

<b>Meeting:</b>	<b>General Scrutiny Committee</b>
<b>Meeting date:</b>	<b>9 November 2020</b>
<b>Title of report:</b>	<b>Hereford Transport Strategy Review</b>
<b>Report by:</b>	<b>Head of transport and access</b>

## **Classification**

Open

## **Decision type**

This is not an executive decision

## **Wards affected**

Countywide with emphasis on Hereford City Wards

## **Purpose**

To seek the views and invite policy influence from the scrutiny committee on the findings of the Hereford Transport Strategy Review and the Peer Review of the Hereford and South Wye Transport Packages prior to consideration by cabinet.

Comments and recommendations made by the scrutiny committee in relation to the findings of these two technical studies will be considered and responded to by cabinet in determining next steps.

## **Recommendation(s)**

**That:**

- a. Committee determines any recommendations it wishes to make to cabinet with regard to the future transport strategy for Hereford noting the findings of:**
  - i. the Hereford Transport Strategy Review at Appendix A which includes an assessment of 6 strategic transport packages; and**
  - ii. the peer review of the South Wye and Hereford Transport Packages included at Appendix C and D.**

## Alternative options

1. There are no alternatives to the recommendations; Cabinet is responsible for developing policy and strategy for council consideration and it is a function of this committee to make reports or recommendations to the executive with respect to the discharge of any functions which are the responsibility of the executive.

## Key considerations

2. Herefordshire Council has declared a Climate Emergency and set a target of zero carbon emissions by 2030 at their meeting in Sept 2019. The cabinet member for infrastructure and transport (the cabinet member) determined to pause and review the new road elements of Hereford and South Wye Transport packages in his decision of 22 October 2019 and in his subsequent decision of 24 January 2020 confirmed that the purpose of the review was to:
  - ensure that the council's decision making is fully informed by the latest information and best practice;
  - ensure any major scheme has a positive impact on the county to address travel issues, such as congestion and air quality, as these schemes have a permanent impact upon the environment which last for generations to come; and
  - understand how alternative options [to the southern link road and western bypass] address emerging local and national policy such as those resulting from the declared climate emergency, considering new solutions and approaches which have developed over the last twenty years and which are now being implemented in other urban areas.
3. In his decision of 24 January 2020 the cabinet member confirmed the scope of the review and that it would have two principal elements:
  - A review of the transport strategy for Hereford City (the Hereford Transport Strategy Review – HTSR) including assessment of alternative options to the southern link road and western bypass. This review work would need to include public consultation and stakeholder engagement (Element 1); and
  - A peer assessment of the evidence base for the HTP and SWTP and consideration of the road schemes in the context of emerging policy and guidance on climate emergency (Element 2).
4. Whilst it was agreed that the review (comprising both the peer assessment and the transport strategy review) would conclude by 31 July 2020, the strategy review programme was affected by the covid pandemic resulting in the need to redesign and allow more time for stakeholder engagement. In addition, more time was required for briefings to confirm the combination of packages for assessment during the final stage of the review and to procure a critical friend assessment of the draft review report and for this to inform final reporting. As a result, the review has taken around 8 weeks longer than originally envisaged and this has impacted the original scrutiny timetable.
5. Cabinet is keen to understand the views of this committee and to be able to take them into account as part of its consideration of the technical work which has been undertaken and

in order to inform any decision it might take in terms of future transport strategy. Cabinet will also be considering the two road schemes which were paused to enable them to be reviewed in in October 2019 (the southern link road and western bypass). In order to help guide the committee in its discussion the following are the draft recommendations which cabinet will be asked to consider:

- 1. Note and consider the review findings and any recommendations and comments of the general scrutiny committee**
- 2. Determine if there is a preferred strategic transport package or combination of packages which cabinet would like to take forward**
- 3. seek a further report to set out the implications of taking forward the preferred package and to confirm authority for subsequent work to proceed**
- 4. determine how it wishes to proceed with the regard to the two road schemes (the southern link road and western bypass) including:**
  - i. stopping either or both schemes**
  - ii. continuing to pause either or both schemes**
  - iii. undertaking further review of either or both schemes**
  - iv. progressing either or both schemes**

