

**Supplement to the agenda for**

# **Council**

**Friday 11 October 2019**

**10.00 am**

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

	<b>Pages</b>
<b>5. QUESTIONS FROM MEMBERS OF THE PUBLIC</b>	<b>3 - 10</b>
<b>6. QUESTIONS FROM MEMBERS OF THE COUNCIL</b>	<b>11 - 16</b>



## Agenda item no. 5 - Questions from members of the public

Question Number	Questioner	Question	Question to
PQ 1	Mr Murray, Ross-on-Wye	Could the council consider organising a (Battery electric vehicles) BEV event in Hightown in summer 2020 for taxi owners and members of the public to examine and experience electric cars and small vans; providing the overarching management and working with local car sales companies to supply vehicles and answer questions?	Cabinet member infrastructure and transport
<b>Response:</b> Yes. I will ask officers to explore further with local car companies as part of our wider sustainable and active travel programme, Destination Hereford.			
PQ 2	Ms Stanley, Ross-on-Wye	At present you expect us to pay £80 for 50 PLASTIC bags that contain many items that can be recycled - but we cannot recycle it at recycling centres because we are businesses. It should not matter if recycling is produced by a business - it should still be able to go to the recycling centre. As we are all become more aware of the need to recycle and cut back on plastic, what is going to be done to help small businesses to help meet climate change objectives?	Cabinet member commissioning, procurement and assets
<b>Response:</b> Thank you for raising this matter.  Household Recycling Centres, such as the one in Ross on Wye, are funded by domestic rate payers and, as such, for use by householders to take their own household waste only.  All businesses have a legal requirement to make appropriate arrangements for the collection and disposal of the waste they produce. This means using a licensed person or organisation to collect it and take it to a permitted waste management facility.  The council does provide a recycling service to its trade waste customers; a business may pay to have up to 5 x 240L green wheeled bins collected fortnightly. A business may recycle clean and dry paper, cardboard, metal tins & cans, glass bottles & jars, plastic bottles and plastic pots, tubs & trays through this service. However, using the council's trade waste service is one option but there are also a number of other providers in Herefordshire.  The council is exploring options on how it can make its trade recycling collection service more accessible to small businesses in the short term and it is probable that longer term changes will be brought about by the government's proposed waste and resource strategy. It is as important to reduce waste in the first place rather than just recycle and any ideas businesses may have on how to achieve that would be welcomed.  For further details on the council trade waste service please visit <a href="http://www.herefordshire.gov.uk/tradewaste">www.herefordshire.gov.uk/tradewaste</a> .			

PQ 3	Mr Adams, Ross-on- Wye	Why is Herefordshire council not using plastic roads, made with recycled plastic as an additive to bitumen? Gloucestershire and many other counties are now utilising this method, available through a company called Macrebur, based near Carlisle. The roads are not only stronger, but last longer and are 10 times more resistant to potholes. The road mix is also cheaper than conventional tarmac.	Cabinet member infrastructure and transport
<p><b>Response:</b> Herefordshire council is aware of the company Macrebur which has been manufacturing plastic comprising materials for Highways use for approximately 3 years. As traditional roads are expected to last 30 years with much of the initial service life being defect or pothole free, we need to be cautious in accepting longevity claims relating to a product in existence for only 3 years.</p> <p>Central government through the Department of Transport champions innovation and has commissioned a £1.6 million trial of this experimental material which will take place in Cumbria. The Department for Transport wishes to ensure public safety and environmental safety before endorsing any new material or technology. A key objective of the trial will be to understand whether the longevity and durability of the material is as claimed and also to understand whether there are any unexpected adverse effects such as the release of micro-plastics during the wearing cycle which will not break down in the same way as the components of traditional treatments. Herefordshire council looks forward to reviewing the results of the Department of Transport's trial once future publication is available, and is open to supporting this trial should the DfT wish to trial sites in the county. The results of the DfT trial will inform any decision by this council to specify this material for its road network.</p>			
PQ 4	Mr Harper- Smith, Credenhill	Why does Herefordshire Council support the Government's decision to only fund transport to nearest school in cases where that is not their catchment school when it could either make a discretionary decision to fund to both catchment and closest or give all pupils a travel contribution equivalent to that of the cost to the closest school? The current policy removes choice from low income families, which is contrary to Herefordshire Councils own policy on education choice and where families pay for their own transport the Council makes 100% saving on transport but also increases traffic outside schools contributing to higher emissions, congestion and road safety issues.	Cabinet member infrastructure and transport
<p><b>Response:</b> Whilst we are always keen to support people on low incomes, we also need to be mindful of the budget implications of decisions. The council's home to school transport policy meets the requirement to provide free transport to the nearest suitable school if a pupil lives more than 2 or 3 miles away (depending on the age of the pupil). This policy adopted in 2014 provides a level of provision that meets our statutory responsibilities to all families within the current funding available.</p> <p>There is additional support for students of families with low incomes available through the extended rights scheme which does support choice:</p> <ul style="list-style-type: none"> <li>• For secondary-aged children aged 11-16, the entitlement to free transport is increased to any one of three nearest schools, where these are between 2 and 6 miles from home.</li> <li>• Primary aged children of 8 and above (years 4 to 6) attending their nearest suitable school that is more than 2 miles from home are entitled to free transport.</li> <li>• Where a parent or carer expresses a preference for a school based on religion or belief, then a child aged 11-16 is eligible for free transport to the nearest suitable school if they live between 2 and 15 miles of the school.</li> </ul>			

