

## **Minutes of the meeting of Council held at The Council Chamber - The Shire Hall, St. Peter's Square, Hereford, HR1 2HX on Friday 13 July 2018 at 10.00 am**

**Present:** Councillor DB Wilcox (Chairman)  
Councillor PJ Edwards (Vice-Chairman)

**Councillors:** SP Anderson, PA Andrews, BA Baker, JM Bartlett, WLS Bowen, TL Bowes, H Bramer, CR Butler, ACR Chappell, E Chowns, PE Crockett, PGH Cutter, BA Durkin, CA Gandy, DW Greenow, KS Guthrie, J Hardwick, DG Harlow, EPJ Harvey, EL Holton, TM James, PC Jinman, JF Johnson, JLV Kenyon, JG Lester, MD Lloyd-Hayes, PP Marsh, RI Matthews, RL Mayo, MT McEvilly, SM Michael, PD Newman OBE, FM Norman, CA North, RJ Phillips, AJW Powers, PD Price, P Rone, A Seldon, NE Shaw, J Stone, D Summers, EJ Swinglehurst, LC Tawn and SD Williams

**Officers:** C Baird, A Brookes, J Coleman, M Evans, G Hughes, A Lovegrove, C Marshall, A Neill, Vickers and C Ward

### **10. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors MJK Cooper, JA Hyde, AW Johnson, AR Round, WC Skelton and A Warmington.

### **11. DECLARATIONS OF INTEREST**

Councillor RJ Phillips declared a non-pecuniary interest in agenda item no. 10, notices of motion, in relation to the motion concerning the Hereford Justice Centre, as a Justice of the Peace.

### **12. MINUTES**

A point of order was raised regarding the timing of the publication of the questions from the public and councillors and the responses. The Chairman undertook to see if arrangements for earlier publication ahead of the meeting could be introduced.

**RESOLVED:** That the minutes of the meeting held on 25 May be confirmed as a correct record and signed by the Chairman.

### **13. CHAIRMAN AND CHIEF EXECUTIVE'S ANNOUNCEMENTS**

Council noted the Chairman and Chief Executive's announcements as printed in the agenda papers.

The Chairman provided the following updates:

- Congratulations to the Hereford Cathedral Choristers who had recently performed at the Vatican in front of the Pope;

- A recognition of the volunteers who had recently been involved in Britain in Bloom locally; and
- A tribute to Geoff Hughes, Director of Economy, Communities and Corporate who was leaving the Council after a number of years of service.

The chief executive highlighted those points below from his announcements attached to the agenda:

- The appointment of two care leavers to apprenticeships in Adults Wellbeing Directorate;
- The commendations recently received regarding the Council's model of adult social care;
- The award won by the Fastershire project;
- The proportion of young people attaining level 2 qualifications which now exceeded the national average;
- The narrowing attainment gap for children eligible for free school meals; and
- The recent appointments of Assistant Directors in the Children's Wellbeing Directorate.

#### **14. QUESTIONS FROM MEMBERS OF THE PUBLIC (Pages 11 - 26)**

A copy of the public questions and written answers, together with supplementary questions asked at the meeting and their answers, is attached to the Minutes at Appendix 1.

#### **15. QUESTIONS FROM MEMBERS OF THE COUNCIL (Pages 27 - 30)**

A copy of the Member questions and written answers, together with supplementary questions asked at the meeting and their answers, is attached to the Minutes at Appendix 2.

#### **16. TREASURY MANAGEMENT - 2017/18 OUTTURN**

Council considered a report from the Cabinet Member Corporate Strategy and Budget concerning the Treasury Management outturn for 2017/18. The report was introduced by the Cabinet Member Finance and Corporate Services who reported that the underspend currently reported was attributable to early reporting of budget receipts. There was an intention to improve spend profiles and the recent LGA challenge process had determined that the balance sheet was relatively healthy. A note of caution was sounded regarding the greater degree of uncertainty in the financial affairs of the country caused by current circumstances.

Councillor NE Shaw proposed and Councillor RJ Phillips seconded the recommendation to approve the treasury management outturn 2017/18.