## **Element 1 - Hereford Transport Strategy Review (HTSR)**

### **Context for the HTSR**

6. In taking the decision to undertake the HTSR cabinet was keen to understand how a review of the transport strategy might inform alternative options to the southern link road and western bypass to address current and future transport demands. Cabinet also wanted to understand how a review of the strategy might help address emerging issues such as those resulting from the declared climate emergency and to consider new solutions and approaches which were being implemented in other urban areas.
7. Subsequent to the decision taken to undertake the HTSR government published its discussion paper 'Decarbonising Transport – setting the challenge' 26 March 2020 which outlined government's intention to:
  - work with others to develop a transport decarbonisation plan to be published later in 2020
  - set out the challenge we need to meet to reduce transport emissions and ensuring we reach net zero transport emissions by 2050
  - review existing climate policy in transport
  - reviews of existing forecasts of future transport emissions from each mode of transport and as a whole
8. The shift in government policy indicated in the discussion paper would appear to provide support for the aims set out for the HTSR. Government states in the paper that it aims to:
  - help make public transport and active travel the natural first choice for daily activities
  - Support fewer car trips through a coherent, convenient and cost-effective public network; and explore how we might use cars differently in future
  - Encourage cycling and walking for short journeys
  - Explore how to best support the behaviour change required

9. Although this review was prompted by the change of administration at the council, the timing of this review is consistent with council's original intention when adopting the current LTP. The Local Transport Plan 2016-31 (the current transport strategy covering Hereford city as well as the wider county) was adopted in May 2016 and, following a recommendation by the general scrutiny committee at its meeting of 19 January 2016, council resolved that that it would be reasonable to review the strategy within 5 years of its adoption which would be by 2021. Further, reviewing transport locally is in line with current national policy already referenced (Decarbonising Transport) and the statement issued by the Transport Secretary, Grant Schapps - ***"We want public transport and active travel to be the natural first choice for our daily activities. An important aspect of reducing emissions from transport will be to use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network"***.

#### The strategy review process

10. As set out in the cabinet member decision of January 2020, the Hereford Transport Strategy Review has been undertaken by WSP procured through the Balfour Beatty Living Places public realm contract. The decision confirming this commission was taken 10 March 2020 committing part of the agreed budget with a subsequent decision 16 June 2020 committing the remaining budget. These decisions have been published on the councils website:

<http://councillors.herefordshire.gov.uk/ieDecisionDetails.aspx?ID=6701>

<http://councillors.herefordshire.gov.uk/ieDecisionDetails.aspx?ID=6947>

11. It was agreed that the review should start from first principles and follow established process for strategy development and that a key component of this approach was to incorporate new public and stakeholder engagement and consultation so that problem identification, objectives, option development and identification of preferred options could be tested in respect of public acceptability. The process (summarised below) is in line with government guidance and best practice in relation to reviewing and future proofing a transport strategy and has comprised of the following steps:

- Defining the transport challenges
- Establishing a baseline of current conditions
- Setting objectives
- Identifying options
- Assessing options both in isolation and combined as packages
- Public consultation and stakeholder engagement
- Technical Reporting

