

Agenda

Connected Communities Scrutiny Committee

Date: **Wednesday 8 November 2023**

Time: **10.00 am**

Place: **Conference Room 1, Herefordshire Council Offices,
Plough Lane, Hereford, HR4 0LE**

Notes: Please note the time, date and venue of the meeting.

For any further information please contact:

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If you would like help to understand this document, or would like it in another format, please call Ben Baugh, Democratic Services Officer on 01432 261882 or e-mail ben.baugh2@herefordshire.gov.uk in advance of the meeting.

Agenda for the meeting of the Connected Communities Scrutiny Committee

Membership

Chairperson Councillor Ellie Chowns
Vice-chairperson Councillor Ed O'Driscoll

Councillor Bruce Baker
Councillor Frank Cornthwaite
Councillor David Hitchiner
Councillor Roger Phillips
Councillor Ben Proctor

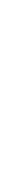
[apologies, substitute Councillor Allan Williams]

Agenda

		Pages
1.	<p>APOLOGIES FOR ABSENCE</p> <p>To receive apologies for absence.</p>	
2.	<p>NAMED SUBSTITUTES</p> <p>To receive details of councillors nominated to attend the meeting in place of a member of the committee.</p>	
3.	<p>DECLARATIONS OF INTEREST</p> <p>To receive declarations of interest in respect of items on the agenda.</p>	
4.	<p>MINUTES</p> <p>To receive the minutes of the meeting held on 23 October 2023.</p> <p>HOW TO SUBMIT QUESTIONS</p> <p>The deadline for the submission of questions for this meeting is 9.30 am on Friday 3 November 2023.</p> <p>Questions must be submitted to councillorservices@herefordshire.gov.uk. Questions sent to any other address may not be accepted.</p> <p>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</p>	(to follow)
5.	<p>QUESTIONS FROM MEMBERS OF THE PUBLIC</p> <p>To receive any written questions from members of the public.</p>	
6.	<p>QUESTIONS FROM MEMBERS OF THE COUNCIL</p> <p>To receive any written questions from members of the council.</p>	
7.	<p>HEREFORDSHIRE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN</p> <p>The report sets out the progress to date on the development of the Herefordshire Local Cycling and Walking Infrastructure Plan (LCWIP) and seeks comments or recommendations on the plan before its completion in December 2023.</p>	13 - 22
8.	<p>NEW HEREFORDSHIRE LOCAL TRANSPORT PLAN</p> <p>The report sets out the progress to date on the development of the new Local Transport Plan (LTP) and seeks comments and recommendations from scrutiny that Cabinet may include as part of its considerations of the new LTP vision and objectives.</p>	23 - 32
9.	<p>WORK PROGRAMME</p> <p>This report provides the Connected Communities Scrutiny Committee with its work programme until May 2024.</p>	33 - 38

10. **DATE OF THE NEXT MEETING**

[Wednesday 10 January 2024 10.00 am](#)



The public's rights to information and attendance at meetings

In view of the continued prevalence of Covid, we have introduced changes to our usual procedures for accessing public meetings. These will help to keep our councillors, staff and members of the public safe.

Please take time to read the latest guidance on the council website by following the link at www.herefordshire.gov.uk/meetings and support us in promoting a safe environment for everyone. If you have any queries please contact the governance support team on 01432 261699 or at governancesupportteam@herefordshire.gov.uk

We will review and update this guidance in line with Government advice and restrictions.

Thank you for your help in keeping Herefordshire Council meetings safe.

You have a right to:

- Attend all 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. Agenda and reports (relating to items to be considered in public) are available at www.herefordshire.gov.uk/meetings
- 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.
- 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. Information about councillors is available at www.herefordshire.gov.uk/councillors
- 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. The council's constitution is available at www.herefordshire.gov.uk/constitution
- Access to this summary of your rights as members of the public to attend meetings of the council, cabinet, committees and sub-committees and to inspect documents.

Recording of meetings

Please note that filming, photography and recording of this meeting is permitted provided that it does not disrupt the business of the meeting.

Members of the public are advised that if you do not wish to be filmed or photographed you should let the governance services team know before the meeting starts so that anyone who intends filming or photographing the meeting can be made aware.

The reporting of meetings is subject to the law and it is the responsibility of those doing the reporting to ensure that they comply.

The council may make a recording of this public meeting or stream it live to the council's website. Such recordings are made available for members of the public via the council's YouTube channel at www.youtube.com/user/HerefordshireCouncil/videos

Public transport links

The Herefordshire Council office at Plough Lane is located off Whitecross Road in Hereford, approximately 1 kilometre from the City Bus Station.

The location of the office and details of city bus services can be viewed at:
www.herefordshire.gov.uk/downloads/file/1597/hereford-city-bus-map-local-services-

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 and treat others with respect. They should actively promote and robustly support the principles and challenge poor behaviour wherever it occurs.

Guide to Connected Communities 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 five scrutiny committees. The committees reflect the balance of political groups on the council.

The connected communities scrutiny committee consists of 7 councillors.

Councillor	Party
Ellie Chowns (Chairperson)	The Green Party
Ed O'Driscoll (Vice-Chairperson)	Liberal Democrats
Bruce Baker	Conservative Party
Frank Cornthwaite	Conservative Party
David Hitchiner	Independents for Herefordshire
Roger Phillips	Conservative Party
Ben Proctor	Liberal Democrats

Scrutiny functions

The committees have the power:

- (a) to review, influence policy 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.
- (i) To track actions and undertake an annual effectiveness review

The remit of Connected Communities Scrutiny Committee

- Talk Business programme, advice and support
- Development investment plans - town, market town, rural, Hereford City
- Hereford Enterprise Zone
- Higher education development
- Adult and community learning programme
- Apprenticeships
- Fastershire programme
- Digital connectivity
- Heritage, culture and tourism
- Social value procurement policy
- Planning
- Licensing
- Regulatory
- Capital highway maintenance, asset management and infrastructure repair
- Council housing
- Statutory community safety and policing scrutiny powers

Who attends scrutiny committee meetings?

