

The following questions were received before the identified deadline (4.00pm Thursday 14 January 2016)

Questions from members of the public regarding item 8, Local Transport Plan

Question	Response
<p>Question 1, from Kate Sharp</p> <p>Why is there no mention of the impact of the new university in LTP4?</p>	<p>Since publication of the draft LTP it is noted that government has announced support for the new university. Cabinet will be asked to consider appropriate amendments to the draft LTP which will ensure transport policy supports the development of this important new facility for the city.</p>
<p>Question 2, from Robert Palgrave</p> <p>is Council prepared to adopt a transport policy for the next 15 years which says nothing substantive about climate change, either mitigation or adaptation?</p>	<p>Many of the proposals within the draft LTP seek to encourage the use of more sustainable forms of transport. However, this specific point will be considered within the range of consultation responses which will inform any proposed amendments for Cabinet to consider prior to recommending a final LTP for adoption by Council.</p>
<p>Question 3, from Mrs E Morwiecka</p> <p>The previous LTP3 Consultation showed the public ranked transport priorities as follows, the top 5 priority issues being:</p> <ol style="list-style-type: none"> 1. Investment in bus services 2. Measures to encourage more sustainable transport 3. Reducing the number of journeys to school by car 4. The Hereford Relief Road 5. More frequent rail services. <p>This prioritisation predates but reflects subsequent recommendations of the Dept of Transport that sustainable transport proposals should be delivered ahead of any road building schemes. Sustainable transport</p>	<p>The draft LTP sets out a package approach to the delivery of transport improvements in Hereford in line with Department for Transport guidance. This is consistent with the approach outlined in the Council's adopted Core Strategy. The strategy outlined in the draft LTP provides for the delivery of the full range of measures to tackle Hereford's</p>

<p>measures are recognised as being better at tackling city centre congestion; improve city centre economies; improve health and wellbeing and promote community cohesion and reduce crime and anti social behaviour than investment in road schemes to mainly benefit car users. On what basis does Herefordshire Council think it is better value to invest hundreds of millions of pounds of taxpayers money in expensive road building projects AHEAD of the public's desire to see improved bus services; reduced "school run" vehicles and better walking and cycling infrastructure?</p>	<p>transport problems and support the growth of the city. This will include the delivery of further improvements to support sustainable transport and where necessary, the provision of new road infrastructure where it can be demonstrated there is a clear business case, in accordance with Department for Transport guidance. The Department for Transport has already recognised the benefits of investment in sustainable transport and new road infrastructure by the award of funding for both the City Centre Transport Package and the South Wye Transport Package. The Hereford Relief Road, alongside further improvements for sustainable transport, has been identified within the Core Strategy as necessary for the require growth in jobs and homes for the city and, as with other major schemes, will be subject to a detailed business case as the scheme is developed to ensure it represents value for money.</p>
<p>Question 4, from Mrs E Morwiecka</p> <p>The LTP Strategy Consultation Draft documents make reference to providing:-</p> <ol style="list-style-type: none"> 1. A Leominster Southern Link Rd (page 26); 2. £100M+ for investment in asset management for rural areas and the market towns (page 26) 3. A Hereford Relief Road (page 24) 4. A South Wye Transport Package (Including the Southern Link Road with a current estimated cost of £26M) <p>The LTP4 survey question 7 asks the public to prioritise an indicative annual spend of just £9.5M p.a. for planned/structural maintenance over</p>	<p>a. The survey is seeking views on the balance of spending in the programme across investment in types of scheme – not specific schemes. This relates to the Council's LTP capital grant settlement</p>

