - European Union
FEI - Further Education Institution
GBF - Getting Building Fund
GVA - Gross value added (productivity measure)
HEI - Higher Education Institution
HETAS - Heating Equipment Testing & Approval Scheme
HEZ - Hereford Enterprise Zone
HGTA - Herefordshire Group Training Association
LAG - Local Action Group
LEP - Local Enterprise Partnership
LGF - Local Growth Fund
LIS - Local Industrial Strategy
MarRE - Marches Renewable Energy Efficiency Scheme
MCCS - Midlands Centre for Cyber Security
MHCLG - Ministry of Housing, Communities & Local Government
MIF - Marches Investment Fund
NMITE - New Model in Technology and Engineering
OFTEC – Oil Firing Technical Association
RDPE - Rural Development Programme England
SAP - Skills Advisory Panel
SEP - Strategic Economic Plan
SePuBu - Sustainable Energy in Public Buildings
SLR - Southern Link Road
SME - Small or Medium sized Enterprise

Appendix 1 – Marches LEP Vision

- A place which is open for business, up for business and pro-growth.
- At the forefront of changes in how people live, and work using new technology and improved physical and digital connectivity to enable businesses and people to develop and succeed.
- A growing place, attracting more people to come, stay and build their careers and businesses.
- A destination not a boundary - gateway to markets in the Midlands, Wales, South West, North and Europe. A visitor destination with significant natural and cultural resources that is well known and attracts people looking for a high-quality experience.
- A pioneer in the provision and testing of digitally driven health and social care for dispersed populations supporting healthy ageing and economic participation in later life.
- A global centre of excellence in advanced manufacturing specifically automotive, cyber security, and the next phase of technology development in agriculture, environment and food production.
- An inclusive place that enables residents from all communities to thrive and develop with quality jobs offering good wages, training and progression.
- A collaborative and proactive place with businesses, further education institutions (FEIs), higher education institutions (HEIs) and public organisations working together to agree what needs to happen and getting things done. Known as a good place to start and grow a business.

Appendix 2 – Marches LEP Board Membership October 2020

Marches LEP Board Members		
Sector	Name	Job Title and Organisation
Private Sector Chair	Mandy Thorn MBE DL	Chair, Marches Care Ltd
Community & Voluntary Sector	Sonia Roberts ¹	Chief Executive, Landau and Deputy Chair of LEP Board
Area Business Board Chairs	Frank Myers MBE	Chair of Herefordshire Business Board
	Paul Bennett	Chair of Shropshire Business Board
	Paul Hinkins ²	Chair of Telford Business Board
Enterprise Zone	Andrew Manning Cox	Chair of Hereford Enterprise Zone
Higher Education	Dr Catherine Baxter	University Secretary, Harper Adams University
Food & Drink/Agri Tech	Christine Snell	Business Partner, AJ & CI Snell
Financial/Professional Services	Paul Kalinauckas	Retired Chief Executive, BCRS Business Loans Ltd
Skills & Workforce Development	James Staniforth	Principal and CEO, Shrewsbury Colleges Group & Chair of Skills Advisory Panel
Construction	Ruth Shepherd	Founding Director, Results Communications Ltd
Manufacturing	Sara Williams	Marketing Manager, Protolabs
Local Authority Leaders	Cllr David Hitchiner (Alternate - Cllr Ellie Chowns)	Leader of Herefordshire Council
	Cllr Peter Nutting (Alternate - Cllr Steve Charmley)	Leader of Shropshire Council
	Cllr Shaun Davies (Alternate - Cllr David Wright)	Leader of Telford & Wrekin Council

¹ Sonia Roberts acts as the Marches LEP Diversity Champion

² Paul Hinkins acts as the Marches LEP SME Champion

Appendix 3 – Marches LEP Investment in Herefordshire Infrastructure, Skills and Innovation (since April 2015)

Local Growth Deal 1, 2 and 3 (LGF), Getting Building Funds (GBF) and Marches Investment Funds

Hereford City Centre Transport Package	£16m
Broadband (Fastershire)	£1.674m
NMITE Phase 1 and 2	£8.4m
Cyber Quarter – Midlands Centre for Cyber Security (Hereford)	£3m
Hereford Enterprise Zone Infrastructure	£5.432m
Hereford City Centre Improvement	£3m
Integrated Construction Wetlands	£1m
Skylon Park Campus Development (NMITE)	£1.6m
Herefordshire Group Training	£83.2k
Herefordshire and Ludlow College	£197.4k
Herefordshire and Ludlow College & HGTA Joint project	£464.7k
Energy Training Centre	£129k
Shell Store	£2.49m
Covid-19 visitor economy sector support	£444k
Total funding awarded to Herefordshire	£43,914,520

Growth Deal 1, 2 and 3 – Capital Infrastructure Projects Overview (including Getting Building Fund 2020 and investment made in the Hereford Enterprise Zone)

Growth Deal 1:

Hereford City Centre Transport Package

Investment through Local Growth Fund (LGF) is enabling the development of a new link road between the A465 and A49, an integrated transport hub at Hereford Railway Station, public realm improvements on key routes into the city centre and new and improved cycling infrastructure.

The aim of the project is to improve the provision of housing in the County, providing a more sustainable and pedestrian friendly city centre and supporting the delivery of long-term economic benefits and sustainable growth for Herefordshire. The project has so far delivered 803 jobs and 107 homes. Over the lifetime of the project it will deliver 800 homes, along with other economic outcomes for the city.

Growth Deal 2:

Broadband Fastershire

Fastershire is bringing faster broadband to the county of Herefordshire, through the project over 92% of Herefordshire properties have access to 30mbps or greater service, with the second phase aiming to achieve up to 97% coverage.

The Fastershire project has helped 35,000 premises across Herefordshire access superfast broadband.

Growth Deal 3:

NMITE (Growth Deal 3)

£8.4m of LGF funding has been awarded for the delivery of NMiTE: a new independent, not for profit, world-class teaching institution which will address the shortage of skilled graduate engineers in the Marches and British businesses in advanced manufacturing, agri-engineering, data, defence, resources security, and sustainable/smart living technology sectors.

Phase 1 (£2.7m) – Following NMiTE securing a 50-year lease from the Department for Education on the former Robert Owen School building on Blackfriars Street in Hereford, the LEP have now awarded £2.7m to the project. The funding will allow the buildings to be improved, adapted and equipped to provide 3205m² of teaching and learning space at the Blackfriars site and will also allow 270 learners to be taught on the site, 37 jobs to be created and 75 companies to be supported by March 2022. The LEP grant is due to lever £3,133,750 of private sector match and generate £6.48m of GVA into the local economy.

Phase 2 (£5.7m) – NMiTE Phase 2 focuses on the North Magazine Development, comprising the Centre for Advanced Timber Technology (CATT), the Centre for Automated Manufacture (CAM) and the Centre for Future Skills (CFS). These three buildings are core teaching and learning facilities to support the delivery of NMiTE's Business Plan and the original Marches LEP Growth Deal objectives. The project will lever £7.7m of private sector match, deliver 195 jobs, 810 new learners and 750 undergraduates for the investment and will generate £27.52m GVA.