Members of the Council made the comments below in the discussion that followed:

- The exposure to the increased rates from the Public Works Loan Board was raised and whether capital receipts could be used to repay the loans. *The Cabinet Member Finance and Corporate Services confirmed that methods of paying off the loans as early as possible were being investigated.*
- A query was raised regarding an ethical investment framework at the Council. *The Cabinet Member Finance and Corporate Services explained that he would investigate whether any of the Council's investments would be potentially classified under an ethical framework.*

- The projected growth rate was disappointing and external borrowing should be closely monitored. *The Cabinet Member Finance and Corporate Services agreed that external borrowing should be kept to acceptable levels.*
- The utilisation of usable reserves was queried and internal borrowing. *The Cabinet Member Finance and Corporate Services confirmed that if internal borrowing was not available then external borrowing would be considered within prudent limits.*
- Clarification was sought regarding those Council-owned properties and assets sold over the last 18 months and the income gained from the sales. *The Cabinet Member Finance and Corporate Services confirmed that a written response would be provided.*

**RESOLVED: That Council approves the treasury management outturn for 2017/18 at appendix 1.**

## **17. CAPITAL PROGRAMME UPDATE**

Council considered an update to the Capital Programme. The report was introduced by the Cabinet Member Finance and Corporate Services who moved the recommendation with an alteration to recommendation f in the report to refer to paragraphs 37 and 38. The Cabinet Member explained that the capital programme update was required following additional grants awarded by central government and the allocation of section 106 monies to capital projects.

The recommendations in the report were seconded by Councillor BA Durkin.

The Cabinet Member Economy and Communications introduced detail of the capital projects concerning the cyber security centre and the Shell Store business incubation facility. The cyber security centre was a project being undertaken in partnership with the University of Wolverhampton and would provide a facility for research and development. The Shell Store would provide space for up to 30 local business start-ups and would be the only business incubation facility in the Marches LEP area. The Cabinet Member Children and Young People presented detail of the capital projects concerning the Children's Wellbeing and the Cabinet Member Health and Wellbeing outlined detail of the investment in the redevelopment of the Hillside Rehabilitation Centre.

Councillor Greenow left the meeting at 11.16 a.m.

Members made the comments below in the discussion that followed:

- It was queried when the Cyber Security Centre would be completed and how many jobs would be created. *The Cabinet Member Economy and Communications explained that it was anticipated that building would start in Q3 of the current year and a 12 month build was likely. It was not the purpose of the Cyber Security Centre to create jobs; the facility enabled businesses to test cyber security products.*
- The lack of grant funding for the Ross Enterprise Park was queried. *The Cabinet Member for Finance and Corporate Services explained that the project had been assessed by the Local Enterprise Partnership and there had been some positive feedback. Unfortunately there was a lack of funding to dedicate to the scheme; an application for funding could be made under a future round of LEP funding but there was uncertainty when this would occur.*

- It was noted that the projected cost of the Shell Store project had increased which had also been experienced in other projects. Better initial estimates of capital projects were urged in future. *The Cabinet Member Economy and Communications explained that it was a complex project and the increase in cost was frustrating. The Cabinet Member Finance and Corporate Services explained that an element of the increase in costs was attributable to inflation in construction costs.*
- Assurance was sought that after the refurbishment of the Hillside Centre the asset would be retained and not sold. *The Cabinet Member Health and Wellbeing explained that the need for care facilities and provision would double in the future therefore there were no plans to sell the facility once constructed.*
- It was noted that opportunities for business incubator facilities also existed in market towns including Bromyard and Leominster.
- It was requested that the risk register concerning the multiple funding streams for the Cyber Security Centre be made available. Assurance was sought that the Council would not be exposed to liabilities arising from the investments of partner organisations. *The Cabinet Member Finance and Corporate Services explained that he would investigate this request with colleagues. The risks to the Council would be contained and managed in the risk register.*
- The business case for the Cyber Security Centre was queried in light of the detail that the project would not assist in the creation of jobs. It was noted that the project required considerable investment and evidence was requested to demonstrate why the facility was an economic development priority. It was queried whether there was potential duplication between the functions of the Cyber Security Centre and the Shell Store. The requirement for better infrastructure around Rotherwas, particularly improvements to the condition of Holme Lacy Road was raised. *The Cabinet Member Economy and Communications explained that the Cyber Security Centre would help to increase the number of better paid jobs locally. It was not the role of the Council to create jobs but to help facilitate employment opportunities by establishing infrastructure locally which encouraged business investment. Evidence to support the Cyber Security Centre would be shared. The importance of utilising European Funding promptly was emphasised in the context of national circumstances.*
- The Hillside Centre project was welcomed and the need for facilities for Elderly Mental Infirm (EMI) patients. The facility would also provide an opportunity for training for carers. There was concern regarding parking at the site and that significant investment of £1.5 million was for a facility of only 28 beds. *The Cabinet Member Health and Wellbeing confirmed the long term nature of the investment; the facility would be utilised for a generation which provided value for money.*
- Following the closure of 1 Ledbury Road it was queried whether investment similar to the amount dedicated to the Hillside Centre would be forthcoming for respite facilities in Herefordshire? Alternative provision for respite care provided locally was highlighted by members. *The Leader explained that changes to short breaks provision in the county had produced a redesigned service; the number of families requiring respite care had increased significantly which required a different model of care. The Cabinet Member Children and Young People confirmed that she would be prepared to consider proposals for other forms of respite care.*
- The investments dedicated to economic development would result in higher quality jobs but detail was requested regarding accompanying lower paid jobs; such forms of employment were often not favoured. *The Cabinet Member Economy and Communications understood the issues raised and had discussed with the LEP the difficulty of filling low paid jobs; he would be in contact to discuss the matter with the member further.*