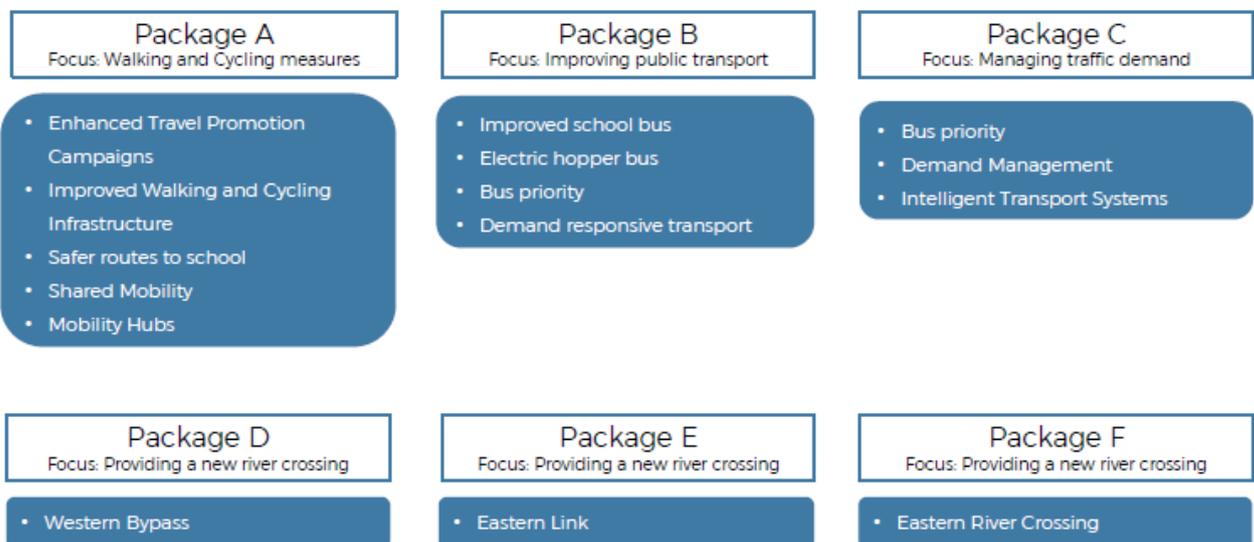
12. The council was keen to take into account the views of the public and stakeholders and an engagement programme has been progressed alongside the technical work for this purpose. The key elements of the engagement programme have included:

- Public consultation on transport issues in Hereford (February to April 2020)

- Engagement and consultation with council members and stakeholders for feedback at the following stages:
    - i. Evidence base/challenges/objectives/options and appraisal framework (April 2020)
    - ii. Option Assessment and approach to packaging (June-July 2020)
  - Transport seminar for all councillors to explore best practice transport solutions and innovations (August 2020)
13. The full technical report of the HTSR is included at Appendix A and provides detail on each component of the review from developing the evidence base, setting objectives, identifying objectives to assessing packages of interventions. It also sets out how consultation and engagement has informed the review as it has progressed. Whilst not part of the original scope of the review, cabinet also requested that officers arrange for a critical friend to review the final draft technical report as an independent logic check of work which has been undertaken and to support interpretation of the review report. Additional time was added to the end of the review programme to allow for the critical friend findings to inform final revisions to the HTSR which are included in the report Appendix A. A copy of the Summary Findings provided by the critical friend are included at Appendix B.

### Review Findings

14. Following assessment of 18 individual transport options 14 were taken forward and these were grouped into the following themes:



15. The review then sought to develop combinations of these grouped interventions into strategic transport packages which could be assessed using the package assessment framework and help indicate the relative merits of different approaches to addressing the city's transport challenges:
- Package A: **Active travel** (focus on cycling and walking)
  - Package A+B: Active travel + **investment in bus**

- Package A+B+C: Active travel + bus + **demand management**
- Package A+C+D: Active travel + demand management + **western bypass** (including southern link road);
- Package A+C+E: Active travel + demand management + **eastern link** (Rotherwas to Ledbury Road link); and
- Package A+C+F: Active travel + demand management + **eastern river crossing** (Rotherwas to Hampton Park Road link).

#### Active Travel

16. Package A has the highest value for money of all the packages and includes a range of transport interventions which government already supports through funding/bidding programmes and is likely to continue to support having regard to recent policy statements (Decarbonising Transport/Gear Change). It includes measures which have broad public, stakeholder and member support, and represents a group of measures which are already included in the adopted transport strategy albeit at a lower scale of investment. These are also measures which support low carbon travel and are relatively quick to implement with lower delivery risks and/or costs than the measures included in Packages B-F. As such cabinet agreed that Package A should be considered both on its own and in combination with each of the other 5 themed packages.

#### Investment in buses

17. Combining Package A with the bus investment package (Package B) was considered sensible as investment in bus services was also universally supported in consultation and engagement and also represented a more significant low carbon option than Package A on its own. It also represents a more inclusive package noting that people with limited physical mobility may not be able to take up the improved opportunities for walking and cycling focused on in Package A.

#### Managing traffic demands/intelligent transport systems

18. The addition of demand management and intelligent transport systems (Package C) would enable assessment of the role which demand management might play in increasing modal shift in the context of greater investment in active travel and buses. It is also combined with the road scheme elements (D-F) recognising the importance of helping manage any induced traffic demand which can occur when additional highway capacity is provided.