Cyber Quarter – Midlands Centre for Cyber Security (Hereford)

The trail-blazing Cyber Centre is a joint venture between the University of Wolverhampton and Herefordshire Council, part-funded by the Marches Local Enterprise Partnership (LEP) and the European Regional Development Fund (ERDF).

The new Centre will offer high quality research facilities through the University's Cyber Security Research Institute, as well as providing office space for the cyber businesses and advanced training facilities designed specifically to tackle threats in cyberspace. The new Centre will organise, facilitate and support the development of cyber security on a global scale whilst at the same time present opportunities to develop high quality academic, vocational educational and training programmes to address the digital skills shortage being experienced nationally. It will provide innovation workspace for small and start-up businesses to operate from, offering consultancy support from the University and shared facilities including laboratory space and training rooms. It will offer a range of specialist facilities for the cyber sector including server space and high-speed broadband as well as research and development laboratory space. The new Centre will stimulate an enhanced base of businesses engaged in cyber security solutions which will improve insight for businesses on the challenge faced in the future and drive up levels of innovation activity across the Marches. The project is expected to complete in 2025 and, as a

result of LGF, the centre is expected to create 185 jobs from the investment, along with a range of other economic and skills-based outcomes.

The Government also awarded funding to Worcestershire, the Marches, Gloucestershire and Swindon and Wiltshire LEPs to undertake a Science and Innovation Audit to develop and understand better their asset base to evolve and grow this sector. This study is being used to inform cyber-related activity.

Hereford Enterprise Zone Infrastructure

Hereford Enterprise Zone Infrastructure is an £8.491m project which includes £5.432m of Local Growth Funds. It will include substantial infrastructure interventions at the Hereford Enterprise Zone to encourage business investment, occupancy and jobs. The range of works will open up 10 hectares on the North Magazine site and help to prepare new plots for development. The work will be carried out alongside the design and implementation of a number of Active Travel Measures and the purchase of an electric bus to encourage sustainable travel to and from the Zone. The Growth Deal investment will support infrastructure works including landscaping, installation of utilities and road access to open up a further seven hectares of employment land on the North Magazine, creating 500 new full-time jobs. The 110-acre development has already attracted significant private sector investment with 38 companies occupying new premises in the Zone.

Getting Building Fund

The Government has made £900m available through the new Getting Building Fund (GBF) for investment in local, shovel-ready infrastructure projects to stimulate jobs and support economic recovery across the country. The Marches LEP has secured £14m from the GBF for a wide-ranging package of projects that will deliver a boost to the local economy.

Hereford City Centre Improvement

A £6m project which includes £3m of GBF. The refurbishment of the historic core of Hereford through investment in the streetscape with high quality materials and consistent soft and hard landscaping. This scheme will increase footfall and the economic potential of businesses, improve active travel opportunities and air quality and increase private investment in property, providing a modern city centre environment. The project will bring benefits to the public realm in the historic core of the city centre, including the High Town area and the adjoining Cathedral and River Wye Quarter with improvements to paving, street furniture, landscaping and street trees and public art. The project will create 90 new jobs and an additional 100 construction jobs.

Integrated Construction Wetlands

A £3m project which includes £1m GBF, this project takes forward development of new integrated wetland sites which will function as tertiary wastewater treatment works, addressing the failing levels of phosphate in the River Lugg catchment area of the Special Area of Conservation. This will unlock a high number of current planning applications which are on hold, preventing significant economic activity, jobs and growth in Herefordshire. This project also delivers strong environmental benefits, enhancing local biodiversity. The project will see the construction of up to eight integrated wetlands to provide natural filtration downstream of existing wastewater treatment works to significantly improve the water quality as well as bringing major environmental improvements. The project will create 500 new jobs and enable the development of 1,385 houses currently on hold once the moratorium is lifted.

Skylon Park Campus Development (NMITE)

Skylon Park Campus Development is a pivotal component of NMITE, comprising three cutting edge, world-class buildings and teaching facilities: the Centre for Advanced Timber Technology (CATT), the Centre for Automated Manufacturing (CAM) and the Centre for Future Skills (CFS). NMITE has already received £5.7million from the LEP's Growth Programme in June 2020 and has now secured a further £1.6m from the Getting Building fund as part of a £12.137m project to accelerate completion of the build programme for the Centre for Automated Manufacturing. The project had also previously received another £2.3m for its Blackfriars Campus in the city centre as part of Phase 1.

The project will accelerate the creation of 26 new jobs, 100 construction jobs, 2,500m² of new learning space and assist 200 new learners with short courses, under and post-graduate courses and degree apprenticeships. The CAM will boost manufacturing output and digital connectivity through its work with partners and businesses, enhancing automation capability through skills, training and applied research.

Growth Deal 1 and 3 Skills Capital Investment

Growth Deal funding has been allocated to local further education providers to allow capital investment in their training facilities and infrastructure. This investment is underpinning the development of new training programmes in line with local employer needs, e.g. advanced manufacturing and engineering courses, and improving the providers' IT infrastructure to support digital skills development. Growth Deal funding will result in additional and improved apprenticeship provision and increased vocational training opportunities for post-16 students and the local workforce.

Growth Deal 1 Skills Capital

Herefordshire Group Training

A £166k project, including Growth Deal funds of £83,267, the project is to transform the Centre of Vocational Excellence for Engineering in Hereford by acquiring more appropriate and up to date engineering equipment. The project has enabled increased provision of advanced apprenticeships and mature workforce qualifications in skills shortages of engineering. By 2021, this project aims to deliver 91 apprenticeships, 637 additional qualifications and to support an additional 40 businesses.

To the end of Q4 2019/20 the project had delivered 67 apprenticeships and 613 additional qualifications. On-going monitoring is taking place to record and report outputs to Government.

Herefordshire and Ludlow College

A £394k project, including £197.4k Growth Deal funding, the project has enabled the college to fit out the new land based and vehicle engineering workshop at the Holme Lacy Campus. The project included increased facilities for welding and fabrication, modern computer linked engineering equipment and agricultural machinery for teaching purposes and will deliver 40 apprentices and develop a higher engineering course by 2021.

To the end of Q4 2019/20, 154 apprenticeships and 894 additional qualifications had been delivered.

Herefordshire and Ludlow College and HGTA Joint project

A £663k project, including £464,763 Growth Deal funding, the project has developed a centre for excellence for engineering and manufacturing in Herefordshire which is led by two partners, Herefordshire & Ludlow College and Herefordshire Group Training Association. The project provides an environment that will help local industries move to higher skilled automated processes by increasing the ability to offer in-service training. The project will recruit 260 additional apprentices, deliver 300 additional qualifications and will support 225 businesses by March 2021.

To the end of Q4 2019/20, 144 apprenticeships and 666 additional qualifications had been delivered. On-going monitoring is taking place to record and report outputs to Government.

