

New Local Transport Plan objectives – Cabinet Paper 2024

Appendix D

Recommendations from the Connected Communities Scrutiny Committee on 8th November 2023

A number of recommendations were made to Cabinet by the Connected Communities Scrutiny Committee following its consideration of a report on progress on the LTP at the meeting on 8th November 2023. These are:

- Publish in full all background materials, including but not limited to the carbon modelling exercise.

Appendices B and C are included in this report that set out the key areas of context and a summary of the output from the carbon emissions work referred to in the report. Further, more detailed information on which these appendices are based, can be made available to the committee.

- Address the inconsistency in the way that carbon emissions are presented (by mixing territorial and consumption); publish both consumption and territorial emissions for both overall emissions and journey length (if possible); and address the issue that the report underplays the importance of modal shift for short journeys.

It is acknowledged that the Midlands Connect model, used by local authorities across the region for carbon modelling, is not currently able to calculate the proportion of emissions within Herefordshire of any trip that may start or end outside the county. This means that active travel may have a greater role to play in reducing transport carbon emissions in the county, but that measures that seek to target medium and longer distance trips will still have the greatest overall impact. This is recognised in the report at para 14.

Midlands Connect is currently updating its baseline emissions model to provide additional functionality and is exploring opportunities to geographically bound emissions by trip length and place type within individual local transport authority areas. If this change is agreed and implemented, further analysis will be possible as the LTP progresses.

- Engage immediately and closely with the Transport subgroup of the HCNPB as well as other key stakeholders, including National Grid.

It is considered that engagement with stakeholders such as the HCNPB and national Grid, as part of the proposed upcoming engagement exercise alongside the Local Plan, will provide appropriate and timely input.

- Engage ASAP with a wide range of stakeholders to collect data as well as consult on emerging priorities.

It is considered that engagement, as part of the proposed upcoming engagement exercise alongside the Local Plan, will provide appropriate and timely input.

- Consider the following suggested objectives:

- a. **Improved road safety** - this is covered in the “Improving transport safety and security” objective.
- b. **Improved residents’ health** – this is covered in the “Enabling healthy behaviours and improving wellbeing” objective.
- c. **Improved range of transport choices including active travel and public transport, demand-responsive transport and reliable public EV charging infrastructure** – this is considered to be included in the “Enabling healthy behaviours and improving wellbeing” and “Tackling climate change” objectives as part of those objectives’ focus on walking and cycling becoming the natural choice for short trips and on providing viable low carbon options for most journeys.
- d. **Improved access to services** – this is covered in the “Supporting a thriving and prosperous economy” objective.
- e. **Carbon reduction (embodied and operational)** – this is covered by the “Tackling climate change” objective and the inclusion of both embodied and operational carbon is agreed.
- f. **Nature protection** – this is covered by the “Protecting and enhancing the natural and built environment” objective.
- g. **Supporting a sustainably thriving and prosperous economy.** – this is covered by the “Supporting a thriving and prosperous economy” objective.