A recorded vote was conducted and the recommendations were approved: For 42; Against 0; and Abstained 3.

For (42): Councillors SP Anderson; PA Andrews; BA Baker; JM Bartlett; WLS Bowen; TL Bowes; H Bramer; CR Butler; ACR Chappell; PE Crockett; PGH Cutter; BA Durkin; PJ Edwards; CA Gandy; KS Guthrie; J Hardwick; DG Harlow; EPJ Harvey; EL Holton; TM James; PC Jinman; JLV Kenyon; JG Lester; MD Lloyd-Hayes; PP Marsh; RL Mayo; MT McEvilly; SM Michael; PD Newman OBE; CA North; RJ Phillips; AJW Powers; PD Price; P Rone; A Seldon; NE Shaw; J Stone; D Summers; EJ Swinglehurst; LC Tawn; DB Wilcox; and SD Williams.

Against (0):

Abstained (3): EE Chowns; RI Matthews; and FM Norman;

**RESOLVED: that:**

- (a) **The addition of £6.711m grant funding and s106 contributions to existing project budgets within the existing capital programme as detailed in the table below be approved;**

<b>Scheme Name</b>	<b>2018/19 New Budget/ Grant</b>
<b>Economy, Communities and Corporate</b>	
Local Transport Plan (LTP)	3,198
Fastershire Broadband	1,674
ECC's S106	756
<b>Total ECC Capital Projects</b>	<b>5,629</b>
<b>Children's wellbeing</b>	
Schools Capital Maintenance Grant	33
CYPD's S106	589
Special Provision Capital Fund	167
Healthy Pupils	99
Basic Needs Funding	48
<b>Total CWB Capital Projects</b>	<b>936</b>
<b>Adults and wellbeing</b>	
Disabled facilities grant	147
<b>Total AWB Capital Projects</b>	<b>147</b>
<b>Total</b>	<b>6,711</b>

- (b) **the special provision capital fund be increased by £167k in each of 2019/20 and 2020/21 capital budgets for the new grant allocation;**
- (c) **additional provision of £1.116m be made to support development of the Hereford Enterprise Zone Shell Store making the total provision for this project £7.316m;**
- (d) **provision of £1.5m be made to support conversion of the Hillside Rehabilitation Centre to provide a nursing home facility;**
- (e) **provision of £3.5m be made to support delivery of a Cyber Security Centre at Rotherwas;**
- (f) **the changes set out at paragraphs 37 and 38 to funding streams for Ross**

**Enterprise Park and Children's Wellbeing projects and adjustments across directorate projects with an overall reduction of £476,000 be approved;**

- (g) the revised 2018/19 capital budget of £145.315m detailed in appendix 1 be adopted, which consists of £40.816m 2017/18 brought forward balances and previous approved budgets of £92.148m, along with the above items be approved; and**
- (h) the chief finance officer be authorised, following consultation with the Cabinet Member Finance and Corporate Services, to make in year amendments to the capital programme to reflect additional external funding secured in year.**

## **18. LEADER'S REPORT TO COUNCIL**

Council received a report from the Leader of the Council concerning an update on the work of the Cabinet since the previous ordinary meeting of Council in March 2018 and an annual report on the priorities of the cabinet and progress made in meeting those priorities. The Leader introduced the report and informed Council of the proposal for a council tax reduction for care leavers which would be the subject of a forthcoming decision. The Leader also outlined the significant infrastructure projects currently in progress within the context of the financial challenges faced by the Council.