Growth Deal 3 Skills Capital

Energy Training Centre

A £129k project including £70k Growth Deal funding to create a training centre at the Hereford campus focusing on energy production, installation and servicing technologies, with an emphasis on low carbon and renewable energy sources. The investment will create the necessary physical workshop and training space within the existing Construction Centre and enable the expansion of the construction curriculum offer to incorporate Gas training & assessment, Oil training and assessment (OFTEC), renewables (Solar Voltaic, Solar Thermal, Ground Source Heat Pump etc), and potentially a HETAS training centre (for solid fuel/Biomass heating appliances). The project will deliver 38 apprenticeships, 278 qualifications at level 3 and 4 and create 174m² of new training floorspace.

Other Marches LEP Projects

Hereford Enterprise Zone

The Hereford Enterprise Zone (HEZ) was designated as the Enterprise Zone for the Marches LEP in 2011. Herefordshire Council is the principal landowner and is investing in the necessary infrastructure to open up the site and make plots ready for sale and development.

The 110-acre zone at Rotherwas, designated eight years ago as the enterprise zone for the Marches LEP region, is home to 43 businesses employing 819 people with another 1,281 jobs expected to be generated by those companies as they grow.

More than 54 acres of land has been sold or is committed to development, with 61,000m² of workplace already constructed or in the pipeline as the result of a total investment to date in land and buildings of over £44m. As part of the HEZ Deal Herefordshire Council provides £100,000 from Business rate uplift towards the LEP Team Costs.

Developments on Skylon Park made great strides in 2019/2020 as two of Hereford Enterprise Zone's biggest investments to date came to fruition. Both the £7.3m transformation of the historic Shell Store and the building of the £9 Cyber Quarter – Midlands Centre for Cyber Security are nearing completion.

Marches Investment Fund (MIF)

Shell Store

There has been an ambitious transformation of a former munitions store on Skylon Park into a 2,500m² flagship business incubation centre for Hereford. The former derelict Shell Store is now a modern, open plan space offering office and conference facilities built within the existing steel frame of the original building. Funding for the scheme has come from the ERDF and Herefordshire Council as well as a loan from the Marches LEP's Marches Investment Fund and anticipated business occupants will have created more than 450 jobs by 2031.

Support for strategic tourism and business initiatives affected by the impact of the floods and COVID-19 virus

The Marches LEP approved a business case submitted by Herefordshire Council, in partnership with Herefordshire Business Board, in May 2020 to award an allocation of £444,220 to support the visitor economy sector. This sector has been impacted by flooding and then by the Covid-19 lockdown. This project will support the soonest possible recovery of the visitor economy through a marketing and PR campaign, promoting Herefordshire as a great place for day and overnight staycation visits in the summer and autumn 2020.

Marches Growth Hub - Business Support

Since April 2015, £1.3m has been allocated to the delivery of business support services through the LEP team, the www.marchesgrowthhub.co.uk website and as a contribution to the operating costs of the Marches Growth Hub sites in Shrewsbury, Telford and Herefordshire.

The Marches Growth Hub provides access to advice and business support for pre-start, start up and growing businesses, including specialist support services funded through EU programmes. The Marches LEP funding, from BEIS, also contributes towards the cost of the Marches Growth Hub – Herefordshire team which co-ordinates, promotes and delivers a programme of events and provides business adviser support (currently virtually) across Herefordshire.

Careers and Enterprise Company (CEC) is a national network set up to inspire and prepare young people for work by connecting schools, colleges, employers and careers programme providers across England. CEC supported Enterprise Coordinators are now in place for each of Marches LEP's three local authority areas and a programme of school and business engagement activities has been developed. Funding of £25k per year for each Enterprise Co-ordinator is matched by each of the three local authorities. Herefordshire Enterprise Co-ordinator, Karen Banks, is employed through Herefordshire Council.

In 20/21, additional funding has been secured by the Marches LEP to strengthen support for schools and colleges and increase business engagement through the development of a Careers Hub.

Key Account Management

The LEP has secured funding to support engagement with, and account management of, foreign-owned companies across the Marches. Within Herefordshire, this Department of International Trade (DIT) funded programme is managed by the [Invest Herefordshire](#) team to increase resources available for engagement with foreign owned businesses and encourage their expansion and investment plans.

GENERAL SCRUTINY COMMITTEE

7 Dec 2020

the Marches Local Enterprise Partnership (LEP)

Mandy Thorn MBE DL - **Chair**

57

Gill Hamer - **Chief Executive**

Elia Bowles - **Director of Corporate Services**

Tim Yair - **Regional Senior Energy Projects Officer**

OVERVIEW OF THE MARCHES LEP

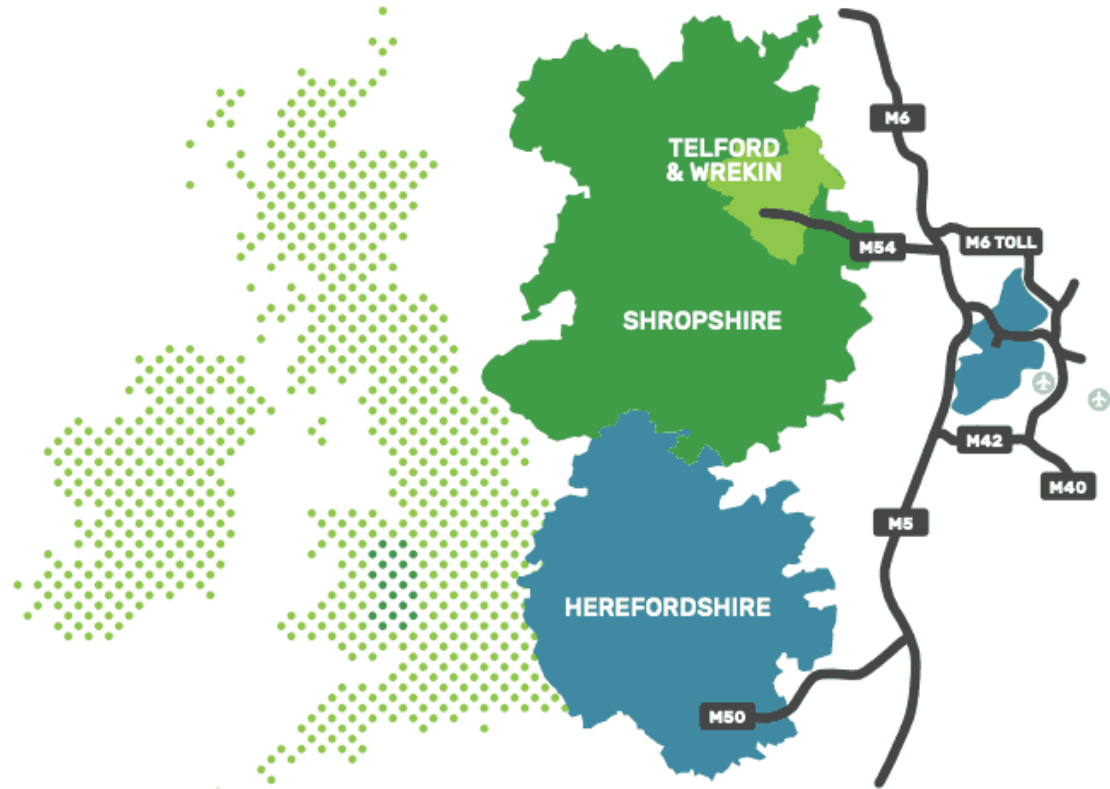
We cover **2,300 sq. miles** and are home to **684,300 people** and **30,775 businesses**