- 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 can attend but can only speak at the discretion of the chairperson.



Title of report: Herefordshire Local Cycling and Walking Infrastructure Plan

Meeting: Connected Communities Scrutiny Committee

Meeting date: Wednesday 8 November 2023

Report by: Geoff Pickford, Interim Head of Transportation and Parking

Classification

Open

Decision type

This is not an executive decision

Wards affected

(All Wards)

Purpose

The report sets out the progress to date on the development of the Herefordshire Local Cycling and Walking Infrastructure Plan (LCWIP) and seeks comments or recommendations on the plan before its completion in December 2023.

Recommendation(s)

That:

- a) **The scrutiny committee is asked to note progress to date on the development of the Herefordshire Local Cycling and Walking Infrastructure Plan (LCWIP) and offer any comments or recommendations before the plan's completion in December 2023.**

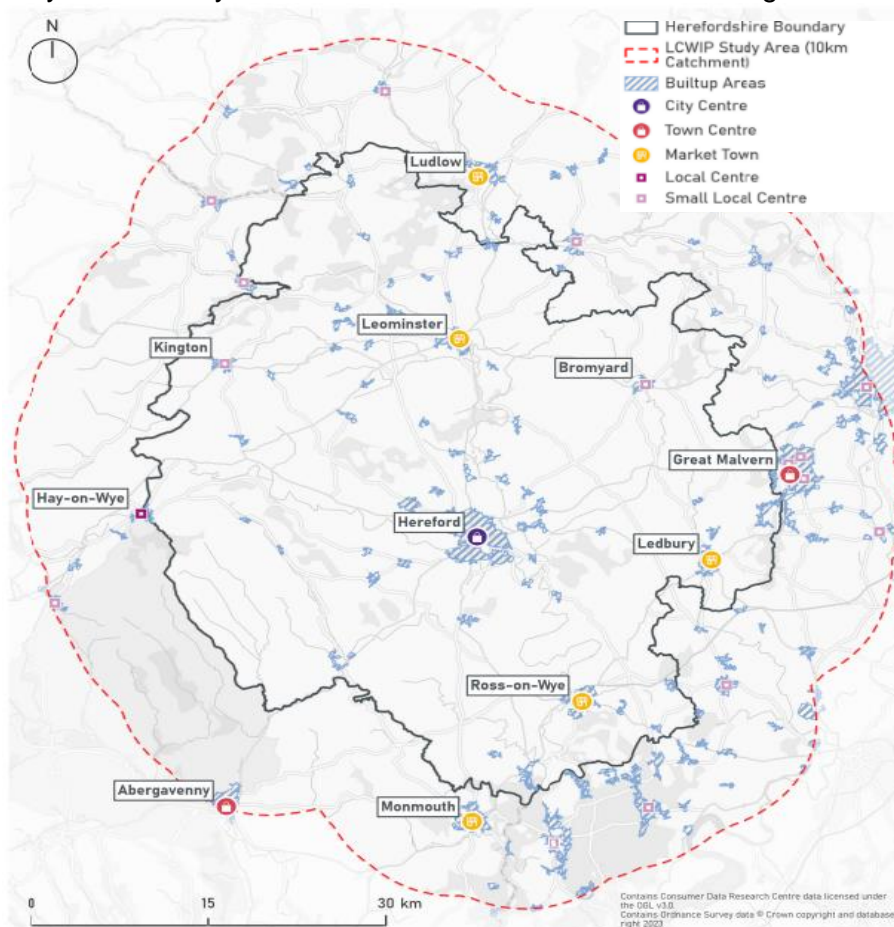
Alternative options

1. Not to develop a countywide Local Cycling and Walking Infrastructure Plan. This is not recommended, as Active Travel England (ATE) and the Department for Transport (DfT) have indicated that local authorities without an approved LCWIP will not be eligible to apply for future funding for active travel schemes.

Key considerations

2. In 2017, the DfT published guidance on the development of LCWIPs. LCWIPs, as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. An LCWIP will provide the council with a prioritised list of active travel schemes that can be delivered over a three, five and 10 year period, as and when future funding opportunities arise.

3. Although LCWIPs are non-mandatory, both DfT and ATE have made it clear that local authorities without an LCWIP will either not be eligible to apply for future active travel funding, or will score badly in funding bid evaluations, and hence are unlikely to be successful for funding.
4. The development of the Hereford City Masterplan¹, which was considered at the Cabinet meeting on 2 March 2023, includes proposals for improvements to walking and cycling infrastructure as part of the vision for the city. The methodology used to create the prioritised plan is in line with DfT and ATE guidance, effectively meaning that the masterplan contains the LCWIP which extends to the city boundary and identifies key links into the rest of the county.
5. No such LCWIP exists for the rest of the county. However, in February 2023, the council was granted £67,124 from ATE's Capability Fund, of which the majority was allocated to develop a countywide LCWIP. A smaller proportion was allocated for the purchase of an active travel sensor to monitor cycle flows on the newly constructed St Owen St contraflow scheme. Phil Jones Associates (PJA) was commissioned to develop the countywide LCWIP.
6. The creation of this county-wide LCWIP is closely aligned with the concepts presented in the city LCWIP. It aims to not only build upon its proposals, but seeks to expand and extend its impact by evaluating additional strategic routes for walking and cycling throughout the county. This approach acknowledges the significance of promoting walking and cycling beyond the boundaries of the city centre, reflecting a holistic and logical approach for Herefordshire. The project will continue to take full consideration of the proposals outlined within the city-wide LCWIP, creating a well-rounded plan for cycling and walking across the county.
7. According to DfT guidance, cycling can replace trips made by other transportation modes, especially the car, within a 10km radius. Therefore, even though the LCWIP covers the whole county, it is crucial to include a study area expanding 10km from the county boundary, reflecting the cross-border linkages with neighbouring counties such as Worcestershire and Powys. The study area and 10km catchment is shown in Figure 1 below.