The issues below were raised in the discussion that followed:

- It was asked whether the Leader supported a meeting with Highways England (HE) to discuss safety concerns on the A49. *The Leader expressed sympathy for local residents affected by recent accidents on the road and supported a meeting with HE. The Cabinet Member for Transport and Regulatory Services confirmed that there would be three seminars with HE in September concerning the road;*
- An update on the inquiry concerning the Southern Link Road was requested. *The Cabinet Member Infrastructure explained that the inquiry concerned the compulsory purchase arrangements and side road orders. Such inquiries routinely took place when objections to compulsory purchases were lodged;*
- Detail concerning the targets for the proportion of households able to access faster broadband and the actual uptake was requested. *The Cabinet Member Economy and Communications explained that a written response would be sent to the member;*
- Franklin House had been purchased for £1.5m but a recent valuation had valued the building at £500k. *The Cabinet Member for Contracts and Assets explained that the property had been purchased with grants and property prices had steadily reduced in value in recent years;*
- The Leader was encouraged to work with new public transport franchise holders to advance the priority of an integrated transport network in the county;
- It was noted that one of the reasons cited for the failure of the bid for the City of Culture was a lack of local authority support for the project.

Councillor AJW Powers proposed a motion without notice under paragraph 4.1.92 (d) of the constitution to refer to the appropriate body or individual to consider an additional objective for the Chief Executive's objectives 2018/19 as follows: *Champion high standards of conduct and a strong commitment to public service throughout the Council.*

There was a brief adjournment at 12.24 p.m.; the meeting reconvened at 12.36 p.m.

Councillor A Seldon seconded the motion.

The motion was debated with the following points raised:

- The proposal was adding to a process that had already been undertaken with the Group Leaders;
- The additional objective should be added to the Chief Executive's objectives in the following year 2019/20; and
- The motion was supported as a public statement to represent principles already in place at the Council.

The motion was put to the vote and carried by a simple majority of the Council.

**RESOLVED: that Council refers the list of objectives for the Chief Executive for 2018/19 back to the Leader to consider an additional objective as follows: *Champion high standards of conduct and a strong commitment to public service throughout the Council.***

**RESOLVED: that the Leader's report to Council is noted.**

## **19. NOTICES OF MOTION UNDER STANDING ORDERS**

Council considered the notices of motion set out in the supplement published on 11 July 2018.

Council considered a notice of motion concerning verge parking.

In moving the motion Councillor BA Baker made the following points:

- There was significant frustration regarding verge parking in the county and the damage caused;
- Underground services were vulnerable to the damage caused to verges;
- The introduction of restrictions would have resource implications for civil enforcement officers;
- Legal exemptions would need to be established for certain circumstances such as broken down vehicles; and
- Parking on verges was an unsightly and unregulated activity which required action.

In seconding the motion Councillor SP Anderson made the following points:

- The issue was a significant issue across the county; and
- The motion proposed a positive way forward to address the problem.

The following principal points were raised by members in the debate:

- It was recognised by members that this was a significant issue;
- There would be an issue in determining land owners and where restrictions on verges could be enforced;
- Wider consideration was also required in market towns to understand and make provision for cars displaced by the introduction of restrictions on verge parking;
- It was queried whether the cost of new enforcement would be affordable to the Council; and
- It was important to undertake other methods of deterring people from parking on verges including tree planting;

Councillor D Summers proposed and Councillor P Rone seconded an amendment to the motion to include restrictions on parking on pathways in the motion.

The proposed amendment was discussed with the following points raised:

- There would be resource implications involved with imposing restrictions on pathways as well as grass verges; and
- The problems caused to people with wheelchairs and prams by cars parking on pathways was significant. The proposed amendment would positively address problems caused by cars parking on pavements.

The amendment was put to the vote and was carried by a simple majority.

The substantive motion was put to the vote, as amended with inclusion of reference to pathways, and was carried.