#### New Road Schemes

19. Packages D-F relate to providing new road schemes to the west and east of the city. Whilst there was limited support for new roads amongst stakeholders there was significant support in public consultation. In addition, whilst the new administration wishes to consider the need for new roads it is also concerned about the resilience of the city's current transport network and the significant impacts of incidents on the river crossing and key radial routes and the increasing challenges presented by flooding and the resulting network disruption.
20. Package D includes both the southern link road and western bypass – the two major road schemes which have been paused pending this strategy review and the peer review set

out at paragraphs 25 to 30. It was considered important to include this package alongside the other new road options (Packages E and F) in order to ensure that the consideration of future strategy could allow for comparison with the schemes currently paused and being reviewed.

21. It was considered sensible to combine each new road proposal (Packages D/E/F) with demand management alongside the active travel package as evidence indicates that creating additional highway capacity results in induced demand and hence limit the congestion relief which these schemes are intended to address. The HTSR report and critical friend summary of findings provide further details on induced demand.

### Package assessment and review conclusions

22. The assessment of the packages followed a similar process to the individual transport option assessments. However, following feedback from members and stakeholders the assessment framework was refined to include consideration of embodied carbon as well as an assessment of operational carbon noting that this will provide a more comprehensive view on the carbon impacts of the package combinations and in anticipation that this will become an increasingly significant component of national policy guidance in respect of all new major infrastructure projects.
23. A summary of the performance of each package with key consideration and risks for each is set out in chapter 7 of the technical report and a comparison between the packages is included at chapter 8. High level costs for each of the packages are included also at chapter 8. The committee is invited to review these and provide comments or recommendations it wishes to make for consideration by cabinet.
24. In finalising the review, technical feedback was provided by Mott MacDonald acting as a critical friend. The critical friend summary of findings, set out in full at Appendix B, included a number of comments which have informed final revisions to the review report (Appendix A). Whilst the critical friend has not found any significant issues relating to the robustness of the work undertaken for the review the technical feedback has enabled improvements to be made in the following areas:
  - Balancing and clarity of reporting in relation to objectives
  - Clarifying how options have been packaged and signposting to the performance of individual elements to help clarify relative contributions to overall performance
  - Confirming the significant uncertainties resulting from covid and reducing the emphasis on modelled outputs

## Element 2

### Peer Review of the Hereford Transport Package and South Wye Transport Package

25. The Peer Review for the HTP and SWTP schemes has been undertaken by Mott MacDonald (Motts), transport consultants. Motts were awarded the contract for this work which followed a procurement process in accordance with the council's contract procedures rules and details of the decision to award the contract are set out at:

<http://councillors.herefordshire.gov.uk/ieDecisionDetails.aspx?ID=6757>

26. The Peer Review considered 4 technical aspects of each package:

- Have they been developed in accordance with Department for Transport (DfT) guidance in relation to major transport schemes?
- Is the evidence base sound?
- Have the decisions to progress the package been sound and justified?
- How might changing national policy in relation to climate emergency impact the further development of these packages?

27. The Peer Review reports produced by Motts are included at Appendix C and D to this report and set out their findings in full and provide details of the process which was followed in reviewing the technical evidence and decision reports for both packages.

28. In summary, Motts findings in respect of their peer review of the HTP and SWTP are as follows:

Table 1: Peer Review Summary Findings: South Wye and Hereford Transport Packages

<b>Peer Review Element</b>	<b>South Wye Transport Package</b>	<b>Hereford Transport Package</b>
1. Has the package been developed in accordance with DfT guidance on major transport schemes?	Work undertaken since 2018 is in accordance to DfT Transport Appraisal Guidance (TAG) and its recommended Transport Appraisal Process	Work undertaken since 2018 is in accordance to DfT Transport Appraisal Guidance
2. Is the evidence base sound?	Technical evidence for the package is sound but if work is progressed there would be technical issues to address relating to the Economic Appraisal Report, Economic Case and Traffic Forecasting Report.	Technical evidence for the package is sound but if work is progressed there would be technical issues to address principally relating to the consideration of alternative options alongside, and for comparison with the preferred option. Alternatives should be included at Stage 2 of the DfT recommended Transport Appraisal Process set out in TAG
3. Were decisions to progress the packages sound and justified?	The decisions taken to progress the package have followed technical evidence and include good levels of stakeholder engagement and demonstrate support in terms of external challenge through core strategy	The decisions taken to progress the package have followed technical evidence and include good levels of stakeholder engagement and demonstrate support in terms of external challenge through core strategy