Support is also provided to schools and the council is aware that a number of schools arrange their own transport provision for pupils not entitled to free transport.

PQ 5	Mrs Morawiecka, Breinton	The last Audit & Governance meeting were told by the External Auditor that if the South Wye Transport Project had not been put on “pause & review” that there would have been a significant loss to the local taxpayer. The External auditor also stated that they would not have been able to provide an opinion that the Council achieved Value for Money in 2018/19 without the “Pause & Review”. Can the Cabinet member confirm that processes are now in place to minimise the risk of yet more significant losses to the local taxpayer on capital projects to ensure that only those that deliver the best Value for Money are progressed by Herefordshire Council?	Cabinet member finance and corporate services
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**Response:**  
Grant Thornton, the council's external auditors have issued an unqualified opinion at the September Audit & Governance meeting in respect of value for money for 2018/2019. The 'Pause and Review' decision has no link to the Value for Money conclusion reached by Grant Thornton following a short delay during which it was necessary for them to consider the substance of the SWAP report into the issues identified on the South Wye Transport Package (SWTP).

Grant Thornton brought to the attention of the Audit and Governance committee in September that as, as a consequence of those issues, the contract for construction of the SWTP had not yet been awarded and that therefore there was no loss to the council.

I welcome the recommendation from Grant Thornton that a review is carried out in respect of the governance processes for capital projects. This is underway, and I can confirm that processes are in place to further address the risks around capital projects.

PQ 6	Mrs Protherough, Clehonger	Could the Cabinet member for Infrastructure please give further details of the work to be done during the Pause and Review of plans for the Western Bypass and Southern Link Road, in particular what consultation with the general public and relevant organisations is planned?	Cabinet member infrastructure and transport
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**Response:**  
Following the General Scrutiny Committee's meeting on the 9 September where my decision to pause and review the bypass and southern link road scheme was discussed I have considered the recommendations made by the committee. I will very shortly be publishing my final decision having regard to the four recommendations.