89.7% micro businesses (<10 employees)

Key growth points of **Shrewsbury, Telford, Hereford**

Importance of **market towns**

Excellent **quality of life**



MARCHES LEP GOVERNANCE

- Led by **Chair Mandy Thorn MBE DL**, the LEP Board includes the **Leaders of the three Local Authorities** of Herefordshire, Shropshire and Telford & Wrekin
- Also on the LEP Board are the **chairs of Herefordshire Business Board, Shropshire Business Board and Telford Business Board**
- In February 2019 the Marches LEP became a **company limited by guarantee**
- Governance and decision making arrangements laid out in our **Accountability and Assurance Framework**
- Detailed work programme in our **Delivery Plan** and **formal review by government**
- Regular **consultation** with and **scrutiny** by Local Authorities

MARCHES LEP CURRENT PRIORITIES

Delivery of projects funded under Growth Deal (Local Growth Fund)

- **Cyber Quarter - Midlands Centre for Cyber Security** research, training and business centre
- **NMITE** new engineering institute
- Investment in **broadband**
- Investment in **college and training providers' facilities** to increase apprenticeships on offer

Delivery of projects funded under Getting Building Fund – new economic stimulus programme launched in 2020

- **Hereford City Centre Improvement**
- **Integrated Construction Wetlands**
- **Skylon Park Campus Development (NMITE)**

MARCHES LEP CURRENT PRIORITIES

- Oversight of **Skylon park development** including the transformation of the **Shell Store** supported by a loan from the **Marches Investment Fund**
- Delivery of the **Marches Energy Strategy**
- **Leading the Marches Skills Advisory Panel**
- Delivery of the **Marches Growth Hub** to support new and existing businesses, including information on business support services, skills, virtual events and 1:1 support
www.marchesgrowthhub.co.uk
- **Making the case to government on local opportunities** to support inclusive growth and improve productivity through our **Local Industrial Strategy** development

RESPONDING TO COVID 19

- Led an **Economic Impact Group** of key stakeholders and undertook business survey
- Articulated the **local business voice** to **senior civil servants, Ministers and across the LEP Network**, focussing on the impact on the **rural economy** and our **micro business base**
- **Daily updates** of information on www.marchesgrowthhub.co.uk and a move to virtual events and online support
- Awarding **£444k** to support the **visiting economy sector** through a project by Herefordshire Council and Herefordshire Business Board
- **Marches Economic Recovery Summit** on 15 Oct 2020 to prioritise actions to support economic recovery, including **digital infrastructure, skills/training programmes and business support including access to finance**

NEXT STEPS TO SUPPORT ECONOMIC RECOVERY

- Identifying **local opportunities** in the Government's recently announced **Ten Point Plan for a Green Industrial Revolution**
- Understand implications of **Comprehensive Spending Review**
- **Ongoing working with key partners**, e.g. West Midlands Combined Authority, Midlands Engine, Midlands Connect, Growing Mid Wales Partnership, LEP network **to influence and inform**
- Delivery of business support through the **Marches Growth Hub**
- **Championing our local growth opportunities** connected with:
 - high-tech, energy-efficient manufacturing and engineering
 - modern and environmentally sustainable food production, packaging and distribution through agri-tech innovation
 - excellence in cyber security and resilience

ANY QUESTIONS?

Keep in touch with us at:

- Download our latest **Annual Report** [here](#)
- Watch a short **video** providing an overview of our work [here](#)
- Sign up for our **newsletter** through our website www.marcheslep.org.uk
- Follow us on **Twitter** [@marcheslep](https://twitter.com/marcheslep) and on **LinkedIn** www.linkedin.com/company/marches-local-enterprise-partnership



Meeting:	General scrutiny committee
Meeting date:	Monday 7 December 2020
Title of report:	Work programme
Report by:	Democratic Services Officer

Classification

Open

Decision type

This is not an executive decision

Wards affected

(All Wards);

Purpose

To review the committee's work programme.

Recommendation(s)

That:

- (a) **the draft work programme as set out at appendix 1 to the report be approved subject to any amendments the committee wishes to make; and**
- (b) **the committee determines any other matter in relation to the appointment of task and finish groups, their chairmanship and any special responsibility allowance or the undertaking of a spotlight review.**

Alternative options

1. It is for the committee to determine its work programme to reflect the priorities facing Herefordshire. The committee needs to be selective and ensure that the work programme is focused, realistic and deliverable within existing resources.

Key considerations

2. The work programme needs to focus on the key issues of local concern and be manageable. It must also be ready to accommodate urgent items or matters that have been called-in.
3. Should committee members become aware of any issue they think should be considered by the Committee they are invited to discuss the matter with the chairperson, vice-chairperson and the statutory scrutiny officer.
4. The draft work programme is attached at appendix 1. A number of suggestions were made at an informal scrutiny work planning session on 20 November. These are set out for consideration in the appendix.
5. The Committee on 23 July 2019 authorised the statutory scrutiny officer, following consultation with the chairperson and vice-chairperson, to add items to the work programme where it is necessary to ensure their timely consideration where there is no scheduled meeting to approve their inclusion.

Constitutional Matters

Task and Finish Groups

6. A scrutiny committee may appoint a task and finish group for any scrutiny activity within the committee's agreed work programme. A committee may determine to undertake a task and finish activity itself as a spotlight review where such an activity may be undertaken in a single session; the procedure rules relating to task and finish groups will apply in these circumstances.
7. The relevant scrutiny committee will approve the scope of the activity to be undertaken, the membership, chairperson, timeframe, desired outcomes and what will not be included in the work. A task and finish group will be composed of a least 2 members of the committee, other councillors (nominees to be sought from group leaders with un-affiliated members also invited to express their interest in sitting on the group). This may include, as appropriate, co-opted people with specialist knowledge or expertise to support the task. In appointing a chairman of a task and finish group the committee will also determine, having regard to the advice of the council's monitoring officer and statutory scrutiny officer, whether the scope of the activity is such as to attract a special responsibility allowance.
8. The Committee is asked to determine any matters relating to the appointment of a task and finish group and the chairperson and any special responsibility allowance or undertaking a spotlight review including co-option.

Task and finish group – update

9. A task and finish group on the climate emergency was established in January 2020. This group is aiming to report to the committee in January 2021.