<p>the period of the plan or a total of just £142.5m for the next 15 years, versus capital spends for items such as pedestrian and cycling schemes at just £0.7M p.a. or £10.5m over the period of the plan. Would the Transport department please explain:-</p> <p>a) what capital schemes the public are being asked to prioritise in the LTP survey? b) on what basis were the annual indicative costs in the survey document calculated? c) what capital projects were actually included in the survey figures? c) which of the capital schemes in the draft LTP strategy were excluded from the costs in the survey?</p>	<p>provided by the DfT.</p> <p>b. The indicative costs reflect typical spend profiles from the LTP capital grant in recent years.</p> <p>c. Capital projects comprise structural maintenance, minor safety improvements, sustainable transport infrastructure (walking and cycling schemes) and public transport infrastructure.</p> <p>d. The typical spend set out in the survey does not include major schemes.</p>
<p>Question 5, from Mrs E Morwiecka</p> <p>The Leominster Southern Link Road is included in the draft LTP Strategy consultation for Herefordshire. The SEA is an assessment of the impact of all the transport proposals in the draft transport plan on the environment across Herefordshire. Would you please explain where the environmental assessment of the impact of the Leominster Southern Link Rd is to be found?</p>	<p>A Strategic Environmental Assessment including the Leominster southern link road is available on the councils website: https://www.herefordshire.gov.uk/media/7848354/sustainability_appraisal_final_report2014.pdf</p>
<p>Question 6, from Mrs E Morwiecka</p> <p>With significant pressures on local government finance and in view of the comments of the Planning Inspector in her report on the Core Strategy that “the HRR is notplanned infrastructure, the funding is not secure and it is not part of Highways England (HE) Road Investment Strategy for 2015 – 2020 (Statement of Common Ground between the Council and HE). 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. “ would Herefordshire Council please provide details as to how:-</p> <p>a) this major infrastructure is planned to be funded;</p>	<p>The Hereford Relief Road, alongside further improvements for sustainable transport, has been identified within the Core Strategy as necessary for the require growth in jobs and homes for the city. As such it is included as a proposal within the draft LTP. Potential funding sources</p>

<p>b) the impact any borrowing will have on the indebtedness of the Council over the period of the LTP;</p> <p>c) the calculations of value for money for the Hereford Relief Road confirming that these outperform the value for money calculations for sustainable transport alternatives.</p>	<p>have been identified within the Infrastructure Delivery Plan, which forms part of the Core Strategy. The detailed scheme for the Hereford Relief Road will be developed over the next few years to enable its delivery as part of the Core Strategy. As with other major schemes, the Hereford Relief Road will be subject to a detailed business case as the scheme is developed to ensure it represents value for money. This will be prepared in accordance with Department for Transport guidance which will ensure alternative options are fully considered.</p>
<p>Question 7, from Mrs E Morwiecka</p> <p>The NPPF para 29 states “Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”</p> <p>Would the transport department please explain how this guidance from the NPPF has influenced the development of the Council’s Local Transport Plan Strategy in supporting sustainable growth within Herefordshire and giving people real choice?</p>	<p>The draft LTP vision and objectives directly refer to support for active travel and sustainable modes in keeping with national policy.</p> <p>The Hereford City Centre Transport package contains cycle and public realm schemes that will encourage and facilitate cycling and walking and so reduce the use of the car for short distance journeys. It also includes proposals for investment in public transport infrastructure to support bus and rail and integration.</p> <p>South Wye Transport Package will contain wide range of measures to encourage walking and cycling. These schemes</p>

