

# **Title of report: Allocate and spend Active Travel Measures funding on delivery of Transport Hub**

**Decision maker: Cabinet Member Transport and Infrastructure**

**Decision date: 13<sup>th</sup> March 2025**

**Report by: Delivery Director - Infrastructure**

## **Classification**

Open

This report is open

## **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.

This is a key decision because it is likely to be significant having regard to: the strategic nature of the decision; and / or whether 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) affected.

Notice has been served in accordance with Part 3, Section 10 (General Exception) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) Regulations 2012.

## **Wards affected**

(All Wards)

## **Purpose**

The purpose of this paper is to allocate and spend £1,000,000 Active Travel Measures (ATM) budget on delivery of the Transport Hub. This ATM budget was allocated to Herefordshire Enterprise Zone (HEZ) Quiet Routes (QR) through a previous Key Decision <https://councillors.herefordshire.gov.uk/ieDecisionDetails.aspx?Id=9339>, but HEZ QR are now intended be funded from the LUF South programme.

This contribution 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

Bid and will form part of the contract award to the Council's preferred bidder for delivery of the Transport Hub.

## **Recommendation(s)**

### **That:**

- a) The £1,000,000 Active Travel Measures allocated to the HEZ Quiet Routes as match funding for the Levelling Up Funding Transport Bid is allocated to delivery of the Transport Hub as part of the contract award.**
- b) The Corporate Director of Economy and Environment be authorised to implement recommendation (a).**

## **Alternative options**

1. Reject the decision to allocate Active Travel Measures (ATM) funding on delivery of the Transport Hub. The council would however need to identify alternative funding in order to deliver the Transport Hub.

## **Key considerations**

2. The Transport Hub is designed to merge with other Hereford City Centre Improvement (HCCI) projects as an integrated package of movement and connectivity linking all ATM projects with the City Centre.
3. The Transport Hub is to provide a design which meets the aims of the Council as a gateway location for users to Hereford City and meet technical requirements of Network Rail, Transport for Wales, bus companies, and taxi operators in providing a fully integrated hub taking into account health and safety matters, vehicle movements, pedestrian movements, user welfare/safety requirements, urban design, orientation, lighting, reduction of carbon embodiment in the construction process, decarbonisation of the transport network, whole life costings, maintenance public realm improvements and linkages.
4. This project is co-ordinated with other City Link Road activities with the overall aim of removing barriers to public transport, pedestrian, and cycle movements and to improve public realm and meet the Council's overall stated ambition of "Greening the City".
5. The key objectives of the Transport Hub are to support economic growth, improve accessibility and encourage active travel in line with the adopted policies of Herefordshire Council, the Marches LEP and Central Government.
6. Design work for the Transport Hub commenced in April 2022 and has now reached RIBA Stage 4. Significant stakeholder engagement took place in the production of the outline designs. This was followed by a public consultation in winter of 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 formed the supporting documentation for the Planning Submission that was approved in May 2024.
7. The Council have undertaken an open tender process and intend to select a preferred bidder.
8. As part of the contract award for delivery of the Transport Hub LUF match funding is required to be reallocated within the Transport Bid.

## **Community impact**

9. 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.

10. 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.
11. 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**

12. 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
13. 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.
14. 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.
15. 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**

16. 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.
17. 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 regard to equality legislation.
18. 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

19. It is proposed that £1,000,000 Active Travel Measure funding is used to match against the £6,328,000 secured LUF from the Department of Levelling Up, Housing and Communities (DLUHC) and the match funding £3,500,000 from HCCTP.
20. As detailed above under 'Key Considerations', Transport Hub forms part of the wider Hereford transport package which has been successful in securing £19,990,449 LUF. A requirement of the funding is that Herefordshire Council contributes £3,500,000 toward delivery of the Transport Hub forming part of the £5,298,000.00 match funding for Transport Bid in total.