¹ Draft Hereford City Masterplan <https://councillors.herefordshire.gov.uk/documents/s50108560/Appendix%201%20-%20Hereford%20City%20Masterplan%20a%20Vision%20for%20Our%20City%20in%202050%20Consultation%20Draft%20Spring%202023.pdf>

8. The commission to date, has followed the six stage process as set out in the DfT's 'LCWIP Technical Guidance for Local Authorities²' and comprises:
 - a. Stage 1 - Determining Scope
 - b. Stage 2 - Gathering Information
 - c. Stage 3 - Network Planning for Cycling
 - d. Stage 4 - Network Planning for Walking
 - e. Stage 5 - Prioritising Improvements
 - f. Stage 6 - Integration and Application
9. It is anticipated that, once complete, the LCWIP will sit under the Local Transport Plan as a supporting document, similar to that of the Highways Maintenance Plan and other plans and strategies.
10. The expected completion date of the LCWIP is December 2023. The LCWIP programme and progress at the time of writing the report are outlined below:

Key

	Completed
	In progress
	To be completed

	May 2023	June 2023	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023
Stage 1								
Stage 2								
Stage 3								
Stage 4								
Stage 5								
Stage 6								

11. Following DfT guidance, Stages 1-3 have been completed and Stages 4 and 5 are currently underway. PJA have already begun the process of developing a prioritisation matrix for the walking and cycling routes, which will be refined and used to establish the priority order of routes. Additionally, stage 6 of the LCWIP process is "integration and application" which PJA has continuously been aligning with key local policies and plans throughout the project.
12. Progress to date on the development of the LCWIP has encompassed a number of key activities, outlined below.

² Department for Transport (DfT) Local Cycling and Walking Infrastructure Plan: Technical Guidance for Local Authorities (April 2017) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

13. Developing a case for change for Herefordshire comprises two elements:
- a. Ensuring that the LCWIP is aligned with ongoing projects and policies related to walking and cycling is crucial. Therefore, a comprehensive review of National and Local policies has been conducted, including:

National Policies

- i. Gear Change - A Bold Vision for cycling and walking
- ii. LTN 1/20
- iii. Local Cycling and Walking Infrastructure Plan - Technical Guidance for Local Authorities
- iv. National Planning Policy Framework
- v. Cycling and Walking Investment Strategy (CWIS1 & 2)
- vi. De-carbonising transport: A better, greener Britain
- vii. National Model Design Code

Local Policies

- viii. Herefordshire Local Transport Plan
 - ix. Herefordshire Council County Plan (2020 – 2024)
 - x. Herefordshire Big Economic Plan
 - xi. Herefordshire Health and Wellbeing Strategy
 - xii. Herefordshire Local Plan 2021 - 2041
 - xiii. Sustainable modes of travel to school
 - xiv. Herefordshire's Physical Activity Strategy
 - xv. Rights of Way Improvement Plan
 - xvi. Strategic Transport Plan (Midlands Connect)
- b. Assessing the baseline conditions for active travel, consisting of:
- i. Existing infrastructure and networks
 - ii. Walking and Cycling Isochrones (measured using existing infrastructure, the distances of 2km and 10km illustrate the reachable areas by walking and cycling).
 - iii. Indices of Multiple Deprivation
 - iv. Travel to work data
 - v. Air Quality
 - vi. Collision Data
 - vii. Population Density

14. The above analysis has contributed to forming an initial understanding of the current conditions for active travel throughout Herefordshire. This phase has proven essential in steering the direction of the countywide LCWIP.

15. Understanding current and potential future travel trends is crucial in the development of the LCWIP network to ensure it caters to local needs. To achieve this and facilitate the identification of travel patterns, a three-stage methodology has been adopted. This approach involves analysing the following types of trips:

a. Commuting

The Propensity to Cycle Tool (PCT) is a nationwide model that is used to identify where increases in the rates of cycling can be expected through the provision of better infrastructure. It uses Census 'Travel to Work' data and School travel data to assess trip distances, identifying where there may be scope for short journeys to be undertaken by cycling. This tool is recommended within the Local Cycling and Walking Infrastructure Plan technical guidance to be used through the LCWIP process.

The PCT tool has a range of different scenarios that can be utilised to assess the potential for future cycling growth. To provide an ambitious, long-term outlook for cycling demand, the 'E-bike' scenario was used. This calculates the number of cyclists that could be witnessed if English commuters become as likely as Dutch commuters to cycle trips of particular lengths and hilliness, and assuming people have access to e-bikes for some longer and hillier trips. The results show that cycling across the county could see a significant rise if such change occurred across the county. Using the 'E-Bike' scenario provides an ambitious and longer-term outlook for cycling flows which is advantageous in network planning as it ensures that the LCWIP cycle network will provide for assumed future advances in Herefordshire's cycle network.

b. Leisure

Information about cycling and walking trips was collected using Strava data. This data was taken from the Strava Metro website. This platform collects data from individuals utilising the Strava app to document their cycling and walking trips throughout the county. This website offers valuable understanding of frequently used routes, travel behaviours, and utilisation trends in activities such as walking, running, and cycling. This resource is endorsed in the technical guidelines of the Local Cycling and Walking Infrastructure Plan as a recommended data source and contributes to informing choices regarding recreational journeys, providing a complementary perspective to the focus of the PCT data on commuting trips.

c. Everyday Trips

To reflect a full range of cycling and walking trips for the county, it is important to not solely rely on the PCT outputs (which is exclusive to commuting) and Strava (which may not reflect all local leisure journeys). This is recognised, and to overcome this, a third layer of analysis has been established which looks at 'everyday trips'. This analysis seeks to understand key walking and cycling trips from key origins (such as housing developments) to key trip attractors (such as villages, local centres, hospitals, supermarkets etc). Key connections of less than 2km (as per LCWIP guidance) were identified between key origins and destinations to identify everyday walking desire lines across the county, whilst desire lines between 5km and 20km were selected to identify potential cycling demand across the county.