	<p>will be the subject of public consultation later this year. Our strategy for Hereford includes park and choose sites, located on the main routes into Hereford, which provide an alternative to car use for those travelling from outside the city.</p>
<p>Question 8, from Victoria Wegg-Prosser</p> <p>Noting that the proposals for LTP4 contain confusing advice on Performance Indicators (some in the current LTP have been dropped without explanation, and those in the current LTP4 proposals do not cross-relate to those in the LTP4 Strategic Environmental Assessment proposals etc) and that the statements in the proposed LTP4 mislead the public as to the timing, viability and environmental impacts of the proposed Hereford Relief Road, and that there is still no Travel Masterplan for Hereford and no reference to the new University in the LTP4 proposals, could the GOSC Committee please recommend to Council that, if nothing else, the key Hereford City objective from the current LTP be restored to the LTP4 proposals by adding, as a final clause in the Council's 'Vision for LTP4', that key objective as follows:</p> <p>“and reduce congestion and increase accessibility by less polluting and healthier forms of transport than the private car.”</p>	<p>Should GOSC agree to with this request it will be considered within the range of consultation responses which will inform any proposed amendments for Cabinet to consider prior to recommending a final LTP for adoption by Council.</p>
<p>Question 9, from Dr Nichola Geeson</p> <p>In the SEA (p ix) for LTP4 we read that a new SEA specific for LTP4 is unnecessary because there is an existing SEA for the Core Strategy:</p> <p><i>"An HRA was undertaken on the emerging Core Strategy to determine whether the emerging Core Strategy would be likely to have significant effects on Natura 2000 sites. The HRA was prepared during the Local Plan assessment and concluded that no significant effects on European sites was likely, either alone or in combination with other plans."</i></p> <p>Surely any road building that may include a bridge over the River Wye Special Area of Conservation (European designation) could not actually avoid having "significant effects" on river and riverside habitats? Apart from the physical effects of moving rock and soil for building a bridge, what about ongoing environmental issues with particulate, chemical, noise and light pollution? Shouldn't there be a new SEA for LTP4?</p>	<p>An SEA was undertaken on the draft LTP, the results of which are presented in the draft SEA Environmental Report (which is included in this consultation). This recognises the potential environmental impact of a Hereford Relief Road as part of the overall assessment.</p> <p>As with all such major infrastructure proposals, the development of a Hereford Relief Road scheme will require a full environmental assessment to be carried out to inform</p>

	<p>route selection and as part of an application for planning permission. This will determine the likely impacts of the scheme and assist with identifying whether any mitigation measures are required.</p>
<p>Question 10, from Dr Nichola Geeson</p> <p><i>"Hereford Transport Package - The Hereford Relief Road will increase transport capacity and accessibility and is required to deliver the housing growth targets identified in the Core Strategy. Air quality may be adversely affected locally along the scheme but is likely to improve in other areas of Hereford, particularly in the AQMA. There are potentially negative effects on the setting of heritage assets and biodiversity since the road potentially impacts the River Wye SAC and SSSI, the Belmont Wood and Hunterdon Rough SWS and semi-improved grassland and parkland habitats at Belmont Park Golf Course. In terms of landscape, there is potential for adverse impacts on part of the setting for Belmont Abbey and potential for significant negative effects on landscape character where a new bridge is required to cross the River Wye. Associated active travel provisions are likely to encourage a modal shift from car to pedestrian and cycle use, having a positive effect on public health."</i></p> <p>However, although impacts on Belmont on the south side of the river are noted, nowhere in this document is there any reference to impacts or environmental assets on the north side of the river. Why is there no reference to the impacts on the scheduled ancient monument (ancient moated "castle") on National Trust property at Breinton Springs, to ancient water meadows, to ancient woodland, to listed buildings, to extensive tracts of parkland, etc., etc.? The river itself is an SSSI along its length. Surely all this omission is a very important oversight, that renders this SEA not fit for purpose?</p>	<p>A preferred route for the Hereford Relief Road (HRR) has not been identified at this stage. The development of a Hereford Relief Road scheme will require a full environmental assessment to be carried out to inform route selection and as part of an application for planning permission. This will determine the likely impacts of the scheme and assist with identifying whether any mitigation measures are required.</p>
<p>Question 11, from John Perkins</p> <p>The previous LTP3 Consultations have shown that the public ranked transport priorities as follows, the top 3 being:</p> <p>Investment in bus services Measures to encourage more sustainable transport Reducing the number of journeys to school by car</p> <p>These priorities still reflect subsequent recommendations of the Dept of Transport that sustainable transport proposals should be delivered ahead of any road building schemes.</p>	<p>The Council has been investing capital and revenue funding in public transport infrastructure and services and sustainable transport measures for many years. It has also, when required, invested in road improvements and new road links. The draft LTP maintains this balanced approach with the new road elements identified in</p>