**RESOLVED: The damage caused by vehicles being parked carelessly on grass verges and pathways is not only unsightly but can add to the costs of maintaining the verges and highways at a time when council resources are already stretched. In light of this largely unregulated activity. I move that the executive be asked to consider putting in place suitable controls to restrict parking on grass verges and pathways, including the introduction of by-laws.**

Council considered a notice of motion concerning the Development Partnership.

In moving the motion Councillor EE Chowns made the following points:

- The motion was a cross-party initiative to help shape the direction of development in the County;
- The motion provided a framework for development to follow;
- The motion built on an earlier motion to Council in 2014;
- Consultation had been conducted with officers and other members; and
- Two alterations to the motion were outlined by the proposer: the inclusion of the wording ‘...development designed and constructed through...’ in place of ‘...housing built through...’; and an additional bullet point, as follows: ‘designed to promote walking, cycling, public transport and car sharing.’

A further alteration was requested by Councillor PJ Edwards to include the wording ‘...with maintenance thereof.’ at the end of the first bullet point. The alteration was accepted by the proposer and seconder.

In seconding the motion Councillor SP Anderson made the following points:

- The motion would ensure the development partnership would be sustainable;
- The motion would incorporate social responsibilities and environmental considerations into the development partnership; and
- The intention was for the selected development partner to demonstrate evidence of sustainable principles in development activities.

The following principal points were raised by members in the debate:

- The Council was compliant with the National Planning Policy Framework (NPPF). The Core Strategy and Policy Framework incorporated relevant elements and principles from the NPPF;



- The contract management team at the Council would produce Key Performance Indicators for the Development Partnership. The proposed principles would need to be balanced against an assessment of value for money; and
- The motion proposed valuable principles to incorporate in the development partnership at an early stage.

The motion was put to the vote and was carried unanimously.

**RESOLVED: that -**

**Noting that Herefordshire Council has recently mobilised a large amount of capital from the sale of its farm estate, and plans to invest this in a 'Development Partnership' which will significantly shape the growth and development of the county, we call on the council to resolve:**

**That the Development Partnership should be designed to be a Sustainable Development Partnership, with equal consideration given to social, environmental, and economic dimensions of planned development.**

**That the executive be asked to consider ensuring that all development designed and constructed through the Development Partnership should be:**

- **planned to maximise residents' health and wellbeing, including through shared green space and opportunities for outdoor exercise and social interaction, with maintenance thereof;**
- **built to the highest possible standards of energy and water efficiency in order to ensure affordability for residents and low environmental impact;**
- **sourced using local procurement wherever possible, in order to maximise local economic benefit and employment opportunities;**
- **designed to support and enhance wildlife habitats, in line with Herefordshire's identity as a beautiful rural county; and**
- **designed to promote walking, cycling, public transport and car sharing.**

Council considered a notice of motion concerning the Hereford Justice Centre.

In moving the motion Councillor ACR Chappell made the following points:

- Remand cases were now being sent to Kidderminster;
- Magistrates in Kidderminster were unfamiliar with the local area in Hereford and the circumstances in the town;
- The travel involved for solicitors would be a 70 mile round trip;
- Many of those in front of magistrates experienced mental health problems or a limited income and if it is found that there is no case to answer they would be released in Kidderminster;
- A motion had also been approved unanimously by Hereford City Council calling on the Lord Chancellor & Secretary of State for Justice to reverse the transfer of remand cases from Hereford to Kidderminster Justice Centre ; and
- The hearing of remand cases at Kidderminster was counter to principles of local democracy and local application of justice.

In seconding the motion Councillor CA Gandy made the following points:

- It was a long and convoluted journey to Kidderminster if there was no case to answer. People with Mental Health problems and learning disabilities would need to make the journey back;

- Depending on the time of arrest some people would spend 24 hours in custody awaiting transportation to Kidderminster.

The following principal points were raised by members in the debate:

- There was a cost to West Mercia Police, solicitors, defendants and others;
- Some defendants may think it cheaper to plead guilty than have to make the journey back from Kidderminster;
- The savings proposed by the Department of Justice were not felt to be acceptable and would cost others additional time and expense; and
- The need for savings have caused the Department of Justice to make an unreasonable decision.

The motion was put to the vote and was carried unanimously.