16. The outputs from the Strava / PCT / Everyday Trips analysis were combined to provide a single overview of the combined demand identified by the three datasets. Given that each dataset focuses on a unique demand (i.e. PCT focuses on commuting, Strava focuses on leisure whilst everyday analysis focuses on utility trips), this combined analysis provides a more balanced approach to assessing potential demand for walking and cycling across the county, considering

commuting, recreation and utility trips. This helps to present a strategic demand network for walking and cycling across the county, informed by a robust, evidence-based assessment in line with DfT guidance.

17. As mentioned above, the project is at stages 4 and 5 and PJA are currently in the process of auditing key cycling and walking routes. This auditing process will determine the feasibility of desire routes identified through the combined demand analysis and their practical viability.
18. For cycling, PJA are using the Cycling Level of Service (CLOS) tool to assess cycling routes. This tool is separate from the route section tool cited in the LCWIP guidance, however, this tool has been deemed more appropriate as it is recommended within the DfT national cycling guidance LTN 1/20 to assess schemes. This tool will provide a more robust evidence base to recommend ambitious design interventions.
19. For walking routes, the Walking Route Audit Tool (WRAT) is being used to assess the current conditions and suitability of walking routes.
20. Key next steps following the auditing process include:
 - a. Prioritisation of routes for investment, to be determined by creating a prioritisation matrix;
 - b. Continued alignment with local plans, policies, strategies and in-flight projects; and
 - c. Wider stakeholder engagement

Community impact

21. The LCWIP will improve and extend active travel options throughout the county, helping people to make healthy lifestyle choices and improving the overall mental and physical health and wellbeing of residents of all ages.

Environmental impact

22. The LCWIP will help to deliver environmental objectives by:
 - a. Improving and extending active travel options throughout the county;
 - b. Increasing the number of short distance trips being made by walking and cycling; and
 - c. Improving air quality.

Equality duty

23. 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; and
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
24. An Equality Impact Assessment will be undertaken as part of the LCWIP. This will be undertaken during Stage 6 of the project.

25. When consulting with the public and/or stakeholders, the Council will ensure that it meets its Public Sector Equality Duty by following its comprehensive internal guidance.

Resource implications

26. The budget of £67,124 was allocated to the Council by Active Travel England (ATE) in February 2023.
27. Up to £60,000 of the budget will be spent on commissioning Phil Jones Associates (PJA) to develop the Countywide LCWIP. PJA has completed the City LCWIP for Herefordshire Council as part of the City Masterplan.
28. Up to £7,000 will be spent on purchasing a multi-modal sensor to monitor pedestrian movements over an initial 5 year period on the St Owen Street contraflow as part of ATE monitoring and evaluation requirements.
29. All procurement was carried out in line with Council's contract procedure rules.

Revenue cost of project	2022/23	2023/24	2024/25	Future Years	Total
	£000	£000	£000	£000	£000
Consultancy fees	0	60	0	0	60
Purchase of active travel sensor	0	7	0	0	7
TOTAL	0	67	0	0	67

Funding streams (indicate whether base budget / external / grant / capital borrowing)	2022/23	2023/24	2024/25	Future Years	Total
	£000	£000	£000	£000	£000
Active Travel England Capability Fund Grant	0	67	0	0	67
TOTAL	0	67	0	0	67

Legal implications

30. Development of Local Cycling and Walking Infrastructure Plans is not a statutory requirement but the proposed framework for such plans is being promoted by DfT and other bodies via the publication of the April 2017 guidance note entitled *Department for Transport (DfT) Local Cycling and Walking Infrastructure Plan: Technical Guidance for Local Authorities*. As indicated above, paragraph 2.4 of the technical guidance confirms that whilst the preparation of LCWIP is non-mandatory, it does improve the case for future investment.
31. This guidance identifies LCWIPs as a new strategic approach to identifying walking and cycling improvements at a local level and describes the key outputs as
- a network plan for walking and cycling which identifies preferred routes and core zones for further development
 - a prioritised programme of infrastructure improvements for future investment
 - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network
32. The guidance recommends that LCWIPs will need to be reviewed and updated every 4-5 years to reflect progress made with implementation, significant local circumstance changes or new sources of funding.

33. With respect to the requirements of the Equality Act 2010, clarity on the extent of the definitions within the LCWIP will be important. For example, references to “walking” should explicitly include the use of wheelchairs, mobility scooters and other mobility aids and, similarly, that references to “cycling” should include the use of e-scooters, e-bikes and any other vehicle legally defined as a cycle under UK law to avoid potential breach of S.149.
34. Incorporation of the LCWIP as a supporting planning document is consistent with the provisions of the National Planning Policy Framework in relation to sustainable development and should provide greater clarity in relation to future travel plans/proposals, planning decisions and the appropriate amount and type of financial contributions required under Section 106 planning agreements.

Risk management

35. The following risks and mitigation proposals have been identified:

Risk / opportunity	Mitigation
Any delay to completion of the LCWIP may result in the council not being eligible to apply for the next tranche of ATE Active Travel Fund and the Capability Fund meaning current or future active travel schemes are at risk of not being able to be progressed or completed.	PJA consultants have been commissioned to develop and deliver the LCWIP. The PMO team are managing the project to ensure it is completed within time and budget.
There is a risk that various stakeholders will request prioritisation of their schemes above others across the county	The LCWIP is a data-driven plan which ensures schemes are prioritised based on their ability to deliver the councils active travel and wider transport and environmental objectives, and offer value for money.

Consultees

36. The development of the LCWIP will involve wider stakeholder engagement. Consultation will be coordinated to ensure alignment with the development of the Local Transport Plan as appropriate.