PQ 7	Dr Geeson, Breinton	On 30th September the Government announced a major package of measures to boost bus services, including a new low-fare, high-frequency 'Superbus' network; with Cornwall the first county to benefit. Buses are disproportionately used by people on lower incomes and Cornwall has been chosen as a county with significant deprivation and social exclusion. The "Superbus" service will provide an important and reliable connection to jobs, education, health services, evenings out, etc. Other "Superbus" networks are expected soon, with the focus on places that suffer similar problems and where better (clean energy) cheaper, efficient public transport networks could significantly improve people's lives. Arguably Herefordshire has similarities with Cornwall in this respect. What are the implications for Herefordshire Council's Transport Policy of the Government's commitment to this long-term bus strategy and funding settlement?	Cabinet member infrastructure and transport
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<b>Response:</b> I am very encouraged by the government's recent announcements to provide further support for buses and the development of a national bus strategy. The announcements include a number of elements which I will be keen to look at in more detail when the government publishes its detailed prospectus. We monitor funding opportunities that arise for the council to bid on and we most certainly will be applying for any relating to public transport, including buses and will be actively lobbying for this kind of investment in Herefordshire in line with the administration's objectives. We will be examining the feasibility of City and Countywide bus system, similar to the Hereford Hopper bus system that we had in the late 80s/early 90s, ensuring that, if possible, these buses are electric or hydrogen fuelled and used not just in the City but our market towns and villages.			
PQ 8	Mrs Wegg-Prosser, Breinton	Updated costings for the South Wye Transport Package dated April 2019 show that the professional fees for the Southern Link Road are now budgeted at £7.9 million, on a road cost of £29.252million, 27% of the road construction cost. In comparison the professional fees on the Active Travel Measures are budgeted to cost £258K on a project cost of £4.95million, just 5%. In view of this level of SLR cost of professional fees being so much higher than originally anticipated, would the cabinet member confirm that professional fees for any major infrastructure scheme should go out to competitive tender?	Cabinet member infrastructure and transport
<b>Response:</b> The £29.252m figure referred to in the question is the Southern Link Road overall scheme cost and is not the estimated construction cost of the SLR as the question suggests. The SLR professional fees quoted relate to the design and development costs of a large infrastructure project from route selection, planning and statutory processes, development of a DfT full business case and procurement. The estimated budget for the professional fees associated with the design of active travel measures is an estimate based on the kind of schemes identified and due to the nature of these schemes this reflects an appropriate estimate.  The professional design services for the SWTP were procured through the public realm contract which was subject to a competitive tendering process in 2013. The procurement options for securing professional services in future will be considered in determining the most appropriate procurement route and the options for open tender will be considered.			
PQ 9	Ms Shore, Breinton	Herefordshire Council's 2018 Equality Analysis reported that the median gender pay gap is 12.8% lower for women than men. This means that a woman employed by the Council earns, on average, 87p for every £1 earned by her male colleagues. The report commented that further analysis was needed to better understand the reasons for this gender gap. In March this year, I asked a question at the Council meeting and received a helpful written response. HR informed me that they would be conducting this analysis in Quarter 2. What were the outcomes of this analysis, in particular actions taken or planned as a result?	Cabinet member finance and corporate services
<b>Response:</b> As previously advised, the annual equality in employment report and action plan will go through the relevant governance process before being published, once approved, next year, reflecting key themes and sharing the analysis on which plans are based.  The council takes equality in the workplace seriously and the council and has a range of measures in place to support staff who have family, caring and other commitments including flexible working hours, annualised hours, compressed hours, part time working etc. Council policies are based on flexibility for all employees subject to the needs of the service and are widely used by staff of all levels. The council also offers good paid maternity leave, paternity leave, shared parental leave, emergency special leave and career breaks.			

As a council we have a strong agile working ethos which means we are focused on output and actively encourage working from home, multi-agency offices or any other suitable location which gets the work done. We also ensure that staff have the right IT equipment to enable agile working. These options and behaviours are role modelled at the highest level throughout the council and give employees the flexibility they need to manage work and home commitments.

PQ 10	Ms Siloko,	Why is the county failing to make reasonable adjustments to accommodate Unaccompanied Asylum Seeking Children's (UASC) educational needs?	Cabinet member children and families
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**Response:**

When we have refugee/asylum seeking young people of school age they are enrolled in school and access a varied curriculum. The colleges and training providers are working with the council to ensure that all asylum seeking young people and refugees (aged 16-19) have an offer of learning of at least 15 hours per week which the DfE considers full-time learning in further education (DfE guidance 'Funding guidance for young people 2019 to 2020'). This can be supplemented by two sessions of additional ESOL for asylum seeking young people funded by a short-term grant and we look at reasonable adjustments on a case by case basis. If there are any concerns relating to individuals please can you raise this directly with [hilary.jones@herefordshire.gov.uk](mailto:hilary.jones@herefordshire.gov.uk).