Suggestions for scrutiny

11. Suggestions for scrutiny are invited from members of the public through the council's website, accessible through the link below.

https://www.herefordshire.gov.uk/info/200148/your_council/61/get_involved/4

Tracking of recommendations made by the committee

12. A schedule of recommendations and action in response is attached at appendix 2.

Forward plan

13. The constitution states that scrutiny committees should consider the forward plan as the chief source of information regarding forthcoming key decisions. Forthcoming decisions can be viewed under the forthcoming decisions link on the council's website:

<http://councillors.herefordshire.gov.uk/mgdelegateddecisions.aspx?XXR=0&DAYS=28&RP=0&K=0&DM=0&HD=0&DS=1&META=mgdelegateddecisions&V=0>

Community impact

14. In accordance with the adopted code of corporate governance, Herefordshire Council is committed to promoting a positive working culture that accepts and encourages constructive challenge and recognises that a culture and structure for scrutiny are key elements for accountable decision making, policy development and review. Topics selected for scrutiny should have regard to what matters to residents.

Environmental Impact

15. 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.
16. The topics selected for scrutiny will take environmental impact into account.

Equality duty

17. Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
18. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services. As this report concerns the administrative function of the committee, it is not considered that it will have an impact on the equality duty.

19. The topics selected for scrutiny need to have regard to equality and human rights issues.

Resource implications

20. The costs of the work of the committee will have to be met within existing resources. It should be noted the costs of running scrutiny can be subject to an assessment to support appropriate processes.

Legal implications

21. The council is required to deliver an overview and scrutiny function. The development of a work programme that is focused and reflects priorities facing Herefordshire will assist the committee and the council to deliver the scrutiny function.

Risk management

Risk / opportunity	Mitigation
There is a reputational risk to the council if the overview and scrutiny function does not operate effectively.	The arrangements for the development of the work programme should help to mitigate this risk.

Consultees

22. The work programme is reviewed at every committee meeting. The Chairperson Vice-Chairperson and statutory scrutiny officer also review the work programme.

Appendices

Appendix 1 – draft work programme

Appendix 2 – schedule of recommendations made and response

Background papers

- None identified

General Scrutiny Committee Work Programme

A Matters Currently Scheduled

Currently scheduled meetings and business	Purpose	Type of Scrutiny	Notes
15 January 2021			
Budget	To make recommendations to cabinet on the budget	Policy Development	Issues raised over approach to consideration of budget to be considered
Report of T&F Group on Climate Emergency	To consider the Group's recommendations with a view to recommending them to the Executive	Policy Development	Consider invitees
22 March 2021			
Repairs to the B4224 between Fownhope and Mordiford	To review how the work was <i>done and any lessons to be learned for the future.</i>	Performance Review	Request from Fownhope Parish Council. (Accepted by Committee on 28 September Consider invitees
Other Matters already agreed for inclusion but not yet scheduled			

Purchase of Maylords Shopping Centre	To review the decision	Policy review	Request from member of the public (Accepted by Committee on 28 September)	
Flooding	To review the response to the flooding in the County in Winter 2019/Spring 2020 and proposed action plan.			
Covid	To review the response to the Covid 19 pandemic in the County in 2020 and the proposed recovery plan to ensure measures in place to provide enhanced resilience in time for Autumn/Winter 2020.	?		

B Issues raised during work programming session

Consideration needs to be given to including these items and, if they are to be included, allocating a target date.

Item/issues Raised/Proposed during scrutiny workshop 20 November	Purpose	Timing	Type of Scrutiny	Notes
Scrutiny of the Planning Service: particular concern				

about enforcement strategy.				
Consideration of use to which S106 monies/Community Infrastructure levy are put.				
Contract Management (Given considerable spend on these contracts)			T&F Group suggested	First step would be approval of scoping statement.
Devolution of control over parking charges and income to market towns?			Policy Review	
Partnership Working				

C Issues previously logged on work programme for possible future consideration

• NMiTE	To review progress with the Scheme			
• Sustainable Transport	To explore planned and implemented sustainable transport measures.			
Public Realm Service Provision (Council contract arrangements with Balfour Beatty Living Places – and stakeholder communication)	To explore how Councils communicate effectively with the public, explaining service levels, costs and delivery that can be expected under the contract, performance measures in place, and evidence that the contract is			

	<p>delivering to the required standard within the agreed framework.</p> <p>Consider results of customer satisfaction performance data</p> <p>Ways of improving feedback to the public – so that they know when they can expect work that has been requested and can track delivery.</p>			
Police and Crime Commissioner	Need to specify what is to be considered			Suggested Performance indicator - killed and seriously injured on roads is one possible topic.
Budget and Policy Framework items to be scheduled			Policy Development and Review	
<ul style="list-style-type: none"> • Hereford Area Plan 				
<ul style="list-style-type: none"> • Rural Areas Development Plan Document 				
<ul style="list-style-type: none"> • Core Strategy 				
<ul style="list-style-type: none"> • Community Safety remit 				

Schedule of General Scrutiny Committee recommendations made and action in response (May 2019 on)

Meeting	item	Recommendations	Action	Status
23 July	Gambling Policy 2019-22 Review	<p>RESOLVED TO RECOMMEND TO THE EXECUTIVE THAT:</p> <p>a) Officers review the wording in Para 1.1 of the policy to ensure it places clear emphasis on promoting compliance with the principles set out in the Act, and make clear that it is not about promoting gambling;</p> <p>b) Officers include a glossary of terms to cover all technical and legal terms set out in the report before it goes on to cabinet and full Council;</p> <p>c) a sentence be added to the policy document to highlight where people can be directed to apply for a license;</p> <p>d) a new category (i) be added to the itemised list in para 15.6 to include training in child protection and child safeguarding;</p>	<p>Done</p> <p>Done</p> <p>Done</p> <p>(We don't recommend it's mandatory because it's not proportionate to the evidence locally but we can make licensees aware of the risks to CYP and the</p>	Completed