<p>Sustainable transport measures are widely recognised as being more efficient at tackling city centre congestion; they improve city centre economies, as happy shoppers linger and spend more; improved health and wellbeing helps to promote community cohesion and reduce crime and anti social behaviour. Investment in road schemes achieve none of these things and mostly benefit car users only. (See: The NPPF para 29 states “Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”)</p> <p>How do do Herefordshire Council conclude it is better value to waste hundreds of millions of pounds of taxpayers money in expensive road building projects, BEFORE engaging in the public’s desire to see improved bus services; reduced “school run” vehicles and better walking and cycling infrastructure as agreed even by our MP?</p>	<p>the context of growth requirements and parts of wider transport packages, in accordance with the adopted Core Strategy.</p>
<p>Question 12, from John Perkins</p> <p>As bus subsidies and LTP4 are both on the agenda for this meeting and are so closely related, do our esteemed councillors not remember they are our 'public servants,' and as such should be doing the 'public's' bidding?</p>	<p>Feedback from the public consultations carried out and the contributions from the General Overview and Scrutiny Committee will be considered by Cabinet when considering the final version of the Local Transport Plan to be recommended to Council for adoption.</p>

Questions from members of the public regarding item 7, Home to School Transport

<p>Question 13, from John McDonald</p> <p>There is no mention in this review report of the impact on border areas:</p> <ul style="list-style-type: none"> - families in border communities tell us of the large financial burden to send their child to their catchment school - in Colwall the policy splits up children and siblings up who went to school together, directing some to Malvern and some to Ledbury - Herefordshire schools lose pupil grant to Worcestershire and Gloucestershire schools - A simple change of policy means money spent transporting children out of county would be spent transporting children in-county, not affecting the savings in any way - Herefordshire will permanently lose the young people who opt for an education out of county 	<p>These points were all considered as part of the original cabinet decision.</p>
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<ul style="list-style-type: none"> - The new policy allows families bordering Wales to choose their Herefordshire catchment school: we are told this creates no additional cost to the council - If buses are ultimately removed there will be significant extra costs from the use of private hire vehicles to transport eligible children <p>Why has the council not considered these points in this review and will the council now look at options to help families and children in english-border communities?</p>	
<p>Question 14, from Kate Brooks</p> <p>How much is the coach company charging per daily journey to and from school to the local authority?</p>	<p>Insufficient detail to be able to answer the question</p>
<p>Question 15, from Kate Brooks</p> <p>How many coach companies were asked to quote for the provision of this service, and when was this process conducted? It would be helpful to receive information on the names of each of these coach companies?</p>	<p>Insufficient detail to be able to answer the question</p>
<p>Question 16, from Kate Brooks</p> <p>The fee of £735 a year per child receiving transport to school if parents are not on highest levels of working tax credit or their children are not free school meals is widely considered high. Is there not a case for lowering this rate in the name of encouraging higher levels of use of the service and thereby reducing the number of journeys that take place in cars inevitably to avoid the charge.</p> <p>Has any research as to the effect of this charge on parents decisions been conducted?</p> <p>How many journeys taken by car would be unnecessary if the charge were more affordable?</p> <p>What level would parents with income above the FREE transport threshold consider reasonable as a charge for the school bus?</p>	<p>The charge has been set to provide cover for costs, including administration.</p> <p>A range of factors were taken into account in agreeing the policy and charge. This included potential impact on parental decisions.</p> <p>This has not been calculated</p>
<p>Question 17, from Kate Brooks</p> <p>Does the coach being used by the current provider meet current regulations in terms of carbon emissions? How is this checked? Where can this information be found?</p>	<p>Insufficient detail to be able to answer the question</p>
<p>Question 18, from Kate Brooks</p> <p>On What basis is the fee of £735 a year justifiable?</p>	<p>See response to Question 15</p>
<p>Question 19, from Joanne Thorley</p> <p>If you insist on keeping this policy in place please can you reconsider allowing funding where the difference between the <u>nearest</u> school and the <u>catchment</u> school is less than one mile.</p>	<p>This is not recommended. As with any policy parents do have the right of appeal.</p>