Appendices

None

Background papers

None identified

Report reviewers used for appraising this report:

Governance	Ben Baugh	Date 01/09/2023
Finance	Wendy Pickering	Date 31/08/2023
Legal	Marc Sorrentino	Date 29/08/2023
Communications	Rory O’Rafferty	Date 30/08/2023
Equality Duty	Harriet Yellin	Date 29/08/2023
Procurement	Carrie Deeley	Date 01/09/2023
Risk	Kevin Lloyd	Date 23/08/2023
Approved by	Ross Cook	Date 11/09/2023

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

ATE	Active Travel England
DfT	Department for Transport
HCMP	Hereford City Masterplan
LCWIP	Local Cycling and Walking Infrastructure Plan
PCT	Propensity to Cycle Tool
PJA	Phil Jones Associates
PMO	Programme Management Office
RST	Route Selection Tool
WRAT	Walking Route Selection Tool



Title of report: New Herefordshire Local Transport Plan

Meeting: Connected Communities Scrutiny Committee

Meeting date: Wednesday 8 November 2023

Report by: Interim Head of Transportation and Parking

Classification

Open

Decision type

This is not an executive decision

Wards affected

(All Wards)

Purpose

The report sets out the progress to date on the development of the new Local Transport Plan (LTP) and seeks comments and recommendations from scrutiny that Cabinet may include as part of its considerations of the new LTP vision and objectives.

Recommendation(s)

That:

- a) **The scrutiny committee is asked to note progress to date on the development of the Local Transport Plan and to offer any comments or recommendations on the Plan's priorities.**

Alternative options

1. Local Transport Plans are a statutory requirement under the Transport Act 2000 and will be the key strategy document to access transport funding for the county. There are no alternatives that would be acceptable to the Department for Transport (DfT).

Key considerations

2. Cabinet has previously considered proposals for developing the new Local Transport Plan at its meeting on 2 March 2023. The plan will form the key strategic transport plan for the county, setting out long term proposals for transport investment in order to achieve economic, environmental, health and social ambitions of the Council.

3. The new Herefordshire LTP will establish the Council's policy and strategy framework for local transport and travel, providing plans for the progression, development, management and maintenance of the county's highway and transport systems.
4. The resulting implementation plan will contain a short-, medium-, and long-term costed programme. Measures could include a wide range of transport improvements, from new highway infrastructure to support growth or tackle safety problems, to improvements to local bus services or pedestrian facilities.
5. LTPs have, for many years, been the primary document for setting out transport investment plans for the Council. Annual capital settlements usually have four elements: the maintenance block, the integrated transport block, the maintenance incentive fund and, more recently, potholes funding. The current plan was adopted in 2016 and has a lifespan to 2031, but has not been fully reviewed since.
6. The DfT has indicated that future local transport funding settlements will be dependent on performance against targets set in the LTP. This is likely to require the Council to demonstrate reductions in transport carbon emissions and progress in the areas of active travel (walking and cycling), the use of public transport and the roll out of infrastructure to support electric vehicles (EV). This anticipated emphasis on performance-related settlements suggests that LTPs and their targets are to become much more relevant to funding levels than they have been in recent years.
7. It is also expected that successful bids for transport funding for individual projects and programmes will be dependent on those proposals forming an integral part of the LTP. This is likely to be the case, whatever the source of the funding. Access to funding sources such as the Large Local Majors Fund, the Levelling Up Fund or Active Travel England funds may fail if the projects being bid for do not feature in the LTP. It is therefore essential that the LTP is an all-encompassing plan that covers every aspect of Herefordshire's transport ambitions, from major road proposals to local traffic management plans.
8. DfT guidance for the preparation of new LTPs and the associated Quantifiable Carbon Reduction (QCR) had been expected in the autumn of 2022. The DfT has been unable to commit to a date for the release of either guidance, and has relaxed its previous LTP submission deadline from March 2024 to a much looser "summer" 2024. Future years' funding is still expected to depend on performance against the plan's outcomes.
9. The new LTP comes at an opportune time for the Council to support wider ambitions such as the Big Economic Plan and the Joint Local Health and Wellbeing Strategy. In particular, the LTP's development is intrinsically linked with the emerging Local Plan, setting the broad transport strategy and investment plans that will provide support for future housing allocations, land use plans and the wider economy. This will include creating the road and transport network to accommodate changing travel patterns and traffic levels associated with future land uses.
10. The LTP will cover the whole of Herefordshire, linking with neighbouring authorities and partners' networks such as National Highways where appropriate. In doing so, it will need to recognise the rural nature of the county and its unique characteristics, with different approaches reflecting the separate but interlinked transport needs of Hereford, the five market towns and rural villages and communities.
11. It is almost two years since the Department for Transport (DfT) produced its report "Decarbonising Transport: A Better, Greener Britain". At the time, the UK was a climate leader by being the first major economy to set legally binding carbon budgets. The UK was the first major economy to legislate to end its contribution to climate change.
12. By law the UK's emissions must be net zero by 2050. The Government's commitment to net zero is driven by the need to limit global warming to below 2°C and preferably to 1.5°C.
13. Herefordshire Council declared a climate emergency on 8 March 2019 after a unanimous resolution, and its commitment was renewed by full Council on 28 July 2023. Following two

previous carbon management plans, in 2020 the Council published its “Pathway to Carbon Neutral” Carbon Management Plan 2020/21-2025/26, with the target of becoming carbon neutral by 2030.

14. Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions, responsible for 31% of the total (2019). In the same year, transport in Herefordshire represented around 26% of total emissions. This lower proportional share in the county reflects higher emissions in sectors such as agriculture, which represented 37% (nationally this sector accounts for 12%).
15. Carbon quantification is now being sought by Government across all policy areas. LTPs are therefore seen by the DfT as a key tool to encourage and support local authorities to achieve new, challenging targets and ambitions for transport on the journey to net zero. Nationally, this will require significant reductions in the carbon emissions of transport, necessitating a step change in the adoption of sustainable travel, alternative fuels, new technology and changing travel habits.
16. Reducing carbon emissions is not, however, a challenge for the LTP alone. The DfT expects there to be a strong alignment between the LTP and the Local Plan, recognising the key role that place-shaping can also have in reducing the need for travel and in promoting sustainable transport options.
17. The DfT’s anticipated guidance is expected to standardise an evidence-led carbon approach to LTP development and the reporting of LTPs’ carbon impacts.

