

**Supplement to the agenda for**

# **Cabinet**

**Thursday 14 December 2017**

**2.00 pm**

**The Council Chamber - The Shire Hall, St. Peter's Square,  
Hereford, HR1 2HX**

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**PUBLIC QUESTIONS TO CABINET – 14 December 2017**

**Question 1**

Mrs V Wegg-Prosser, Breinton

To: cabinet member: infrastructure

The purpose of the HTP bypass is to induce developers to build in areas adjacent to its route. Reference SMOTS, over 8,000 school children and their families in the Hereford area are being denied modal shift targets because the Council insist on building the bypass before setting the targets. How can this be justified when there is no sign of funding for the bypass and air quality continues to deteriorate?

**Question 2**

Mr R Palgrave, How Caple

To: cabinet member: infrastructure

The January 2017 OAR for the SWTP gives one objective as, "reduce growth in transport related emissions". There is no objective to reduce actual emissions. How will the performance of the SWTP be measured against this very vague objective, and is it appropriate to be proceeding with a scheme that does not reduce actual emissions when UK carbon emissions rose last year and air quality continues to be poor?

**Question 3**

Prof R Wise, Breinton

To: cabinet member: infrastructure

Can the Council assure us that a new ,truly independent, report be produced as the earlier "2011 report by Parsons Brinckerhoff, Independent Review of Hereford Relief Road Technical Studies" was flawed in many respects ,but primarily because of the conflict of interest between HCC and Balfour Beatty and the legal consequences that would flow from relying upon that report.

**Question 4**

Mrs J Wise, Breinton

To: cabinet member: infrastructure

If the Parsons Brinckerhoff Relief Road proposal (2011) did not include details of engineering feasibility or costs, could the council justify proceeding with the project irrespective of accurate costing and exact funding sources?

**Question 5**

Mr J Hull, Breinton

To: cabinet member: infrastructure

The volume of HGV traffic flowing on the M5/M6 currently is between 12 and 25 times greater than the A49. Even a small percentage of M5/M6 HGV relief will result in a marked increase in fine particulate pollution. Why has this not been made clear to County residents, particularly with respect to the proposed new housing developments which the road will pass through?

**Question 6**

Ms K Seekings, Hereford

To: cabinet member: infrastructure

When will the planning regulations relating to the cost estimates for developments in full business plans be required to include the full long-term costs, such as the environmental costs associated with pollution, loss of habitat and loss of biodiversity?

**Question 7**

Mr J Trimble, Hereford

To: cabinet member: infrastructure

Will the cabinet be accountable for building the new road close to and upwind of Hereford Community Farm for the increased cost of healthcare from road pollution as we have 65 weekly attendees already with ill health and compromised immune systems?

**Question 8**

Mrs C Palgrave, How Caple

To: cabinet member: infrastructure

The SWTP ATM consultation report shows that 20mph residential areas was the most strongly supported Possible Improvement. The report notes that this improvement had "High levels of strong support evenly distributed". Is there any reason why an immediate start cannot be made on introducing 20mph limits, without waiting for the Southern Link Road to be built?

**Question 9**

Mr E Morfett, Breinton

To: cabinet member: infrastructure

ATMs are designed to address the health issues of the population by reducing car use to reduce emissions which are causing lung cancer, kidney cancer, asthma, dementia and premature death. City planning recognises the need to address this issue but it appears to lack any real priority. Why is the priority in reducing emissions to reduce healthcare costs using modern transport solutions so low relative to building new roads?

**Question 10**

Ms B Johnson, Ledbury

To: cabinet member: infrastructure

Herefordshire Council policies prioritise active travel and public transport over private car use. Is the Council working with the health authority to measure the health of the population regularly in order to ascertain whether their policies are having any effect on the physical and mental health of the population, and if so, exactly what does this entail?



**COUNCILLORS QUESTIONS TO CABINET – 14 December 2017**

No questions were received from councillors for this meeting.