**RESOLVED: that**

**Earlier this year, the judicial system was changed so that remand cases throughout West Mercia are automatically sent to Kidderminster Justice Centre, thus removing local justice from the county, and locating hearings for all remand cases to a court in a town some 35 miles from Hereford's Justice Centre. Local justice should be administered locally, by magistrates who know the area, and local factors, and defence solicitors who are aware of the circumstances and some of the background issues.**

**That Herefordshire Council deplores the transfer of remand cases from Hereford to Kidderminster and calls on requires the Leader of the Council to call on the Lord Chancellor and Secretary of State for Justice, to right a wrong and return such cases to the 'Hereford Justice Centre', (Magistrates Court) to be dealt with by Herefordshire Justices dealing with Herefordshire cases.**

## **20. MEETING DATES 2018/19**

The date of the next meeting was 12 October 2018.

The meeting ended at 1.45 pm

**Chairman**

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

Question Number	Questioner	Question	Question to
PQ 1	Mr Jeremy Milln, Hereford	The Department of Transport provides a support package to local authorities like Herefordshire Council to assist the development of Local Cycling and Walking Infrastructure Plans. Given the relative lack of provision in Hereford, highlighted by the public event at the University Centre on 17 <sup>th</sup> May and the Declaration from Hereford Civic Society which followed, what is the Council doing to engage with Hereford Transport Alliance and other involved third sector organisations to ensure these plans are properly progressed so the 'sustainable urban expansions' proposed in Local Plan for Bobblestock, Three Elms and Holmer West are genuinely sustainable in transport terms?	Cabinet member infrastructure
<p><b>Response:</b></p> <p>We have ambitious plans to increase walking and cycling provision in the city building on the extensive cycle network that includes over 20 miles of off-road cycle routes, advanced stop lines at signalised junctions, and excellent cycle parking at key destinations. Cycle levels in the city are well above the national average and this is reflected in census data and travel surveys. Something Hereford should be proud of.</p> <p>There has been extensive consultation and opportunities to engage on policies and proposals relating to new development and cycle infrastructure including in relation to the Local Transport Plan and the stage 2 consultation on the Hereford Transport Package. Consultation has been open to local residents, groups and council members.</p> <p>Our positive approach to supporting cycling is reflected in the success of our bid to take part in the government's local cycling and walking infrastructure plans (LCWIP) programme. We are one of only 36 local transport authorities to be selected from a total of 78 applicants. We are working closely with the government's appointed consultants, WSP, to progress the technical stages of the LCWIP process which takes into account current and future demand for cycling and walking including that resulting from planned development such as the sustainable urban extensions. We will be consulting on draft LCWIP proposals, and there will be further consultation in respect of any housing developments as part of the planning process. I would encourage all interested parties to engage in these consultations.</p>			
<b>Supplementary Question</b>			

How will the Council focus on Active Travel Measures to improve air quality?			
<b>Response to Supplementary Question</b> As the Hereford Transport Package progressed the active travel measures would be built including cycling and walking facilities.			
PQ 2	Mr Norman Baker, Ledbury	Why did the Council introduce street parking charges to deter people from shopping in Hereford?	Cabinet member transport and regulatory services
<b>Response:</b> In accordance with our <a href="#">Local Transport Plan</a> , street parking charges help mitigate traffic growth, relieve congestion and promote sustainable travel in the city centre. On street parking provides shorter term opportunities whilst longer term parking remains available off street. Our parking charges are set at a level that remains competitive with neighbouring cities, but also encourages people to use alternative active travel options. Businesses and residents are consulted on all on street parking schemes to ensure that schemes are effective in both managing traffic flows and supporting vibrant town centres. We also want to encourage people to make use of public transport networks, or to walk or cycle as an alternative to using their car and, as demonstrated in the answer to question 1 above continue to develop sustainable transport opportunities in the city.			
<b>Supplementary Question</b> Would the Council acknowledge that introducing parking concessions would aid footfall in Hereford?			
<b>Response to Supplementary Question</b> The Council is considering alternatives.			
PQ 3	Mrs Victoria Wegg-Prosser, Breinton	Reference budgets for the capital programme, Local Transport Plan, total allocation is £23,880,000 including an additional sum this year of £3,198,000. £1,253,000 of this is earmarked to rectify potholes which have increased five-fold this year, apparently. How can Council evaluate the benefits of this expenditure when there has been no published analysis of the efficacy of the current Local Transport Plan since March 2016? The promised amalgamated Report for 2016/17 and 2017/18 is still awaited.	Cabinet member for infrastructure
<b>Response:</b> The council does not wait for the publication of the annual progress report to evaluate effectiveness of its investments; I am advised this report will be published in August. Performance information relating to both strategic transport indicators (such as road traffic casualties and highway condition) and operational indicators (such as responding to defects and customer complaints) is monitored and reported throughout the year through the normal corporate reporting processes; and the public realm annual plan takes into account this performance. The total allocation within the current capital programme reflects the normal annual government grant of around £10m for each of two years, payable annually, and some additional funding secured for the current year.			