PQ 11	Mr Stow, Rowlestone	<p>The Minutes for the Council Meeting on 12th July 2019 state that:</p> <p>"The leader explained that the new administration had been elected on a commitment to be more open and would be more outward looking".</p> <p>The new administration has been in office for over five months now.</p> <p>In order to deliver on their election commitment, what specific steps will the new administration take to change the secretive and inward-looking culture at the Council, the culture which they inherited when they took control in May 2019?</p>	Leader
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**Response:**

This administration is indeed committed to being open and outward looking, making as much information available as possible. There will be times when this may not be possible and in those circumstances an explanation will be given as to why this is the case. I am aware that the Audit and Governance Committee keeps a close eye on the effectiveness of our governance arrangements and the degree to which we are upholding the principles within our Code of Corporate Governance, and I very much welcome their support in ensuring that we continue to uphold these principles. If the motion before Council regarding a review of future governance models is passed, this will also be an opportunity to review whether our arrangements are best suited to achieve this end.

PQ 12	Ms Sharp, Hereford	At the Southern Link Road Public Inquiry in November 2018 people were told that the farm land owned by Herefordshire Council needed to deliver the road scheme was given no value in the benefit cost ratio calculations prepared for the Department for Transport. Would the Cabinet member confirm if this accounting treatment for valuing Council owned land at zero value for major infrastructure projects is consistent with the way in which land is valued in the Council's annual accounts, particularly those for 2018/19?	Cabinet member infrastructure and transport
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<p><b>Response:</b>  The treatment of land values is consistent. The council does not pay itself for the land needed for the Southern Link Road scheme, which is in line with DfT requirements. As there is no cost associated with the land owned by the council required for the scheme it is not valued as part of the total land costs for the delivery of the scheme and does not form part of the scheme costs within the business case benefit cost ratio.</p> <p>The council's annual statement of accounts includes the value of the Council assets in each class, where a smallholding was retained as a smallholding it will be valued as EUV (existing use value) and reported within land and buildings. Where an asset is held for sale it will be valued at FV (fair value), each asset is reviewed annually and a valuation requested when needed dependent on the asset class.</p>			
PQ 13	Dr Lennane, Ross-on-Wye	<p>Active travel such as cycling improves the health of our population and reduces our carbon footprint. Cycling infrastructure within the city is improving, but travel to Hereford from market towns is still via fast roads which are dangerous for cyclists. We won't be able to encourage more people to cycle intermediate distances, such as Ross to Hereford, until we provide safe routes.</p> <p>Are there any plans to look at the feasibility of opening the old railway lines to make safe routes for cyclists? This would utilise existing, flat routes, facilitating access to active travel and benefiting tourism. While this is an ambitious project, it would create local employment and provide a transport system fit for the future. It would also be a much better use of transport infrastructure funds than the ecologically damaging Hereford bypass, proposed by the previous council.</p>	Cabinet member infrastructure and transport
<p><b>Response:</b>  Herefordshire Council has developed former railway lines in the county for walking and cycling schemes. We have invested in the Ledbury town trail, Hereford Great Western Way and the Ross-on-Wye town and country trail, all of which were former railway lines. The Hereford Greenway which opened in 2013 also utilised a former railway for part of its length.</p> <p>This administration is keen to promote cycling and walking through infrastructure investment and the use of former railway lines for this purpose will be a focus for our assessments and plans. Giving people options to travel in different and more sustainable ways, whilst increasing healthier lifestyles and promoting tourism, is something we are determined to pursue.</p>			
PQ 14	Mr Geeson, Hereford	The Option Assessment Report dated November 2018 indicates that more land will be needed to deliver the redesign of the Southern Link Road and the bridge over the railway needs to be increased in height. What is the timescale of taking these amendments to another planning committee and public enquiry for the possible compulsory purchase of yet more land needed for road building?	Cabinet member infrastructure and transport
<p><b>Response:</b>  The SLR design has developed since the scheme gained planning consent in 2016. Some of these changes have already been considered and determined by the planning authority as supplementary planning matters and these can be viewed on the council's planning website. Other scheme design changes would be considered by planners should the scheme progress following the pause and review of the southern link road.</p>			



The SLR CPO inquiry was advised of the supplementary planning matters and the scheme design that had developed following planning consent in 2016. The report refers to these design developments but does not suggest more land outside of the planning redline boundary or CPO boundary for the scheme is required.

