

Title of report: Allocate and Spend Supercycle Highway Funding on Delivery of Active Travel Measures

Decision maker: Cabinet member Infrastructure and transport

Decision date: 24th February 2023

Report by: Neil Batt (Transport, Place Making and Highways Programme Manager)

Corporate Director – Economy & Environment

Classification

Open

This report is open but an appendix is exempt by virtue of the paragraph(s) of the Access to Information Procedure Rules set out in the constitution pursuant to Schedule 12A of the Local Government Act 1972, as amended.

Decision type

Key

This is a key decision because it is likely to result in the council incurring expenditure which is, or the making of savings which are, significant having regard to the council's budget for the service or function concerned. A threshold of £500,000 is regarded as significant.

Notice has been served in accordance with Part 3, Section 9 (Publicity in Connection with Key Decisions) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

Wards affected

Belmont Rural; Central; Dinedor Hill; Hinton & Hunderton; Newton Farm;

Purpose

The purpose of this paper is to allocate and spend £1,000,000 supercycle highway funding on the delivery of the Hereford Enterprise Zone (HEZ) Quiet Routes Active Travel Measures (ATM). This contribution also acts as essential match funding against the recently secured £19,990,449 from the Department for Levelling Up, Housing and Communities, for the delivery of the wider Hereford Transport Package.

Recommendation(s)

That:

- a) **The council allocates and spends £1,000,000 Supercycle Highway funding on the delivery of HEZ Quiet Routes Active Travel Measures (including survey and project management costs).**
- b) **The Director of Economy and Environment be authorised to implement recommendation (a) including the procurement and commissioning of new work.**

Alternative options

1. Reject the decision to allocate Supercycle Highway funding on HEZ Quiet Routes Active Travel Measures. The council would however need to identify alternative match funding in order to deliver the Hereford Transport Package and meet the LUF match funding requirements.

Key considerations

2. The Hereford Enterprise Zone (HEZ) Quiet Routes Active Travel Measures (ATM) are a series of interconnected quiet routes predominantly covering the South Wye area where a range of improvements are proposed to help increase walking and cycling to and from the Hereford Enterprise Zone and connectivity between communities. The funding will be used predominantly along the 9 key routes (see attached Appendix 1), whilst also contributing to other walking and cycling interventions in and around these areas. Based on up to date cost estimates from Project Centre Ltd, the proposed funding package will cover approximately 70% of the 9 designed routes. Delivery activities will be prioritised in consultation with the Cabinet Member (Infrastructure and Transport), whilst alternative funding is sought for remaining activities.
3. HEZ Quiet Routes ATM form part of the wider Hereford transport package which has recently been successful in securing £19,990,449 Levelling Up Funds (LUF). The Hereford transport package consists of the following elements:
 - I. Holme Lacy Road ATM
 - II. HEZ (Hereford Enterprise Zone) Quiet Routes ATM
 - III. Aylestone Hill ATM
 - IV. Great Western Way Improvements
 - V. Commercial Road / Blueschool and Newmarket ATM
 - VI. St Owen's Street Cycle Contraflow
 - VII. Hereford Transport Hub
 - VIII. 20mph Rollout
 - IX. Safer Routes to School Initiative

In order to meet the LUF match funding requirements (and therefore deliver the above programme of works), the council is required to make a contribution of £978,000 towards the HEZ Quiet Routes ATM. This paper proposes the council uses Supercycle Highway funding to meet this requirement. The contribution will not only result in the delivery of the HEZ Quiet

Routes ATM but also ensures the council is able to accept and spend the LUF funds and deliver the above Hereford transport package.

4. Design work for the HEZ Quiet Routes ATM commenced in January 2022 and has now reached an advanced stage. Significant stakeholder engagement took place in the production of the outline designs. This was followed by a public consultation in summer 2022. The designs were generally very well received and were modified in line with feedback prior to the detailed design stage commencing. The detailed designs are now progressing and due for completion by the end of the 22/23 financial year. Works are then profiled to be tendered and awarded in first quarter of 23/24 ahead of the construction phase commencing in summer 2023.
5. Phase 5 infrastructure funding (Hereford Enterprise Zone) has been used to carry out the design work for HEZ Quiet Routes ATM. This paper now proposes that a combination of Supercycle Highway and LUF funding is now used for the construction / delivery phase.
6. The total available budget for delivery of HEZ Quiet Route ATM is £1,402,750. The £1,000,000 Supercycle funds will be matched against the approved £402,750 LUF contribution. Cost consultancy input from Project Centre Ltd (design consultants) has been used to create informed cost estimates, which also factor in adequate risk / contingency, including inflation and project management costs.
7. As an additional contingency against inflation and rising costs, note that the HEZ Quiet Routes ATM are scaleable. A total of 9 interconnecting routes (see appendix 1) have been designed, although certain elements of work can be added or removed in tailoring the activities to the available budget.
8. HEZ Quiet Routes ATM (as well as the wider Hereford transport package) have been developed in close consultation with the emerging Hereford City Masterplan and Local Cycling and Walking Infrastructure Plan, in order to ensure that activities align with wider strategic aspirations. The draft city masterplan documents are due to be presented to cabinet for consideration prior to the onset of the pre-election period.
9. A procurement strategy for all projects under the Levelling Up transport umbrella is currently under development with Commercial Services. All procurement will be carried out in line with the council's contract procedure rules.