Funding streams (indicate whether base budget / external / grant / capital borrowing)	2024/25	2025/26	Future Years	Total
	£000	£000	£000	£000
Corporate Funded Borrowing	289	711	0	1,000
<b>TOTAL</b>	<b>289</b>	<b>711</b>		<b>1,000</b>

Capital cost of project	2024/25	2025/26	Future Years	Total
	£000	£000	£000	£000
Construction	289	711	0	1,000
<b>TOTAL</b>	<b>289</b>	<b>711</b>		<b>1,000</b>

## Legal implications

21. Notice has been served in accordance with Section 10 (General Exception) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) Regulations 2012.
22. LUF match funding must be utilised to deliver the projects intended as part of the LUF bid and in accordance with the grant Memorandum of Understanding. The Department for Levelling Up, Housing and Communities (DLUHC) permits project changes providing that the changes do not exceed 30% of project values and must be reported to DLUHC.

## Risk management

Risk/Opportunity	Mitigation
Financial	
Slippage in spend of Council and LUF funds	Establish agreed programme of works. Review progress at monthly project board

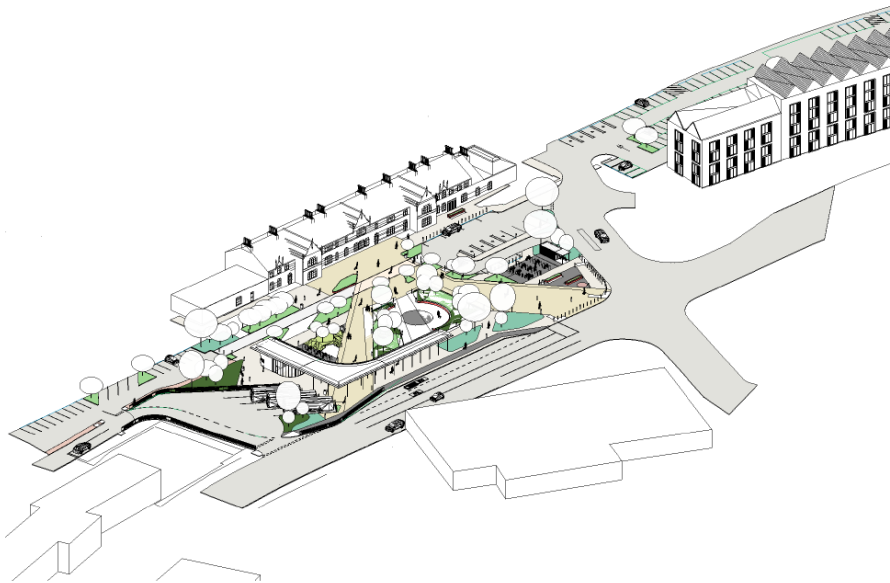
	meetings. Monitoring of up-to-date risk register
Budget Overspend/Cost Escalation/Inflation	Contingency budgets have been factored into the overall design package, which also takes account of inflation. Work also scalable so can be tailored towards available budget
Delayed response to designer's early 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	
Poor quality / inadequate construction	Project delivery plan devised to ensure prompt delivery. Project currently scheduled for completion well in advance of LUF final deadline
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

23. Relevant risks will be managed at a service level through the project board's risk register.

### Consultees

24. A political group consultation exercise was undertaken on 5<sup>th</sup> March 2025. 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.
25. Following completion of the outline design stage, a full public consultation was undertaken in Autumn 2022. A public consultation event was also held at the Town Hall in November 2022 which provided the public with an opportunity to question the design consultants and key personnel in relation to the designs.

**Appendices - Appendix 1 – An artist's impression of the Transport Hub.**



**Background papers**

None.

**Report Reviewers Used for appraising this report:**

Please note this section must be completed before the report can be published		
Governance	John Coleman	Date 05/03/2025
Finance	Karen Morris	Date 04/03/2025
Legal	Emma-Jane Brewerton	Date 04/03/2025
Communications	Click or tap here to enter text.	Date Click or tap to enter a date.
Equality Duty	Click or tap here to enter text.	Date Click or tap to enter a date.
Procurement	Claire Powell	Date 04/03/2025
Risk	Click or tap here to enter text.	Date Click or tap to enter a date.
Approved by	Click or tap here to enter text.	Date Click or tap to enter a date.

**[Note: Please remember to overtype or delete the guidance highlighted in grey]**

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