		<p>e) officers look at all of the suggested various changes to wording of the policy suggested in bullet point 7 above and update the policy to ensure there is clarity in the phraseology used.</p> <p>f) the various references to children and young persons should – for consistency – be changed to children and young people throughout the policy document.</p> <p>g) officers revise the wording to highlight that the gambling policy is ‘reviewed’ every three years and to add clarity to the reference of policy review from ‘time to time’ – with the additional context that this will happen when/if there are changes to legislation during the three year period;</p> <p>h) officers remove the reference to ‘the governance team’ in para 4.5 of the policy;</p>	<p>training opportunities that are available.)</p> <p>The phraseology used within the Policy reflects the terms used within the Act and the use of different terminology within the policy may cause confusion).</p> <p>(the term children and young persons is the term used within the Act and again may cause confusion if different terms are used within the policy) .</p> <p>Done</p> <p>Done</p>	
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		<p>i) officers state clearly what the deadline timeframes are in para 5.2.</p> <p>j) grounds for a review of a premises license as set out at section 18 of the policy should also include any breaches to the principles that the licensing authority, upholds in overseeing and this policy and any related enforcement action; and</p> <p>k) details on rights of appeal should be included in the policy document.</p>	<p>Done</p> <p>Done</p> <p>Done</p>	
9 September 2019	Call-in of cabinet member decision on hereford transport package and south wye transport package	<p>RESOLVED: That the decision be referred back to the cabinet member to reconsider, and in doing so:</p> <p>The cabinet member seeks clarification from the funders, of both the South Wye Transport Package and the Hereford Transport Package, of the funding implications of a review and ensures that both projects are not interdependent of each other;</p> <p>Ongoing planned activity, programmed in to take place</p>	<p>THAT, having regard to the recommendations made by General Scrutiny Committee on 9 September 2019:</p> <p>(a) a review of the South Wye Transport Package be undertaken to determine next steps, and work on the Southern Link Road and active travel measures (the scope of which will be determined in a further report and be subject to the agreement of funders to draw down funding or provision being made within the capital</p>	Complete

		<p>during the pause, continues while the review is underway;</p> <p>The cabinet member hosts a time limited series of ‘open days’ with parish councils, businesses and members of the public to ensure their views are taken into account on all of the evidence under consideration as part of the review; and</p> <ul style="list-style-type: none"> That all council, and council contractors, contact databases, as far as is practicable, are kept up to date ahead of contacting members of the public 	<p>programme) is continued whilst the review is undertaken;</p> <p>(b) a review of the bypass project to determine next steps be undertaken, and work on the Hereford Transport</p> <p>package active travel measures and the other bypass work as listed below is continued whilst the review is undertaken;</p> <p>Phase 2a consultation report completion £12,000</p> <p>Geophysical survey report completion £3,000</p> <p>Ground Investigation Report (GIR) completion £6,000</p> <p>Walking and Cycling (WCHAR) assessment completion £5,000</p> <p>Traffic Modelling £22,000</p> <p>Large Local Major Bid completion £18,000</p>	
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			<p>(c) discussions continue with funding organisations to clarify the funding implications of a review and to seek to minimise the risk of loss of any secured funding;</p> <p>(d) consultation with parish councils, businesses and members of the public be included within the scope of the review;</p> <p>(e) the acting director for economy and place be authorised to take all operational decisions necessary to scope the review work for both road schemes within a budget of £50k (Southern Link Road) and £70k (Hereford By-pass) to inform a further decision in this calendar year on the scope of the review to be undertaken; and</p> <p>(f) the acting director for economy and place be authorised to take all operational decisions necessary to undertake the bypass work listed in recommendation (b) above within a budget envelope of £66,000 and to approve variance between the activities within a tolerance of £5,000.</p>	
22 October 2019		RESOLVED:	(i) Noted – The LEP is working to support the local authority climate	

		<p>(a) to recommend to the executive that:</p> <ul style="list-style-type: none"> i. the LEP be encouraged to declare a climate emergency as a priority; ii. the LEP be encouraged to raise its profile through engagement with Parish and Town Councils and business forums; iii. the LEP be requested to focus on promoting available schemes to the market towns; and <p>(b) provision be made in the Committee's work programme for an annual report from the LEP.</p>	<p>emergency strategies and has allocated resource to support this.</p> <p>The Marches LEP Senior Energy Officer is supporting each of the Local Authorities with the implementation of their climate emergency strategies alongside his work to develop an action plan to implement the Marches Energy Strategy.</p> <p>(ii) Noted – this is a priority for 2020/21 and being led by the Chair.</p> <p>(iii) Noted. Available schemes are currently being promoted through the Marches Growth Hub https://www.marchesgrowthhub.co.uk/.</p> <p>The Marches LEP is also represented on the Boards for the Towns Funding which Hereford and Telford are eligible to bid for https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/843843/20191031_Towns_Fund_prospectus.pdf and the Historic England town fund which Leominster and Oswestry are seeking to access https://historicengland.org.uk/servi</p>	
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			<p>ces-skills/heritage-action-zones/regenerating-historic-high-streets/</p> <ul style="list-style-type: none"> The LEP will continue to lobby government for funding for market towns in line with the agreed priorities set out in the Strategic Economic Plan 2019. <p>(b) Included</p>	
29 November 2019	2020/21 Budget and Corporate Plan Proposals	<p>RESOLVED: That</p> <p>(a) In relation to the draft corporate plan:</p> <ol style="list-style-type: none"> I. Specific emphasis is given to investment and commitment to high quality members of staff in delivering the corporate plan; II. the wording and presentation of the ambition for Herefordshire and the corporate plan as a whole be reviewed; and III. the corporate plan should address the needs of the county as a whole including the market towns and their environs; <p>(b) in relation to the 2020/21 budget</p> <ol style="list-style-type: none"> I. any business cases reflect current association with business partners and any 	<p>(as stated at para 63 of budget report to Cabinet 30 January 2020)</p>	

		<p>II. current government funding available;</p> <p>III. consideration be given to a specific budget for measures to address the climate emergency;</p> <p>IV. the feasibility of allocating a ring fenced sum for highway maintenance to the market towns should be explored;</p> <p>V. during development of business cases consideration be given to whether greater community use could be made of educational facilities; and the following recommendations of the Adults and Wellbeing and Children and Young People Scrutiny Committees be considered</p> <p>Adults and Wellbeing Scrutiny Committee – 18 November 2019</p> <p>1. The committee welcomes the proposed areas for investment which support prevention and the strengths based agenda.</p>	<p>i (The detailed business cases will include reference to the matters raised by the committee and will form part of the decision to spend against the investment proposal.</p> <p>li This is for cabinet to consider further at this meeting.</p> <p>lii This is for cabinet to consider further at this meeting.</p> <p>lv The detailed business cases will include reference to the matters raised by the committee and will form part of the decision to spend against the investment proposal</p> <p>v</p> <p>Noted</p> <p>The detailed business cases will include reference to the matters raised by the committee and will</p>	
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		<p>2. Acknowledging that the lack of specific details in the outline business cases was due to the timing constraints and early sight of potential projects coming forward, the committee would be pleased if attention can be given to the matters it has raised and for deeper levels of detail to be provided in the next iterations of the business cases.</p> <p>3. That terminology and language be used consistently, using Plain English.</p> <p>Children and Young People Scrutiny Committee – 25 November 2019</p> <p>RESOLVED: That the committee:</p> <ul style="list-style-type: none"> • Supports the planned investments for looked after children, edge of care and improving social care services and requests further information is submitted to the committee regarding proposals for these services; and 	<p>form part of the decision to spend against the investment proposal</p> <p>Agreed, later papers include a glossary of terms.</p>	
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		<ul style="list-style-type: none"> Asks that a report concerning the dental health initiatives is provided to the committee setting out key performance indicators for the proposals. 		
20 January 2020	Review Of Budget And Corporate Plan Proposals For 2020/21	<p>RESOLVED: That</p> <p>(a) in relation to the draft corporate plan:</p> <p>reference be included to protecting and enhancing our local health care services with the inclusion of key performance indicators to underpin this commitment;</p> <p>(c) the presentation of the till receipt as at p7 of the Plan be reviewed to ensure it is an accurate representation of the actual spend;</p> <p>(d) the plan explains where the council is paying less than it did in the previous financial year;</p> <p>(e) the plan at p15 includes success measures – to consider additional focus on resources to improve infrastructure and community resilience in market towns;</p> <p>(f) that the committee receives a briefing note on the progress on broadband roll out;</p> <p>(g) the corporate plan is reworded on page 7 to reflect that the figure of</p>	<p>(Report to cabinet 30 January 2020)</p> <p>(para 24) The recommendations from the scrutiny committees have been incorporated into the latest draft Corporate Plan.</p>	