	Examination in Public and DfT oversight.	Examination in Public. As the HTP had not progressed to the same extent as the SWTP there had been no detailed engagement with DfT to provide oversight of the evidence base.
4. How might changing national policy in relation to climate emergency impact the further development of these packages?	Whilst national policy commitments in relation to reduction in greenhouse gasses and net gain in relation to biodiversity have been set out these are still being incorporated within DfT technical guidance in relation to major transport schemes. Notwithstanding this lag in technical guidance catching up with national policy, Motts consider that the evidence base for the SWTP and HTP are likely to be deficient in these policy requirements and emerging technical guidance and have advised that these aspects would need to be reviewed in respect of both packages were they to be progressed.	

29. In conclusion, the Peer Review of the SWTP and HTP has found that both packages have been developed with a sound evidence base which has followed DfT guidance and decisions taken by the council have been justified in terms of technical recommendations. Motts have identified technical issues which they consider would need to be addressed if either package is progressed which relate to the need for more up to date technical work to be undertaken in relation to both packages. In relation to the HTP, Motts considered that alternative options to the western bypass had been discarded too early in the appraisal process and suggest that alternative options (to the road scheme element) which could fulfil strategy objectives are reconsidered in the next stage of the Hereford Transport Package development if the council wish to pursue DfT funding through its major transport scheme business case process. It is important to note that a number of the more recent technical reports which were reviewed had not been finalised due to the decision to pause and review these projects and the advice provided could be addressed if either package is progressed.

30. In their broader conclusion relating to the possible impacts of national policy changes relating to greenhouse gasses and biodiversity Motts note that the DfT's technical guidance is not yet fully developed in relation to the national policy but consider that this is likely to impact the progression of both packages. On this basis Motts have advised that it is likely that both packages would need to be refreshed to more fully consider these important aspects in the event that the council wished to progress either.

## Community impact

31. This review has been undertaken in the context of the County Plan 2020-24, adopted by council February 2020 which sets out that:

“We know that in the future transport systems must, and will, change, so we need to rethink our investment now in transport infrastructure to tackle the 21st century challenges of climate emergency and to support the wellbeing of our population. This will be central to the

review of the Hereford bypass and southern link road schemes and the urgent update of our Core Strategy and planning policies.”

32. Chapter 2 and 3 of the technical report at Appendix A provides details and the evidence base of the wider impacts of transport on local communities. The most significant impacts have been captured in the identification of 16 outcomes which relate to 4 overarching transport objectives:

- **Climate Emergency:** Reducing carbon emissions from the transport sector to meet 2030 local target for net zero emissions.
- **Economy:** Creating a resilient transport system which allows reliable and efficient movement of people and goods and which supports more sustainable development and a thriving local economy.
- **Environment:** Reducing air pollutants to create attractive and high quality places to live, work and visit whilst also protecting, conserving and enhancing the natural environment and Herefordshire’s built environment.
- **Society:** Providing an affordable, safe and secure transport system for all sectors of society which facilitates improved public health and has limited adverse impacts on communities.

33. These objectives and the 16 supporting outcomes align closely with the county plan’s ambitions for environment, community and economy and have been used to form an assessment framework to understand how each of the 6 strategic transport packages perform, indicating potential impacts from large beneficial to large adverse. Chapter 7 of the technical report provides commentary on package performance in relation to each of the outcomes and chapter 8 provides a relative comparison between the packages.

## Environmental Impact

34. The review has specifically identified key objectives in respect of environmental impacts and climate emergency which are expressed by 8 outcomes. These are identified in chapter 4 of the technical report. In summary, these outcomes assess package contributions to carbon reduction (operational and embodied carbon), reducing the need to travel by private motor vehicle, impacts on air quality, and impacts on natural and built environment.