PQ 15	Mrs Steel, Hereford	<p>Two public questions about child sexual abuse were submitted to the Children and Young People Scrutiny Committee for their meeting on 16<sup>th</sup> September 2019. Both were initially rejected on the grounds they were defamatory, frivolous or offensive.</p> <p>Both questioners challenged the rejection; no explanation or justification for the ruling was offered and both questions were accepted. The written answers to both questions were identical, contained no substantive response and suggested that each question would be addressed at the committee meeting. Neither question was even discussed.</p> <p>In summary, the Council has so far not offered any attempt at a substantive response to two very serious questions about the welfare of child victims of sexual assault.</p> <p>Can the Council explain why the questions were initially rejected when neither was defamatory, frivolous or offensive, and/or give a substantive response to both questions now?</p>	Chairperson of the children and young people scrutiny committee
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**Response:**  
The monitoring officer has advised me that questions are considered for acceptance by the monitoring officer in accordance with the constitution. The constitution provides that questions that could disclose confidential information or contain defamatory information can be rejected. On this occasion the questions were considered to be within this category but after further information being provided the monitoring officer reconsidered the questions and accepted them. The responses to the published questions explained that the committee would be exploring the issues raised in the questions during its work programming agenda item. During the work programme item the committee agreed to establish a peer on peer abuse in schools spotlight review. The spotlight review would focus on the issue of peer on peer abuse in schools, as raised in the two questions, and respond to public concern of reports of its increasing incidence. Consistent with the criteria concerning the scope of public questions (paragraph 4.1.49 of the Council's constitution) the monitoring officer is authorised to reject a question if it requires the disclosure of confidential or exempt information or relates to an identifiable individual.

PQ 16	Mrs Morris, Hereford	In many other parts of the Country, councils have turned redundant railway lines into popular, safe cycle routes which are attractive not just for residents but for tourists and visitors. In the interests of sustainable economic growth; tourism; improving health and well and reducing car use, what plans does this Council have on turning Herefordshire's redundant rail tracks into cycle routes, particularly the route originally due to go from Hereford City out to Holme Lacy, being extended onto Ross-On-Wye?	Cabinet member infrastructure and transport
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**Response:**  
I refer to the answer given to the question from Dr Lennane above and agree that such schemes could provide a very wide range of benefits.



## Agenda item no. 6 - Questions from members of the council

Question Number	Questioner	Question	Question to
MQ 1	Councillor Terry James, Kington	Bearing in mind that the current administration fought the last election on a policy of abolishing the Cabinet system and replacing it with a Committee structure and having been fully aware of the time scales necessary to introduce such changes, could he give us what progress have been made in this matter.	Leader
<p><b>Response:</b></p> <p>We have had discussions with the council's Monitoring Officer concerning the process for making a change. No change may be made without the approval of full Council. This seems correct to me – it would be wrong for a new administration to be able to make such a change without the support of full Council and following full consultation. There is a motion before Council today proposing a review of governance models to ensure that the pros and cons of all options are fully understood in order to inform a future decision of full Council. Some councils that have made a swift change have subsequently reverted to their former model and I hope that the motion makes clear that we would wish to take sufficient time to fully explore the issues, before determining the best model of governance to achieve our objectives of being open and enabling the engagement of all members in the decision making process. I hope that all members will join me both in supporting that motion, and contributing their views to any review that will follow if the motion is passed.</p> <p>That said, and pending the outcome of that work should the motion be passed, this administration is committed to increasing the engagement of all members of this council in the development of strategy and policy, and in our decision making. To this end we are developing further the relationship between the executive and scrutiny to encourage the involvement of all members in developing policy options for the future. Basic information about future decisions is already made available on the published forward plan and we will supplement that information through monthly briefings from the Cabinet to all members. All members of cabinet have been asked to consider the most appropriate way of consulting members about decisions they are taking. This will vary from decision to decision depending on the scope and likely impact of each decision. I would encourage all members to make the most of these opportunities, and I would welcome any other ideas members may have to improve engagement.</p>			
MQ 2	Councillor Bob Matthews, Credenhill	It is my understanding that you personally strongly believe in openness and transparency, but at recent Cabinet meetings Scrutiny Chairpersons and Group Leaders have been strongly discouraged from asking questions in respect of issues being debated and decisions of Cabinet.	Leader