<p>Question 20, from Michael Plant</p> <p>I am challenging The Policy to justify how they can pass such a dramatic policy which affects a large proportion of the community without any just and proper consultation with the general public?</p> <ul style="list-style-type: none"> ○ I know from review the initial policy was decided without any consultation with the public and that when I queried the policy in 2014 I was told that there had been no decision made. Yet in a meeting the year before the decisions had been signed off. <ul style="list-style-type: none"> ▪ Don't forget council "minutes of meetings" are available for public reading. 	<p>Consultation was undertaken before cabinet approved the policy and it did result in changes, including the timing of implementation.</p>
<p>Question 21, from Michael Plant</p> <p>Are Herefordshire children getting the same priority choices to schools when entering cross boundary schools?</p> <ul style="list-style-type: none"> ○ First, second, third choice schools for secondary education when viewed against all other parents. 	<p>Parents are able to express a preference for a school for their child. This includes schools outside of Herefordshire. Different schools have their own admissions and oversubscription criteria, but as state schools they all must comply with the national Admissions Code which is designed to ensure fairness for all children and their families.</p>
<p>Question 22, from Michael Plant</p> <p>What redress is available when the new choice of cross boundary schooling is under performing or sub-standard to that which was formally offered within Herefordshire?</p>	<p>There is no mechanism to do this either at a national or local level.</p>
<p>Question 23, from Michael Plant</p> <p>How have parents and children been considered when affected by differing term times between education authorities?</p>	<p>The local authority does consult with other local authorities when determining term times. However, individual schools such as academies can set their own term times. In Herefordshire there is a will to provide a coordinated approach</p>
<p>Question 24, from Michael Plant</p> <p>Are children with parents on benefit treated the same as parent who work, when addressing the entitlement to free or paid school transport when commuting to the nearest in county school?</p>	<p>The policy is applied in the same way to all parents of children who live in Herefordshire</p>

<ul style="list-style-type: none"> ○ Clarify...do children with parents on benefit still have to pay for transport to an in county school when the option for an out of county closer school is available? 	
<p>Question 25, from Michael Plant</p> <p>Will parents who take term time holiday because of cross boundary school holidays still be fined?</p> <ul style="list-style-type: none"> ○ Clarify...a child in “in county school” + “ child in out of county school” <ul style="list-style-type: none"> ▪ This is an important query given that because of a poor policy change which has not addressed this situation the affect is to socially deprive county boundary families with the same holiday choices as other areas of society...namely townies? 	<p>The monitoring officer deemed this to not be relevant to the agenda item</p>
<p>Question 26, from Michael Plant</p> <p>What guarantee do families have that further changes to other education authorities will not undermine Herefordshire’s new Policy and further affect parents of Herefordshire children.</p>	<p>There are no guarantees from other local authorities, but it is not clear why the question suggests that Herefordshire’s policy would be undermined.</p>
<p>Question 27, from Michael Plant</p> <p>Will Herefordshire continue to review the policy on a yearly basis to maintain the education standards of children affected by the new policy?</p>	<p>The implementation of the policy is subject to annual review.</p>
<p>Question 28, from Michael Plant</p> <p>Will Herefordshire Council promise to review education grades achieved by children affected by attending out of county schools to make sure there is no drop in standards?</p>	<p>The monitoring officer deemed this to not be relevant to the agenda item</p>
<p>Question 29, from Michael Plant</p> <p>What is Herefordshire Councils plans should other counties decide on the same policy but in reverse, which could have a negative effect on any savings made in Herefordshire?</p>	<p>Covered in the response to question 26</p>
<p>Question 30, from Jonathan Kaye</p> <p>Has the council carried out an assessment of the impact on car use of their new school transport policy? How many pupils who, have made their own arrangements, have taken to using personal car transport? It is likely that the school transport policy has resulted in a significant increase in car use which is against the Local Transport Policy (LTP SC3). It is also against the statutory duty of sustainable school transport as stated in ‘Home to school travel and transport guidance Statutory guidance for local authorities’. In my own case, for my son to attend his catchment area secondary school (in Sept 2016) there is a potential 24 mile/day increase in car use. There is no alternative bus option and the pick-up point for the vacant seat is not within a safe walking distance.</p>	<p>The council has not carried out a detailed assessment of car use. The use of a car by parents is due to a number of different factors, as is the use of other forms of transport. It is not accepted that the policy is against the council’s other statutory duties. Parent’s do have the right of appeal in relation to their own circumstances and this</p>

