

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

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

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

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

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

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

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

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

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

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