		<p>£46m is revised to ensure it reflects the compensation paid to the tenants; and it is made clear that £46m is not enough to fund 1000 new homes and that further borrowing is being proposed of up to a further £100m;</p> <p>(h) the corporate plan is reworded on page 18 – to say ‘spend more locally’ and on page 19 – rather than say ‘sweat our assets’ the committee recommends this is changed to say ‘better use of our assets; and</p> <p>(i) that the corporate plan includes a specific element on what farmers are doing to contribute to the climate change emergency.</p> <p>(b) in relation to the 2020/21 budget:</p> <p>IV. that the executive respond to the proposal that schools are better supported in updating their travel plans;</p> <p>V. the cabinet considers providing a specific capital allocation for market towns to be able to bid for public realm improvements;</p> <p>VI. the MTFS includes a separate line on what is being proposed for climate change;</p> <p>VII. that specific resources are identified and included to support the proposed</p>	<p>(as stated at para 63 of budget report to Cabinet 30 January 2020)</p> <p>Vi “This is added as a tracked change in appendix 1.</p> <p>Vii There is a specific earmarked reserve allocated to waste, this is to be reviewed for its adequacy to fund the costs identified</p> <p>The detailed business cases will include reference to the matters raised by the committee and will</p>	
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		<p>work on the waste task and finish group;</p> <p>III. greater clarity be provided on the funding sources for capital investment as set out at paragraph 23 of the report;and</p> <p>IX. the following recommendations of the Adults and Wellbeing and Children and young People Scrutiny Committee be considered:</p> <p>Adults and Wellbeing Scrutiny Committee – 13 January 2020</p> <p>1. To inform the detailed business cases for the key areas of capital investment and to provide assurance that they are sustainable and represent value for money, the executive be asked to arrange an all members’ seminar to explore the options appraisals.</p> <p>2. That the options appraisal for public housing also consider the potential to support key workers with their accommodation needs.</p> <p>3. There is further clarification and detail provided on the proposed shared social care pooled budget between the adults and children’s directorates when it is available.</p>	<p>form part of the decision to spend against the investment proposal</p> <p>This is for Cabinet to consider further at this meeting</p> <p>This is for Cabinet to consider further at this meeting</p> <p>Agreed as proposals are drafted further consultation will be completed</p> <p>Noted</p>	
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		<p>Children and Young People Scrutiny Committee – 14 January 2020</p> <p>VI. That the committee supports the additional areas of investment identified in the budget.</p>		
28 September 2020	Minerals and Waste Local Plan	<p>RESOLVED TO RECOMMEND TO THE EXECUTIVE:</p> <p>That</p> <ul style="list-style-type: none"> (a) a plain English and practical guidance/executive summary document be produced to support the report; (b) a more explicit definition, with links to the examples of acceptable sustainable development - within the context of this report - be included (c) while it recognises that the insertion of a stronger line on preventing fracking/unconventional hydrocarbon extraction in 	<p>Agreed. It would be useful to provide a non-technical summary of the MWLP, in order to reach as wide an audience as possible.</p> <p>Sustainable development has been defined in the glossary of the MWLP. In sections of the text which directly mention sustainable development, references to the glossary will be added to aid technical understanding of this phrase.</p> <p>No changes to the MWLP are required in response to this recommendation, however, officers will work with the Cabinet Member Infrastructure and</p>	

		<p>Herefordshire may make the MWLP ‘unsound’ due to national policy guidelines - the committee wishes to voice its view and see a clearer statement from government that fracking/extraction of unconventional hydrocarbons is unacceptable in Herefordshire; and</p> <p>(d) the current draft MWLP be endorsed to go forward to public consultation.</p>	<p>Transport to lobby Government for a stronger statement on fracking to be issued.</p>	
28 September 2020	Task and finish group report - waste management strategic review	<p>RESOLVED:</p> <p>That (a) the Task and Finish Group report and all of its recommendations be approved, subject to including:</p> <p>1. that, as part of the consultation process, there is clear explanation given as to why option</p>	<p>Decision by cabinet member – commissioning, procurement and assets 26 October 2020</p> <p>http://councillors.herefordshire.gov.uk/ieDecisionDetails.aspx?ID=7273</p> <p>(a) accept the recommendations around consulting on options 2 & 3 from</p>	

		<p>one is not being put forward as an option;</p> <p>2. the Waste Team continue to work with and lead the communications on each of the schemes to ensure public understanding for the preferred options is secured;</p> <p>3. asking that the reuse of waste is brought forward as quickly as possible at our local household recycling centres; and</p> <p>4. that the Task and Finish group report is shared with Defra; and</p> <p>(b) the findings and recommendations be submitted to the executive for consideration.</p>	<p>General Scrutiny Committee held on 28 September 2020</p> <p>(b) consent be given for expenditure up to the value of £75,000 is allocated from the council's waste revenue reserves to the Economy & Place Directorate's revenue budget for 2020/21 to award a tender and include expenditure required for resources to allow the council to carry out an effective and engaging consultation on the future of its Waste Management Service;</p> <p>(c) a further report is brought back to the cabinet member for procurement and assets outlining the resources required to deliver the waste services management review;</p> <p>(d) a further report is brought back to cabinet in Spring 2021 with a recommendation on future collection services and outlining future resources required to</p>	
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			<p>implement the recommendation; and</p> <p>(e) Subject to the provisions of the Financial Procedure Rules, the Assistant Director for Regulatory, Environment and Waste be authorised to take all operational decisions required to implement the above recommendations.</p>	
9 November 2020	Hereford Transport Strategy Review	<p>RESOLVED TO RECOMMEND TO THE EXECUTIVE:</p> <p>That (a) more detailed studies are undertaken on the benefits and dis-benefits of traffic light management in more locations in Hereford;</p>	<p>(As reported to cabinet on 3 December)</p> <p>Whilst the removal of traffic signals along the A49 was looked at and discarded by the review due to negative impacts on pedestrians and cyclists, traffic light management would form an element of the Intelligent Transport Systems option (page 53 of the review) which is included in Package C.</p> <p>If cabinet is minded to support this recommendation this would be additional work which the cabinet could ask officers to consider and set out the resource requirements to progress.</p>	