PQ 4	Mrs Clare Palgrave, How Caple	What is the Council planning to do to increase recycling rates for domestic waste (41.2% in 2017) to at least achieve the current Government target of 50%?	Cabinet member contracts and assets
<p><b>Response:</b> Herefordshire Council is committed to contributing to the 2020 UK national target of 50% recycling and composting. Improving our recycling and composting rates requires a whole community response and the council provides information and support to residents and businesses to achieve this improvement both on our website and through specific initiatives, to help reduce waste, improve performance and reduce costs. Current initiatives include:</p> <ul style="list-style-type: none"> <li>• Encouraging communal developments to recycle. The council's waste management team is encouraging residents in flats, traveller sites and houses of multiple occupancy to make the best use of the recycling services available. This not only helps improve the county's recycling performance but helps reduce waste collection problems at these premises.</li> <li>• Targeted campaigns to promote recycling at Christmas, during recycling week and in association with national and events such as the football world cup, with videos, press releases, and social media advertising. The aim of these campaigns is to help people to make best use of our recycling services, improving both the quantity and quality of materials recycled.</li> <li>• Promoting composting at home by providing information, guidance and low cost home compost bins. This helps encourage people to deal with organic garden waste and compostable kitchen waste in the most environmentally sustainable way.</li> <li>• Increasing waste awareness in schools by providing information, guidance, school assemblies, visits by the lorry and crews, and free tours and activities at our recycling facility.</li> </ul>			
PQ 5	Mr Robert Palgrave, How Caple	The notes taken by DfT at a meeting with Herefordshire Council in October 2017 record that Council had bid for £95m from the Housing Infrastructure Fund for the Hereford Bypass, against an estimated total cost of £177m (assuming a dual carriageway road). The note also states that "the gap of £82m will be narrowed with capital receipts from land assets, developer contributions" and that the "Remaining gap of £65m would need to be found locally or borrowed (with future additional council tax payers paying this back), or further money obtained from government."	Cabinet member infrastructure

		If the HIF bid is unsuccessful, will local residents fund the missing £95m as well as the 'remaining gap' of £65m?	
<b>Response:</b> I expect central government to make a substantial contribution to delivery of this vital scheme and we are working actively with the DfT and other government departments to this end. As identified in the quote provided by the questioner any gap in a final scheme package would need to be either found locally, borrowed or further funding obtained from government. The council continues to pursue all funding opportunities for the project.			
<b>Supplementary Question</b> In the context of the church commissioners response and the Three Elms development what is more important affordable housing or a new road?			
<b>Response to supplementary Question</b> Developers would be required to fully commit to allocations of affordable housing on developments.			
PQ 6	Mr Andrew Morawiecki, Brienton	Herefordshire Council's bid for financial support from the Housing Infrastructure Fund stated "The Hereford and Herefordshire community are supportive of the proposals within this bid as they are fully in line with the adopted Local Plan, the Herefordshire Core Strategy 2011-31. This includes the proposed housing delivery and the requirement for a bypass to the west of the city." Can the Cabinet member explain this statement given the considerable opposition to the Bypass raised by a large number of residents during the recent HTP consultation, in questions to Cabinet, and in local newspaper coverage?	Cabinet member infrastructure
<b>Response:</b> The statement is taken from a supporting document submitted with Herefordshire Council's Housing Infrastructure Fund (HIF) application that explained the consultation undertaken as part of the Herefordshire Core Strategy 2011-2031 development process. Responses to this consultation at the Developing Options stage, demonstrated overwhelming support for a transport package including an "outer distributor road" (as the new road was known at the time).  Subsequent to the submission of the HIF application, the Hereford Transport Package consultation was undertaken with 59% of respondents supportive of a western bypass being included as part of the Transport Package.  There are those who either do not support the building of any new roads, or would prefer the route to be different; however the weight of opinion remains in support not only of a by-pass, but a western route for that by-pass.			
<b>Supplementary Question</b> How much has the Council bid for as part of the cycling and walking strategy?			
<b>Response to supplementary question</b>			

A written response would be provided to the questioner.