		<p>It has always been the case that the Chairperson of ANY committee can use their discretion in allowing appropriate questioning to take place, and I am confident in saying that I believe the public would welcome this more democratic approach.</p> <p>I therefore ask that you assure members that in future you will allow up to two precise questions per agenda item at the meeting, from the above mentioned post- holders.</p> <p>Cllr Tony Johnson, when he was Leader, always allowed appropriate and reasonable questioning, and this approach was always greatly appreciated by members and the public generally.</p>	
<p><b>Response:</b>  As you will appreciate, being new to the meetings' procedures of Herefordshire Council, I must rely on the provisions of the constitution and advice from the Monitoring Officer.</p> <p>I note that the constitution (para 4.4.11) says that the following rules regarding attendance and speaking at Cabinet meetings will apply:</p> <ul style="list-style-type: none"> <li>• where relevant to the agenda, the chairpersons of the scrutiny committees (or in their absence their vice chairpersons) have the right to attend cabinet meetings for the purpose of presenting any recommendations from their committee</li> <li>• group leaders have the right to attend cabinet meetings for the purpose of reporting the views of their group on any matter under consideration at the meeting.</li> </ul> <p>No provision is made under these rules for questions to be asked, and a further provision (para 4.4.17) makes clear that the meetings of the cabinet are to be used as a means of taking final soundings from those attending on an issue for decision rather than be the forum for detailed questioning or scrutiny of decisions being taken.</p> <p>I cannot comment on Councillor Johnson's practice when he was Leader, but given Councillor Lester's objection to my having allowed a question from you at a meeting of Cabinet, I would assume that he managed Cabinet meetings in accordance with these provisions.</p> <p>In addition to the rights of attendance and speaking which are set out above, there is the option for any member to submit a question to Cabinet in the usual way, and the constitution provides for the views of political groups on key decisions to be captured at a point in time when they may effectively influence the decision. I very much welcome the views from political groups about matters being discussed at</p>			

Cabinet; this administration also wishes to go further in engaging members in our decision-making, as I have outlined in my response to the question from Cllr James.			
MQ 3	Councillor William Wilding, Penyard	In light of the cabinet decision to commit to zero carbon by 2030 could you tell us if a 'climate champion' is to be appointed?	Leader
<b>Response:</b> Thank you for making this suggestion which would certainly be one way of raising the profile of this important issue. Our current thinking is that all cabinet portfolio holders should consider this issue as part of their portfolio, and to make a special appointment would detract from this holistic approach.			
MQ 4	Councillor Bernard Hunt, Newton Farm	GIVEN THAT - this council has a historically poor record of dealing with receipts of Planning Gain Section 106 monies AND THAT many agreements go back many years EG The Old Road ,Bromyard development [ ten years or more ] AND THAT a recent meeting of Mayors of all five market towns unanimously agreed that the current situation is unacceptable and deprives County residents of much needed local benefits - will the appropriate cabinet member undertake to investigate and circulate a report of the statistics involved, including recommendations of how to rectify this longstanding situation?	Cabinet member infrastructure and transport
<b>Response:</b> I thank Cllr Hunt for his pertinent question and his continued interest in Bromyard in particular. For his reassurance, the council has processes in place to secure financial contributions from development sites for community infrastructure, to monitor those sites to ensure that monies are paid at the requisite point and to spend those monies in accordance with the terms of the section 106 agreement. The council is currently working with 31 parishes and wards, and numerous community groups and clubs to deliver projects for the benefit of communities.  The council's section 106 process has been subject to audit by the South West Audit Partnership in 2016/17. Although this audit report found the service was generally working well, it did make a number of recommendations for further improvement, all of which have been undertaken. In addition, the council's section 106 process is routinely challenged at monthly performance team meetings.  Since the appointment of the new administration, individual briefings have taken place with new members where the council is progressing with the spend of section 106 monies in their wards.  In addition, the council will be arranging for training for all members to assist them in understanding the process.			