		<p>(b) as a result of this review, the committee recommends that the cabinet consider 'weighting of the preferred outcomes' to help determine the preferred package to take forward;</p> <p>(c) support is given to promoting more 'park and choose' options in combination with more investment into public</p>	<p>The review has specifically chosen not to weight the 4 objectives or 16 outcomes which underpin these objectives. This provides a comparative view of performance for all of the six packages. Cabinet may choose to assign its own strategic priorities in respect of objectives and outcomes and reference these priorities in determining its preferred package.</p> <p>If cabinet wished for weightings to be applied to the package assessments it could ask for this as a further step to the review. Cabinet would need to confirm its preferred weightings or instruct that alternative weightings are assessed. If cabinet wished to progress this work it would need to defer its decision on the preferred packages and this would extend the review.</p> <p>The recommendation is noted. Package A includes investment in park and choose options (identified as mobility hubs at page 51 of the review) and cycle</p>	
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		<p>transport options and cycle routes to reduce demand for car journeys into or through the city centre with a particular focus given to the limited transport options currently experienced by Herefordshire’s rural communities and that the executive set up a transport team as a matter of priority to implement the planning of cycling and walking, and that the road schemes are reconfigured to accommodate walking and cycling safely within the city;</p>	<p>routes (Page 45) and Package A+B includes significant investment in public transport options within the Hereford’s urban area and urban fringe (options set out at pages 45, 46, 47 and 49 of the review) and these will support longer distance travel needs. Cabinet will be able to select this combination of package options noting the support indicated by committee.</p> <p>Whilst this review has focused on transport issues in Hereford in line with the scope set out in the cabinet member decision of January 2020 it is appreciated that it would be helpful to review transport challenges and solutions countywide. The cabinet report sets out the original intention to review the Local Transport Plan within 5 years of its adoption which would be by 2021. It is also important to note that the core strategy update is due to comment in the next few months. As such, the intention would be to undertake a wider review of transport strategy for the whole county over the coming year.</p>	
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		<p>(d) the cabinet follow up on the suggestion for a 'River-Bus Service' in ongoing refinement and review of the Hereford transport package options;</p> <p>(e) consideration is given to a wider, more in depth study, on the transport options that address countywide transport challenges and</p>	<p>Cabinet may ask officers to consider the approach to designing and delivering transport schemes and report back on options and funding implications for different approaches.</p> <p>Whilst this proposal was not considered in the review or suggested by members or stakeholders during the engagement stages of the review cabinet could include this option in its preferred package combination and instruct that this is considered further in the context of package development work. The cost of undertaking this work would need to be confirmed and set out in a subsequent report to the cabinet member</p> <p>Whilst this review has focused on transport issues in Hereford in line with the scope set out in the cabinet member decision of January 2020 it is appreciated that it would be helpful to review transport challenges and solutions countywide. The cabinet report sets out the original intention to</p>	
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		<p>solutions, not just in Hereford City;</p> <p>(f) cabinet should not feel constrained by having to consider just the package of options that has been presented to them as part of this review.</p> <p>(g) the committee considers that further analysis is undertaken to assess further the mitigation measures of traffic utilising an eastern crossing before the dis-benefits of an eastern crossing rule it out as an option.</p>	<p>review the Local Transport Plan within 5 years of its adoption which would be by 2021. It is also important to note that the core strategy update is due to comment in the next few months. As such, the intention would be to undertake a wider review of transport strategy for the whole county over the coming year.</p> <p>The recommendation to cabinet sets out that cabinet may consider the packages as assessed in the review or combination of package options.</p> <p>Cabinet may choose to agree a package which includes an eastern river crossing noting that 2 eastern river crossing options have been assessed within the 6 packages. If cabinet considers that further technical work is required to understand the impacts and potential mitigations of these elements (or any other transport elements) it could ask officers to consider and set out the resource</p>	
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		<p>(h) school travel and transport is given greater priority and that more work is done to undertake survey work with schools and parents to gain a better understanding to what the barriers to uptake of school transport are;</p> <p>(i) carbon offsetting is looked at in relation to offsetting on major infrastructure projects.</p> <p>(j) the impact of assessing routes over other river crossings, in particular, the Bridge Sollars crossing, is built into the analysis of options and packages under review.</p>	<p>requirements for any additional technical work.</p> <p>Whilst an assessment of the barriers to uptake of different modes of travel to school (other than by car) was not part of this review and the review did not undertake fresh and comprehensive surveys of travel to school for county schools. This is additional work which the cabinet could ask officers to consider and set out the resource requirements to progress.</p> <p>Carbon offsetting is being considered in the work being undertaken on the carbon management plan – Pathway to Carbon Neutral. The Plan indicates that offsetting is likely to follow in the 5 years following the current management plan and between 2025 and 2030.</p> <p>Cabinet is invited to consider whether or not it wishes to instruct that further work is done to understand wider traffic movements through the county and outside of the Hereford transport network in the context</p>	
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		<p>(k) that the executive abandon the Western Bypass and reject other major road infrastructure schemes, barring only the eastern river crossing option;</p> <p>(l) the executive take a look again at the robustness of the qualitative assessment of the evidence presented; and</p>	<p>further development of a preferred package. This is additional work which the cabinet could ask officers to consider and set out the resource requirements to progress.</p> <p>The recommendations for cabinet include the option to stop work on the western bypass and southern link road and the western bypass as also include in package A+C+D. Two of the package options include eastern river crossings and cabinet may determine to progress either of these options. Any decision which would result in a significant change to current adopted policy and strategy may require the need for consideration by full council.</p> <p>If cabinet wished to look again at the robustness of the qualitative assessment this would extend the review and would require it to defer any decision.</p> <p>Cabinet have been briefed on the review at various stages of its development and also requested</p>	
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		<p>(m) Herefordshire Council should immediately implement a well-designed comprehensive safe and attractive network of active travel measures across the entire county to reduce</p>	<p>the engagement of a critical friend in the form of an independent transport consultant to review the draft report and inform final reporting. The critical friend has confirmed that in their view the details of the assessment have been done at a level appropriate to the stage of work, noting that further detailed work would be required. The review includes both qualitative assessment and assessment which is based on modelled outputs. The qualitative assessment was undertaken by transport planners with experience of strategy development and scheme delivery across a range of transport interventions and work was subject to discussion and challenge with council officers, stakeholders and members through the engagement sessions.</p> <p>This aligns with policy and the types of measures identified in Package A. A number of active travel measures are being progressed which will include improvements for pedestrians, cyclists, bus and rail users and we</p>	
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		the effect of climate change and the risk of surface flooding.	are continuing to deliver the choose how you move behavioural change programme countywide. Clearly, more of these measures could be introduced more quickly if additional funding is available and it is anticipated that there will be further opportunities to bid for external funds over the coming months as government provides more details following its publication of 'Decarbonising Transport' and 'Gear Change' earlier in 2020.	