35. In progressing the review each of the 18 original transport options was assessed in relation to these outcomes and then this was repeated for the assessment of the 6 strategic package combinations. At the package assessment stage an additional indicator was included to provide a qualitative assessment of embodied carbon in addition to operational carbon and this has informed the final performance outputs.

36. Commentary on the performance of each package in respect of these outcomes is included at chapter 7 of the technical report. Commentary on the initial 18 individual options assessed against these outcomes is included at Appendix B of the technical report.

## Equality duty

37. 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.

38. An equality impact assessment will be undertaken of any preferred package or combination of packages which cabinet determines to take forward following this review.

39. In progressing the review the council established a stakeholder reference panel of representatives who could help inform development of proposals and feedback on how options had been assessed. This included groups representing people with protected characteristics such as age, physical ability and visual impairment. Details of the SRP are included at Appendix A of the technical report.

40. The assessment of options and packages of options has taken into account a range of outcome indicators which provide an assessment of impacts on society and this includes the following outcome O14 and indicator 14.1 which specifically considers impacts in relation to members of the community with protected characteristics.

O14: All sectors of society have easy and affordable access to the services and facilities they need	14.1 What impact does the option have on meeting the accessibility needs of all sectors of society, including those with protected characteristics or those without access to a car?
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41. All 18 long listed transport options were assessed in relation to this indicator and all but one of the options was considered to have neutral or beneficial impacts. The removal of traffic signals on the A49 was considered to have a large adverse impact on this indicator due to potential impacts on people with physical disabilities and visual impairment and older people and this option was subsequently discarded during the course of the review.

42. In terms of the 14 options which were retained and formed the basis for the 6 strategic packages none result in adverse impacts in relation to indicator 14.1. As all package options include measures to improve pedestrian access disabled people will be directly supported. Package B focuses on improved public transport and this is considered to support older people and disabled people. The assessment notes that the detailed design of interventions can also be tailored to support people with protected characteristics and this would apply to the behavioural change campaign and demand management measures which might, for example, include exemptions/discounts for people with physical disabilities.

43. Whilst at this stage most options have not been subject to detailed design, the infrastructure measures which would change the physical characteristics of the transport network will be subject to the appropriate design standards and will follow the principles set out in the governments 'Inclusive Transport Strategy' 2018 if they are to be taken forward.

## Resource implications

44. The review costs to date include:

- Hereford Transport Strategy Review - £405K
- Peer Assessment of the South Wye and Hereford Transport Packages - £78K

45. The costs of the Peer Assessment are within the agreed funding envelope of £91K set out in the January 2020 cabinet member report. Whilst the cost of the HTSR has exceeded the original funding envelope of £360K set out in the cabinet member in his decision of January 2020, a further decision was taken 9 October 2020 confirming additional budget of £45.5K to cover the increase costs resulting from the following additional work:

- Assessment of a greater number of transport packages than commissioned
- Additional costs associated with stakeholder engagement resulting from covid impacts
- Engagement of an independent critical friend
- Retention of consultancy support after final report submission to provide expert input during the governance process

46. It is likely that further revenue funding will be required to progress the next stages of the transport strategy development. Whilst the nature of additional technical work will be dependent on the cabinet's preferred transport package or combination of packages activities which will be undertaken in the next stages are likely to include:

- Development of vision and master planning for the strategy
- feasibility and more detailed costings of package elements;
- development of the delivery programme;
- preparation of funding bids; and
- consultation.

Officers will need to make a further report to the cabinet member, subsequent to any determination by cabinet, to identify and seek approval to allocate budget to progress strategy development and confirm how additional works will be procured.

47. As cabinet will also be confirming how it wishes to proceed with the road schemes included in the South Wye Transport Package and Hereford Transport Package there are resource implications relating to those two projects which cabinet will need to take into account in reaching its decision. In summary this will include:

- Following the withdrawal of the growth deal funding for the SWTP by the Marches LEP in January 2020 there is currently no external funding in place to progress the South Wye Transport Package
- Local capital funding secured through prudential borrowing has been allocated in the adopted capital programme for the current Hereford Transport Package with around £4M remaining. In the event that the western bypass is stopped it is considered that these funds could be either re-allocated to other capital programme priorities or withdrawn from the programme to repay debt subject to the normal governance process.
- Both schemes have been progressed using capital funds and if either is stopped, incurred capital costs will need to be funded from revenue i.e. a transfer from an appropriate revenue reserve. The amount of capital costs in relation to each scheme for which revenue reserves would need to be allocated are:
  - i. SWTP - £7.3M
  - ii. HTP - £4.1M
- The Marches LEP has indicated its intention to seek repayment of growth deal funds allocated to develop the South Wye Transport Package amounting to £3.8M. The council has confirmed that it does not believe that there is any obligation to re-

pay the grant paid to the council to date. Shropshire Council, as the Accountable body for the LEP has sought to terminate the South Wye Transport Package Grant Funding Agreement and clawback the grant monies paid to date. The council has set out its position in correspondence with Shropshire Council and confirmed that in the council's view no contractual right to terminate has arisen under the terms of the grant funding agreement and therefore there is no right for Shropshire Council to seek clawback of the grant monies paid to date. It is the council's view that to date all grant payments made have been properly incurred to deliver the South Wye Transport Package.

## **Legal implications**

48. This report to scrutiny committee requires their consideration of the technical documentation on the Hereford Transport Strategy Review including the peer review of the HTP and SWTP schemes and provide comments and recommendations for cabinet or the cabinet member to take into account when considering the future transport strategy for Hereford.
49. There are no legal problems with scrutiny doing what is proposed nor any legal implications identified within the recommendation.

## **Risk management**

50. There are no risks identified with the recommendation. If the scrutiny committee makes any recommendations to the cabinet the risk management implications of those recommendations will be taken into consideration by the cabinet.

## **Consultees**

51. The Hereford Transport Strategy Review has included communications, consultation and engagement with the public, council members and stakeholders.
52. People directly affected by the southern link road and western bypass and other individuals and organisations which have taken part in previous transport consultations and expressed an interest in strategy development have received direct communications to explain the purpose of the review and ability to feedback comments through online consultation.
53. Public consultation was undertaken via an online survey which enabled anyone wishing to take part to provide detailed comments on the city's transport network with an interactive map and separate questions to help inform specific aspects of the overall strategy. Key elements of the consultation were to capture the public's views on transport outcomes priorities and views on which types of transport interventions would be supported. The online consultation ran from February to April and resulted in 2163 responses from 1044 respondents. The outputs from the consultation were taken into account during the review and have informed assessing the key challenges, setting objectives and consideration of transport options.
54. A Stakeholder Reference Panel (SRP) was also established comprising a range of interests at local, regional and national level to help inform the review as it progressed. The SRP and all council members were consulted at two key stages of the review:

- i. Evidence base/challenges/objectives/options and appraisal framework (April)
- ii. Option Assessment and approach to packaging (June-July)

55. This engagement comprised explanatory information about the review and the process being followed, updates on technical work and consultation to help inform next stages. Details of the consultation feedback are included in the main technical report. A list of the organisations invited to take part in the SRP is included in the technical report at Appendix A.

56. In addition to engaging members on the technical information being developed during the course of the review a transport webinar was held for all members in August. The webinar was arranged to explore best practice transport solutions and innovations and provide helpful context both for the challenges identified in the review and some innovative solutions. A recording of the video of the session was made and has been shared on the council's youtube channel:

- <https://www.youtube.com/watch?v=5KQED0aujI4>

57. It is anticipated that further consultation will be undertaken following determination of any preferred strategy package.

## Appendices

Appendix A: Hereford Transport Strategy Review – Technical Report

Appendix B: Hereford Transport Strategy Review - Critical Friend Summary of Findings

Appendix C: Peer Review South Wye Transport Package Technical Report

Appendix D: Peer Review Hereford Transport Package Technical Report

Appendix E: Presentations for General Scrutiny Committee Meeting 9 November 2020

## Background papers

Hereford Transport Strategy Review (18 September 2020 Draft Version reviewed by the Critical Friend)

## **Please include a glossary of terms, abbreviations and acronyms used in this report.**

HTP – Hereford Transport Package (which includes the western bypass)

SWTP – South Wye Transport Package (which includes the southern link road)

HTSR – Hereford Transport Strategy Review

DFT – Department for Transport

WEBTAG – web based transport appraisal guidance published by the Department for Transport

## SRP – Stakeholder Reference Panel