

Agenda item no. 5 - Questions from Councillors

Question No.	Questioner	Question	Question to
MQ 1.	Cllr Toynbee	Item 9 on Cabinet's agenda is entitled Big Economic Plan - To consider and approve the Big Economic Delivery Plan. The Council's website tells us that the Big Economic Plan Delivery Plan was "previously known as the Big Economic Plan". But we are also told in the cabinet papers that the Big Economic Delivery Plan is a route map to achieving the overarching vision in the Economic Plan. So are they two separate things, or one thing that has changed its name? The papers remind us that The Herefordshire Economic Plan published in 2023 sets our long-term 2050 aspiration for Herefordshire, including a vision for the county to be an exemplar 21st century rural economy, and that cabinet's decision is to translate this long-term strategy into prioritised delivery. But the original Big Economic Plan emphasised active travel, equal opportunities, reduced emissions, quality of life and the circular economy. We now see a very different focus. Where can we find details of which elements of the long-term strategy have been removed, and what has been added, and why?	Councillor Biggs - Cabinet member Economy and Growth
Response: The title on the Forward Plan is misleading, when the issue was first raised the title was added as the 'Big Economic Plan' in error, the 'Delivery' word was missed. When the Forward Plan title was corrected, the previous title is shown in brackets as part of the audit trail for the item. The Herefordshire Economic Plan launched in 2023 remains in place, setting a long term over-arching vision for growth of the County. The Big Economic Delivery Plan (being considered at Cabinet on the 30th July) is a three year delivery Plan to deliver implement the over-arching strategy over the next few years. Although the Delivery Plan considers at the start the impact of changes in the intervening period, such as new National Industrial Strategy, the Defence Industrial Strategy, the new mandatory housing targets for Herefordshire, and the revised priorities of the Council Plan 2024 to 2027. The Delivery Plan has been established at the request of the Economy and Place Board, and developed with the Herefordshire Business Growth Board, Skills Board, Environment Board, Cultural Partnership and the Community Partnership.			

Supplementary Question:

Supplementary Response:

Question No.	Questioner	Question	Question to
MQ 2.	Cllr Tully	<i>Herefordshire Parking Strategy</i> On behalf of Bishops Frome and Cradley residents travelling to the County Hospital from the east of the county: residents, including those with mobility issues have told me directly they would shift to a shuttle-based 'last-mile' service if it were reliable. The strategy describes "sustainable onward travel" at future mobility hubs without specifying what that means, where the hubs will be, or what demand assessment underpins the proposals. Will the Cabinet Member commit to publishing the locations being considered, specifying what onward travel options (including shuttle or demand-responsive services) are planned for each, and confirming that a demand assessment of east-of-city / rural residents with mobility impairments will be completed before sites are finalised?	Councillor Durkin, Cabinet member roads and regulatory services

Response:

I recognise the importance of ensuring that residents from rural communities, including Bishop's Frome, Cradley and other parts of the east of the county, can continue to access essential destinations such as Hereford County Hospital conveniently and safely, particularly those with mobility impairments.

The Parking Strategy does not identify specific mobility hub locations, shuttle services or demand-responsive transport schemes for implementation at this stage. Rather, it establishes a long-term policy framework which supports the integration of parking with wider transport choices and allows future opportunities to be developed and assessed as part of the Local Transport Plan and other transport programmes. The Strategy states that opportunities for Park and Choose sites and mobility hub features will be explored where they can improve travel choices and

reduce traffic pressures, but that locations and facilities will be considered on a case-by-case basis and informed by future evidence and business cases.

Any future proposals for mobility hubs, Park and Choose sites, shuttle services or demand-responsive transport provision would be subject to further feasibility work, engagement with stakeholders and assessment of local need before implementation. Accessibility and inclusion are central objectives of the Parking Strategy, which specifically seeks to support residents with mobility impairments and improve access to essential services.

I am happy to commit to publishing locations that are being considered as they emerge through the engagement and feasibility processes.

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