With regards to the section 106 monies for Old Road, Bromyard, referred to in the question these are committed in the Balfour Beatty Annual Plan at Annexe 4 for delivery of improvements in this location.			
MQ 5	Councillor Christy Bolderson, Wormside	To support local authority Brexit preparations, a total of £77 million of funding has been made available by central government. I understand that no template has been provided to local councils to guide them in their preparations, however, key areas of focus should include (and not be limited to): all statutory and regulatory services which councils are responsible for; the impact on supply chains; data handling; Local Partnership Working; and communications. By outlining how the money has been used, can the responsible Cabinet member give assurance to the people of Herefordshire that this Council is fully prepared to exit the European Union?	Leader
<p><b>Response:</b></p> <p>Herefordshire Council is as best placed as it can be for exit from the EU, given the information tools that it has been provided with and the current degree of knowledge about a planned exit. We have received £105k from government. This money has not been used for any day-to-day work- it will be focused, as and when needed, to support the residents of Herefordshire. Herefordshire Council has provided on our website as much information as we have available for the residents of Herefordshire. We continue to update this information as more becomes available. Over the next few days, we will be including a 'frequently asked questions' section on the website giving as much straight forward information as possible. The website will continue to point residents to the gov.uk website where more detailed information is available.</p> <p>Herefordshire Council (as part of the Local Resilience Forum) is taking part in weekly Chief Officer (strategic level officers) teleconferences. Officers are working on a day-to-day basis with partner agencies and with those critical council services (such as social care and regulatory services) where an impact could be felt. Services are currently reporting to the Emergency Planning Team every Thursday any impacts they are experiencing. To date, there has been nothing of significance reported. From Monday 21 October we will be required to report on a daily basis to MHCLG.</p>			
MQ 6	Councillor Nigel Shaw, Bromyard Bringsty	This autumn has seen a further reduction in public transport services between Hereford and Worcester on the 420 route which have impacted my ward, Bringsty /Bromyard. The 2019/20 budget included an additional amount of £500k as capital support to the county's community transport organisations, to help them to renew their fleets with new, modern and	Cabinet member infrastructure and transport

		energy efficient, fit for purpose vehicles. Six months on can the cabinet member advise how much of this investment has now been delivered to these vital bodies who help deliver a service to support the independence and well-being of our rural and market town communities?	
<b>Response:</b> <p>The 420 bus service is a service operated commercially by First Group between Worcester and Bromyard on weekdays. First Group recently notified us of their intention to withdraw the service as of 14<sup>th</sup> October. We are working with Worcestershire County Council to see how we can maintain the service in the short term and further work will be carried out by the two councils to determine the options for the service long term.</p> <p>Council authorised an amendment to the 2019/20 budget which allocated an additional £500k to passenger transport services, £225k of this was allocated to public bus services to offset a planned savings target in the year, and a further £275k was allocated to fund a grant scheme for Community Transport operators to purchase new vehicles. A decision to commit this funding has yet to be taken and will need to be considered in the context of the overall budget position for public transport to ensure we protect essential services.</p>			
MQ 7	Councillor Roger Phillips, Arrow	When was the new surfacing on B4349 at Dunan corner laid?	Cabinet member infrastructure and transport
<b>Response:</b> <p>The high friction surfacing scheme (anti-skid) at Dunan corner, also known as McIntyre's corner, was laid on the 23<sup>rd</sup> and the 24<sup>th</sup> of September 2019 in accordance with this year's Annual Plan. As part of the review of locations there were 3 sites identified as needing resurfacing with High Friction Surfacing (anti – skid), these are previously treated accident sites. The locations are; A4113 Brampton Bryan, B4349 Dunan Corner/McIntyre's Bend and A449/ B4224 Old Gore crossroads. The original treatment at Dunan Corner/McIntyre's Bend, which was implemented in 2002, following a number of collisions which included a fatality, has performed well with the original treatment lasting over 17 years.</p>			
MQ 8	Councillor John Hardwick, Backbury	Thank you for honouring the pledge made within some member's election manifestos in connection with the SWTP and HTP. Would Cllr Harrington care to provide the Council with an update on his decision and the next steps?	Cabinet member infrastructure and transport
<b>Response:</b> <p>I refer to the answer given to Mrs Protherough's question above.</p>			