Programme

18. In November 2022, consultants WSP were appointed to develop the new Herefordshire LTP. In the continued absence of DfT guidance for LTPs, WSP’s experience in drafting government transport policy has proved important in making a prompt start on work while minimising the risk of wasted effort and resources.
19. A four stage plan is being followed that comprises:
 - Stage 1** – a comprehensive baseline and carbon emissions forecast for the county, taking on board local and national plans and interventions. This will identify the scale of the challenge and the pace of change required in order to reach the national target of net zero for transport by 2050.
 - Stage 2** –develop and confirm the objectives for the LTP.
 - Stage 3** – establish draft targets for different aspects of the LTP (which will be refined during subsequent stages), develop a menu of types of interventions and undertake a high-level option appraisal to assist in sifting out the poorer performing options. This will include carbon impact as a core part of the appraisal, along with other environmental and transport aspects. Stakeholder engagement is expected towards the end of this stage, seeking views on the appraisal and the selection of the better performing options to be taken forward as an implementation programme to Stage 4.
 - Stage 4** – the appraisal of the Implementation Plan (i.e. projects, programmes, interventions and policy options, including the quantified carbon impact) which will be supported by a Monitoring and Evaluation Plan to track the implementation and success of the LTP in meeting its targets.
20. The DfT has acknowledged that it has still to set dates for consultation with local authorities on draft guidance or for the subsequent issue of the final guidance. It has therefore accepted that the original submission deadline of March 2024 is no longer achievable and the DfT is encouraging local authorities to work towards completing LTPs by summer 2024.

Work to Date

21. A number of work packages have been completed that effectively deliver stage 1 and make progress towards stage 2 and starting stage 3 of the four stage plan above.
22. Perhaps the most important deliverable has been an extensive carbon emissions modelling exercise that has established a baseline and carbon emissions forecast for all transport in Herefordshire. The forecasts reflect both the current and future pathways for the council and the influence of UK-wide interventions such as accelerated electric vehicle uptake. This has identified the scale of the challenge to decarbonise transport, the pace of change required and suggested a range of policy interventions that may be necessary to achieve net zero outcomes.
23. Alongside the carbon modelling work, preparation of the LTP includes gathering information on the wider context of the plan. This is an extensive area of work that includes highlights such as:
 - a) Herefordshire is a sparsely populated county, with an older than average population and with 95% of the county classed as rural.
 - b) Levels of car ownership are higher than the UK average.
 - c) There are direct but slow and infrequent rail services to major conurbations. Many bus routes radiate into/out of Hereford and are hourly or two hourly at best.
 - d) At 18%, the proportion of residents who walk or cycle to work is higher than UK average of 14%. In Hereford this rises to 26% while the average for the market towns is 21%.
 - e) Fewer than 2% of travel to work journeys are made by public transport compared with the national average of 11%.
24. The headlines from the carbon modelling output includes:
 - a) 88% of overall transport emissions are from trips either starting, ending or being made entirely within Herefordshire. Of these, 30% are generated from journeys entirely within the county.
 - b) Only 2% of transport emissions are from trips fewer than 5 miles in length. These are the passenger journeys that are considered to be the easiest to shift to alternative modes such as walking and cycling. While emissions savings are relatively small, there are wider benefits from such a switch, such as reduced congestion, and improved physical health and mental wellbeing.
 - c) 7% of emissions are from trips of 5 to 10 miles in length. A shift to alternative low carbon modes is achievable, but emissions savings are still relatively modest.
 - d) 50% of emissions are attributed to journeys of between 10 and 50 miles: while more challenging to address, these lie within the remit of the LTP
 - e) 41% of emissions are for trips greater than 50 miles and will rely heavily on partnership working to decarbonise.
25. It is clear from the above data that simply switching passenger journeys from the car to walking, cycling and public transport will have a limited, albeit beneficial, impact on transport carbon emissions. However, as identified above, switching these journeys from the car to walking and cycling will have other significant benefits. If the Government's target of net zero by 2050 is to be achieved, the LTP will need to comprise a broad mix of measures aimed at all sectors of personal and business transport.
26. Using the carbon emissions modelling and the learning from the current LTP, a draft set of objectives has been developed, and Cabinet's approval will be necessary before significant further progress on the next stages of LTP development can be progressed. Stage 2 is an important step that will define the direction and focus of the LTP's strategy. As such, the plan's objectives will influence the type and balance of interventions in the implementation programme for future investment.

27. In parallel, a number of supporting strategies are planned or underway that will be essential for the delivery of the LTP.
28. Work is under way for a Local Cycling and Walking Infrastructure Plan (LCWIP) for the county that will produce a prioritised plan for walking and cycling investment. Without a LCWIP access to significant funds through Active Travel England is considered highly unlikely.
29. Similarly, a new Electric Vehicle (EV) strategy is being prepared that will set out the council's plans for EV infrastructure and provide a foundation for external funding opportunities. A review of the Highway Maintenance Plan (HMP) is expected and should establish the priorities and policies for the repair and maintenance of the highway network.
30. The draft Hereford City Masterplan set out a detailed vision for the city. Transport proposals that would come under the LTP underpin the five themes of movement; communities and culture; economy and opportunities; landscape and wildlife; places and spaces.

Developing Priorities and Objectives

31. In developing priorities and objectives for the new LTP, analysis of 17 other authorities' LTPs shows that a number of headline themes are represented. The authorities included in the review represented a wide range of locations and circumstances, from sparse rural counties like Cornwall and Cumbria, through Gloucestershire and Oxfordshire, to city or metropolitan authorities such as Greater Manchester and the West Midlands.
32. In order of popularity the themes are:
 - a) Economy and growth – this was found in every LTP reviewed
 - b) Public health
 - c) Safety
 - d) Carbon/climate emergency
 - e) Environment
 - f) Inclusivity/accessibility
 - g) Quality of life/community
 - h) Transport network
 - i) Future innovation
 - j) Reduce the need to travel – included in only two of the 17 LTPs reviewed
33. Some of the authorities refer to guiding principles that underlie everything delivered through the LTP:
 - a) Engagement and partnership working.
 - b) Making best use of limited capacity – both resources and network.
 - c) Environmental and ecological protection.
 - d) Streets for people philosophy, and a modal hierarchy.
 - e) Planning for different geographies e.g. localities or areas within an authority.
 - f) Planning for an uncertain future.
34. In addition, the new LTP will need to support a number of key strategies and plans for Herefordshire, including the Big Economic Plan 2050, the Local Plan 2021-2041 and the Hereford City Masterplan. The LTP will seek to deliver the transport interventions and initiatives that are identified by these strategies and plans, and its priorities will therefore need to be developed with this in mind.