Community impact

10. The Local Transport Plan 2016 – 2031 highlights that as well as reducing congestion and emissions, switching to walking, cycling and public transport will also improve public health, fitness and well-being. By improving public transport infrastructure and providing a more pedestrian and cycle friendly environment it is intended there will be less congestion and a benefit to wide range of people and groups within the business and resident community.
11. The project will also help to increase the safety of local residents by providing additional lighting and helping to create safer, increasingly used routes for connecting communities and accessing Hereford Enterprise Zone. The project will also help residents to avoid cycling and walking along busy roads, thus reducing the likelihood of accidents, whilst creating a more pleasant way for people to travel between communities.
12. The project will also help to realise the ambitions of the County Plan by investing in improved community infrastructure which is considered to be an important factor in delivering community resilience as the county's population grows.

Environmental Impact

13. In March 2019, Herefordshire Council unanimously declared a Climate Emergency and formally adopted commitments to lead a local response, aspiring for the county to become carbon neutral by 2030. The HEZ Quiet Routes ATM will help to realise this ambition by providing the required infrastructure for residents to walk and cycle, thus reducing the number of short journeys taking place
14. The project has also been developed in close consultation with the Hereford City Masterplan to ensure that it helps to meet the wider objectives of this work.
15. Note that measures will be taken whilst developing all ATM projects to ensure that trees are neither harmed nor removed, whilst any works carried out will also take account of tree roots to ensure that no damage is sustained.
16. The project will also contribute towards the following objectives set out within the County Plan:
 - I. Herefordshire to be a destination of choice for walking and cycling tourism and to increase significantly the use of these active means of travel by local residents.
 - II. Enable more healthy low carbon travel options, including walking, public transport and cycling, to reduce congestion, improve local air quality and enhance health and wellbeing.

Equality duty

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

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
18. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services. Our providers will be made aware of their contractual requirements in regards to equality legislation.
 19. The Equality Act 2010 established a positive obligation on local authorities to promote equality and to reduce discrimination in relation to any of the nine 'protected characteristics' (age; disability; gender reassignment; pregnancy and maternity; marriage and civil partnership; race;

religion or belief; sex; and sexual orientation). In particular, the council must have 'due regard' to the public sector equality duty when taking any decisions on service changes.

Resource implications

20. It is proposed that £1,000,000 Supercycle Highway funding is used to match against the £402,750 recently secured funding from the Department of Levelling Up, Housing and Communities for the delivery of the HEZ Quiet Routes project.
21. As detailed above under 'Key Considerations', HEZ Quiet Routes ATM forms part of the wider Hereford transport package which has recently been successful in securing £19,990,449 Levelling Up Funds (LUF). A requirement of the funding is that Herefordshire Council contributes £978,000 toward delivery of the HEZ Quiet Routes. This contribution will cover the match funding requirements.

Capital cost of project	2022/23	2023/24	2024/25	Future Years	Total
	£000	£000	£000	£000	£000
<i>Construction</i>	0	340	560	0	900
<i>Project Management / Additional Surveys / Design Alterations</i>	0	60	40	0	100
TOTAL	0	400	600	0	£1,000

Funding streams (indicate whether base budget / external / grant / capital borrowing)	2022/23	2023/24	2024/25	Future Years	Total
	£000	£000	£000	£000	£000
<i>Corporately Funded Prudential Borrowing</i>		400	600		1,000
TOTAL		400	600		1,000

22. Part of the project will involve modifications to the existing highway (e.g. – junction alterations; reallocation of the roadspace) and will have minimal effect on overall maintenance requirements. The project will also involve the creation of new cycleways/walkways which will require maintenance, these will be incorporated into the public realm maintenance schedule with no discernible impact on budget.

Legal implications

23. This is an executive function and a key decision. This is a key decision because:
- it is likely to incur expenditure which is, or the making of savings which are, significant having regard to the council's budget for the service or function concerned; and
 - the outcome will have an impact, for better or worse, on the amenity of the community or quality of service provided by the authority to a significant number of people living or working in the locality (two or more wards in Herefordshire) affected.
24. Such decisions are delegated to the Cabinet member Infrastructure and transport under Part 3 Section of the Constitution and to officers, being the Corporate Director of Economy and Environment. under Part 3 Section 7
25. Part 3 section 9 of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 has been complied with as the decision was publicised and circulated on 25th February 2023.