	can be done by contacting the Transport team.
<p>Question 31, from Jonathan Kaye</p> <p>Is the council correct in their use of the website for the calculation of the safe walking distance? The 'Home to school travel and transport guidance Statutory guidance for local authorities' states 'The measurement of the statutory walking distances is not necessarily the shortest distance by road. It is measured by the shortest route along which a child, accompanied as necessary, may walk safely' but the council insistence that the shortest route by road is the only determining measure which is incorrect.</p>	The council does also take into account safe routes to school, including safe routes to pick up points.
<p>Question 32, from Jonathan Kaye</p> <p>Is the council going to amend the school admissions policy to correct the misalignment with the transport policy? The 'HEREFORDSHIRE ADMISSIONS ARRANGEMENTS FOR 2016/2017' makes specific reference to the catchment area and not the nearest school. In my case we do not meet any of the criteria for a place at our nearest school (1- we have no SEN requirements; 2- we are not in the defined catchment area of the school; 3- we have no siblings at the school; 4- our son does not attend a feeder school; 5- we live some distance from the school as would therefore be low priority).</p>	The monitoring officer deemed this to not be relevant to the agenda item
<p>Question 33, from Jonathan Kaye</p> <p>If the council's main motivation is financial then has the council fully assessed all options within the transport policy? For instance the 'Home to school travel and transport guidance Statutory guidance for local authorities' makes allowance for other arrangements such as 'a parent consenting to use their car in return for a mileage allowance'. In our case we were told the additional cost to our catchment school would be £25/day and the cost to our nearest school would be an additional cost of £10/day. Allowing the council to fund one vehicle movement to/from our catchment school would cost <£6/day and be the far cheaper option for the Herefordshire taxpayer.</p>	The financial considerations were part of the cabinet's decision in approving the policy.
<p>Question 34, from Jonathan Kaye</p> <p>Has the council considered the impact on pupils' personal development (friends networks, etc) by the new transport policy? In my case, the nearest primary school is not connected to and is not a feeder school to the nearest secondary school. This means that a family in our situation, who is less fortunate, would have to remove their child from their friends network when progressing to secondary school because the schooling decision would be based purely on financial need. This is a non-inclusive policy for people who, unlike us, are able to make separate financial decisions.</p>	Cabinet did consider such issues in determining the policy. Pupils do make friends at different stages of their education both when changing phases and also within school.
<p>Question 35, from Jenny Harris</p> <p>Why can't I send my youngest daughter to the same school as her sister without getting charged? I don't want my children in different schools this seems unfair to me. It is not just me other parents are having the same problem. Also if I sent my daughter to the closest school I would have</p>	This is an outcome of the implementation of the policy. Such possible effect was recognised and that was

<p>one in Herefordshire school and one in Worcestershire and they very often have different school holidays .</p>	<p>why the cabinet agreed to delay the implementation to give parents and carers a significant period of time to be aware of and plan for the policy change.</p>
<p>Question 36, from Owain Lloyd</p> <p>My son is in year 6 of a Herefordshire primary school and would normally have gone on to attend our catchment school where his two older siblings attended. However the new policy dictates that his free transport takes him to our closest school (the difference is .65 of a mile).</p> <p>I would like to make the committee aware of not only the financial but emotional affect this has on our son and family. He is very confused as to where he would like to go to school as the class he is in, the children are going to at least four different high schools. Quite naturally he would like to go to a school where his friends will attend, but they are now being split into various directions, in the past probably 90%, if not more, have gone to the catchment school.</p> <p>Our son is often bringing up the subject and he is obviously very concerned as to whether he has made the correct choice and he also expresses concern about the cost that will be incurred by us, his parents, because he wishes to attend his catchment school. My question to the committee is what impact do they think this may have on his present education and that of next year, because he is clearly a less happy boy than he has been in the past?</p>	<p>It is not appropriate for a written response to be given to the details of this question in relation to an individual child.</p>