35. An avoid-shift-improve principle is a commonly adopted approach to reduce transport carbon emissions, and applies just as equally to the Local Plan as it does to the LTP:
- Avoid – reduce the need to travel and the distance people travel, e.g. home working or spatial planning.
 - Shift – reduce car use and encourage a shift towards public transport and active travel modes.
 - Improve – improve transport modes through investment and technological innovation, e.g. alternative fuels
36. Six broad themes emerged from the analysis outlined above that could form the basis of the new LTP’s objectives. These are, in no particular order:
- Supporting a thriving and prosperous economy.
 - Enabling healthy behaviours and improving well-being.
 - Tackling climate change.
 - Protecting and enhancing the natural and built environment.
 - Improving accessibility and inclusivity.
 - Improving transport safety and security.
37. The scrutiny committee is therefore invited to provide comments and recommendations that Cabinet may consider as part of the development of the new objectives before consideration of the LTP by full Council in 2024.

Community impact

38. The Local Transport Plan will establish the county’s future transport strategy and will form the framework for funding bids for a variety of transport investments, from new highway schemes to active travel packages. As such, the LTP has a key role in delivering the Council’s priorities and the ambitions of the new delivery plan.

Environmental impact

39. Progressing the transport proposals identified in this report will support the Council’s priorities in relation to protecting the environment and reducing carbon emissions to address the Council’s declared climate emergency.
40. The LTP will include a strategic environmental assessment as part of its development. Analysis of the current carbon baseline and the assessment of work programmes and measures that will deliver carbon reductions will identify the carbon impact of future transport proposals.

Equality duty

41. 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.

42. The LTP will include an equality impact assessment to inform and influence its development.
43. When consulting with the public and/or stakeholders, the Council will ensure that it meets its Public Sector Equality Duty by following its comprehensive internal guidance.

Resource implications

44. There is a budget of £240,000, mostly made up of DfT capacity and capability grant but also supplemented by the Council's own revenue funds.

Revenue or Capital cost of project (indicate R or C)	2022/23	2023/24	2024/25	Future Years	Total
	£000	£000	£000	£000	£000
Consultancy Fees (R)	30	210	0	0	240
TOTAL	30	210	0	0	240

Funding streams (indicate whether base budget / external / grant / capital borrowing)	2022/23	2023/24	2024/25	Future Years	Total
	£000	£000	£000	£000	£000
DfT Capacity Grant (R)	30	148	0	0	178
One Off Revenue Funds (R)	0	62	0	0	62
TOTAL	30	210	0	0	240

Legal implications

45. Under s.108 Transport Act 2000 as amended, imposes a mandatory statutory obligation on Herefordshire Council as the Local Transport Authority, to have a Local Transport Policy. S.109 of this act, requires the Council to review and maintain up-to-date existing Local Transport Plan when appropriate, to provide a strategic framework for planning and delivery of improvements in local transport provision. It must develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within Herefordshire Council.
46. "Transport" includes transport to meet the needs of people living, working, visiting or travelling through Herefordshire Council, the transportation of freight and facilities and services for pedestrians.
47. In developing and implementing its LTP policies, the Council must have regard to the transport needs of disabled persons and of persons who are elderly or have mobility problems. Development of the new LTP will need to be in accordance with statutory and legal requirements for Community Engagement, Equalities Impact Assessment and Strategic Environmental Appraisal.
48. Adopting the LTP will ensure that the Council maintains a current statement of Local Transport Strategy in accordance with its responsibilities as the Local Transport Authority. Development of the LTP will ensure there is a consistent policy-fit with all relevant adopted and emerging local policies, alongside the Core Development Plan for Herefordshire Council.
49. The responses to the consultation need to be taken into account when Council makes any decisions whether to modify or replace the Local Transport Plan."

Risk management

50. The following risks and mitigation proposals have been identified.

Risk	Mitigation
Insufficient capacity and/or expertise to simultaneously progress the LTP and other transport projects to meet imposed deadlines.	The report identifies the engagement of specialist consultants WSP to provide specific technical expertise in a timely manner. This will assist in-house staff to manage and direct the overall project plan and individual work packages. Project management support will be provided by the Project Management Office (PMO).
Work has started on the LTP before DfT guidance is issued which may result in abortive work or require a change in scope once the guidance has been issued.	WSP are an experienced transportation consultancy that has been drafting the DfT guidance on the LTP and QCR. Starting work ahead of the guidance and with this knowledge also means that more time will be available for consultation and consideration of the details and initiatives to be included in the final LTP.
It is likely that public and stakeholder consultation for the LTP will overlap with that of the Local Plan and other transportation projects, running the risk of confusion or consultation fatigue for partners, stakeholders and the public.	The development of these key strategies and plans is being coordinated so that the interrelationships between the various elements is fully understood.

Consultees

51. The development of the LTP will involve consultation with a number of stakeholders. A consultation plan will be prepared in the early stages of the project and coordinated with plans for consultation for the emerging Local Plan and other key strategic plans under development at the same time.

Appendices

None

Background papers

None identified.