Risk management

26. The following risks and mitigation mechanisms have been identified:

Risk / Opportunity	Mitigation
FINANCIAL	
Slippage in spend of Council and LUF Funds	Establish agreed programme of works. Review progress at monthly project board meetings. Monitoring of up to date risk register.
Budget Overspend / Cost Escalation / Inflation	Contingency budgets have been factored into the overall design package, which also takes account of inflation. Work also scaleable so can be tailored towards available budget.
Capacity within Construction Sector	Early stage engagement already taking place to ensure capacity is available.
Delayed completion of detailed designs	Clear protocols have been established for delivery and sign off.
Delayed response to designers early warnings	Escalating issues to senior management to ensure appropriate actions
Delays in securing required Traffic Regulation Orders (TRO's)	TRO applications profiled to be submitted as early as possible as a contingency against unforeseeable delays.
Unexpected obstacles in ground or contamination	Extensive survey work has been undertaken to minimise the likelihood of such occurrences. The work programme also allows time for unforeseeable delays.
LEGAL	
Inadequate procurement arrangements	Early stage engagement already taken place with Commercial Services to ensure compliancy with Council CPR's.

Poor quality / inadequate construction	Project management and legal input will be used to select and implement appropriate contract with close monitoring procedures.
REPUTATIONAL	
Project delays could lead to reputational damage with DfT	Project delivery plan devised to ensure prompt delivery. Project currently scheduled for completion well in advance of LUF final deadline.

27. An up to date risk register will be retained by the PMO project manager and presented to the project board on a monthly basis to ensure that activities are monitored and mitigated against accordingly.

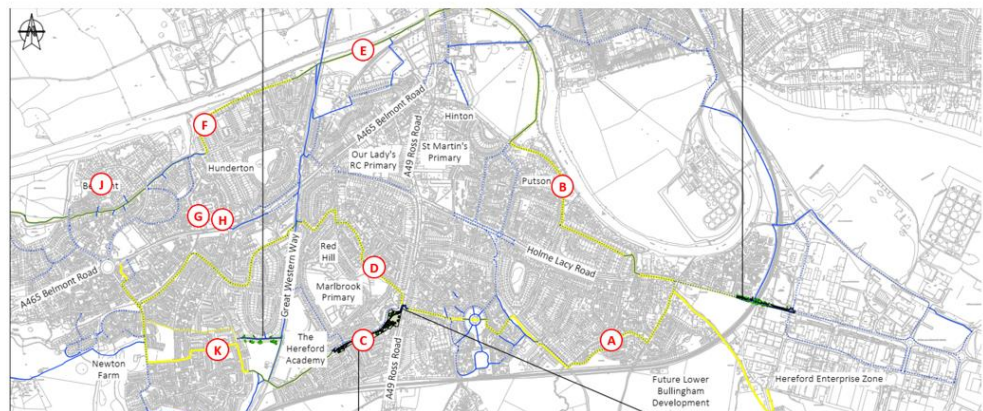
Consultees

28. A political group consultation exercise was undertaken on Monday 6th April 2023. Feedback received was supportive of the decision. Some comments however highlighted that further funding is needed to undertake further active travel improvements throughout the wider County, rather than just focusing on Hereford.
29. Following completion of the outline design stage, a full public consultation was undertaken in August/September 2022. A public consultation event was also held at the Shell Store in August 2022 which provided the public with an opportunity to question the design consultants and key personnel in relation to the designs.

Appendices

Appendix 1 - A map to show the location of each of the Quiet Routes where proposed improvement will be made (Quiet Routes highlighted in yellow)

A	Lower <u>Bullingham</u> – A49
B	Lower <u>Bullingham</u> - Old Wye Bridge
C	Ross Road – Great Western Way
D	A49 - Great Western Way (via Mayberry Road)
E	Old Wye Bridge – Great Western Way
F	Great Western Way – Belmont
G	Belmont - Belmont Road
H	Great Western Way – <u>Southolme Rd</u>
K	Great Western Way – <u>Treago Grove</u>



Background papers

None

Report Reviewers Used for appraising this report:

Governance	John Coleman	Date 14/02/2023
Finance	Karen Morris	Date 07/02/2023
Legal	Farah Wong	Date 06/02/2023
Communications	Luenne featherstone	Date 07/02/2023
Equality Duty	Carol Trachonitis	Date 07/02/2023
Procurement	Lee Robertson	Date 08/02/2023
Risk	Kevin Lloyd	Date 06/02/2023

Approved by	Ross Cook	Date 16/02/2023
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Please include a glossary of terms, abbreviations and acronyms used in this report.