Report reviewers Used for appraising this report:

Governance	John Coleman	Date 29/08/2023
Finance	Wendy Pickering	Date 07/09/2023
Legal	Sean O'Connor	Date 24/08/2023
Communications	Luenne Featherstone	Date 24/08/2023
Equality Duty	Harriet Yellin	Date 22/08/2023
Procurement	Carrie Deeley	Date 01/09/2023
Risk	Kevin Lloyd	Date 24/08/2023
Approved by	Ross Cook	Date 30/10/2023

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

DfT	Department for Transport
EV	Electric Vehicles
HCMP	Hereford City Masterplan
LTP	Local Transport Plan
PMO	Project Management Office
QCR	Quantifiable Carbon Reduction



Title of report: Connected Communities Scrutiny Committee Work Programme

Meeting: Connected Communities Scrutiny Committee

Meeting date: Wednesday 8 November 2023

Report by: Statutory Scrutiny Officer

Classification

Open

Decision type

This is not an executive decision

Wards affected

(All Wards)

Purpose

This report provides the Connected Communities Scrutiny Committee with its work programme until May 2024.

Recommendation(s)

That the committee:

- a) **agree its work programme;**
- b) **agrees any additions to or deletions from the work programme; and**
- c) **identifies the people and organisations it wishes to include in its work, and the data and other evidence required to carry out effective scrutiny.**

Alternative options

1. The committee could decline to agree a work programme. This would mean that the committee was reliant on opportunistic items being considered in meetings and would reduce the ability of the committee to add value to council priorities. It is therefore not a recommended option.

Key considerations

2. Work programming is a crucial element of effective scrutiny. Planning a scrutiny's work programme ensures that the committee:

Further information on the subject of this report is available from
Danial Webb, Tel: 01432 260659, email: Danial.Webb@herefordshire.gov.uk

- a. considers topics that are a priority for the council and where scrutiny can add value to the decision-making process
- b. schedules topics so that the committee considers them at the right time
- c. determines who to speak to in the course of its works
- d. identifies the evidence required to carry out its work and
- e. provides officers and organisations with sufficient notice and detail to support scrutiny well.

Community impact

- 3. 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

- 4. 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.
- 5. While this is a decision on the future work of the committee, and will have minimal environmental impacts, consideration has been made to minimise waste and resource use in line with the Council's Environmental Policy. For example, the committee meets online wherever possible in order to minimise car travel to Herefordshire Council offices.

Equality duty

- 6. 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.
- 6. 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. The impact on council equality duties will therefore arise when the committee undertake this work programme.

Resource implications

- 7. This report is produced as part of the regular business of the scrutiny function. There are therefore no resource implications in considering this report.

8. The topics that the committee includes in its work programme may result in resource implications for the committee and the wider scrutiny function. Any decision to carry out additional meetings, briefings or task and finish groups on specific topics are likely to increase the burden of resource onto Governance Services.
9. In considering a topic as part of its work, the committee may make recommendations to the council or NHS. Both of these organisations are required to respond to scrutiny recommendations and may accordingly choose to accept and implement these recommendations. Although the impact on resources of any recommendation may be discussed in the course of a scrutiny committee meeting, it is up to the officer or services proposing to implement a recommendation to identify and report resource implications to any decision maker.

Legal implications

10. Section 21 of the Local Government Act 2000 provides the framework of review of both executive and council decisions but also enables overview and scrutiny to make recommendations and reports on matters that affect the Council's area or its residents.

Risk management

11. There are no specific risks inherent in considering this report.

Consultees

12. The author of this report has involved the relevant scrutiny committee in producing this work programme, who have done so in partnership with officers of the council and members of the public.

Appendices

Appendix 1 - CCSC Work Programme 2023/24

Background papers

None identified

Connected Communities Scrutiny Committee Work Programme 2023/24

8 November 2023 report publication deadline 31 October 2023

Topic and Objectives	Evidence required	Attendees*
<p>Objectives for Local Transport Plan</p> <ul style="list-style-type: none"> - Review the local authorities vision, objectives and guiding principles for its proposed Local Transport Plan. - Understand the national policy and funding framework underpinning the plan objectives. - Make suggestions to contribute to development of the plan objectives. 	Draft Local Transport Plan	<ul style="list-style-type: none"> • Head of Highways and Traffic • Senior Transport Planning Officer • WSP
<p>Local Cycling, Walking and Infrastructure Plan</p> <ul style="list-style-type: none"> - Scrutinise ongoing work to develop the county’s Local Cycling, Walking and Infrastructure Plan. - Review options for current and future funding 	LCWIP	<ul style="list-style-type: none"> • Head of Highways and Traffic • Senior Transport Planning Officer • Phil Jones Associates

10 January 2024 report publication deadline 2 January 2024

Topic and Objectives	Evidence required	Attendees*
<p>Planning – delivery of section 106-funded projects</p> <ul style="list-style-type: none"> - Review of the governance arrangements for the delivery of section 106 funds - Scrutinise the effectiveness in identifying and delivering projects 	TBC	<ul style="list-style-type: none"> • Planning Obligations Manager • Service Director Economy and Growth • Service Director Highways • Director of Education • Programme Manager

6 March 2024 report publication deadline 27 February 2024

Topic and Objectives	Evidence required	Attendees*
<p>Skills and apprenticeships</p> <ul style="list-style-type: none"> - NMITE - apprenticeships 	TBC	<ul style="list-style-type: none"> • Alexia Heath • Liz Farr

8 May 2024 report publication deadline 29 April 2024

Topic and Objectives	Evidence required	Attendees*
<p>Herefordshire County Business Improvement District</p> <ul style="list-style-type: none"> - Review the progress in ensuring the collection of the Improvement District levy - Scrutinise the Business Improvement District work programme arising from the funding. 	TBC	<ul style="list-style-type: none"> • TBC

Long list

Topic and Objectives	Source	Background
Highways and Paths Record	Public question	The Scrutiny Management Board received a question at its previous meeting, asking the committee to scrutinise anomalies in the highways and paths record.

*The Director, Economy and Environment, Portfolio Holder, Roads and Regulatory Services, Portfolio Holder, Economy and Growth and Portfolio Holder, Community Services and Assets, all have a standing invitation to the meeting. It is assumed that the relevant portfolio holder will attend each meeting.