Written response – sent 08/08/2018:

The council has a strong track record in bidding for additional funds to improve transport in the county. In terms of funds which support walking and cycling we have secured the following sums in recent years:

- Local Sustainable Transport Fund Tranche 1 (£4.973M)
- Transition Fund (£419K)
- Access Fund (£1.5M),
- Cycle Safety Fund (£80k)
- Sustrans Connect 2 (£350K)
- Local Cycling and Walking Infrastructure Plans – technical support

We have also secured £43M from the Local Growth Fund towards two transport packages which include walking and cycling schemes in addition to the city and southern link roads:

- South Wye Transport Package (£27M)
- Hereford City Centre Transport Package (£16M)

In addition to these successful bids, the council has submitted additional bids which government has not supported:

- LSTF Tranche 2 (£0.999M)
- National Productivity Investment Fund (£4.987M)

PQ 7	Mrs Liz Morawiecka, Breinton	In answer to a public question in November 2017 about the Western Relief Road the Cabinet member for Infrastructure said “to the end of October 2017 £2.6m has been spent on the project, funded by annual revenue budgets, reserve funding of £0.6m and external funding contributions of £0.7m.” By the end of this financial year over £5.4Million will have been spent on this project. Why is the expenditure of £2.6Million in 2017/18 previously spent on this capital project not reflected in the Capital programme presented to Herefordshire Councillors today?	Cabinet member finance and corporate services
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**Response:**

There is no reported spend on the Hereford Transport Package Capital Project because, as identified by the questioner in the quote from the response given previously by my cabinet colleague, expenditure to date has been funded and reported through revenue budgets.

<b>Supplementary Question</b> When will an economic assessment or business case be available which provides the economic justification for the Council to borrow close to £3m for the bypass?			
<b>Response to supplementary Question</b> There appeared to be confusion around capital and revenue funding and potential funding for the road project. A business case would be completed in due course which would provide detail on the sources of expenditure.			
PQ 8	Ms Jaqui Tonge, Hereford	The Southern Link road, if it is to be the first part of the proposed "bypass" and to be adopted as the new A49 trunk road, has to be built to standards set down in the Design Manual for Roads & Bridges. Would the Cabinet member please confirm that the Southern Link road will comply with these design Standards?	Cabinet member infrastructure
<b>Response:</b> Yes; I can confirm that the Southern Link Road is being designed using the Design Manual for Roads & Bridges highway design standards.			
PQ 9	Mrs Melanie Iron, Kimbolton	<p>As a new resident I would like to ask what the Council propose to do to control the excess speeding through the village of Kimbolton. Despite the 30mph speed restriction signposting and road signage, drivers continually abuse this, causing danger, excessive noise and additional pollution.</p> <p>As a driver, I and other residents are fully aware of drivers who continually abuse the speed limit in fact during the early evening and weekends it is obvious that cars are being driven at twice the limit imposed.</p> <p>It is very apparent that more traffic calming needs to be put in place. The local police advised me to contact you regarding this matter.</p>	Cabinet member transport and regulatory services
<b>Response:</b> Through the Herefordshire Community Safety Partnership we work closely with the Safer Roads Partnership for West Mercia and local policing teams to identify areas where speeding is considered a particular problem for local residents, with a view to making Herefordshire's roads safer.			



While West Mercia Police are responsible for the actual enforcement of speed limits, I have asked officers to work with your ward member Councillor Stone and the parish council to find alternative ways of influencing driver behaviour and help reduce speeds in Kimbolton.			
PQ 10	Ms Kate Sharp, Hereford	The Hereford Transport Package relies on the Southern Link Road being approved at the public inquiry which will take place for 7 days from 30 <sup>th</sup> October 2018. What is the risk to the Hereford Transport Package, in particular the proposed “bypass”, should the Council be unsuccessful at the public inquiry?	Cabinet member infrastructure
<b>Response:</b> The public inquiry you refer to will consider the council’s reasons for the acquisition of land needed for the Southern Link Road scheme. It will not consider the planning case for the scheme – which has already been determined. I do not believe this represents a significant risk to the bypass.			
PQ 11	Mr Emil Morfett, Breinton	<p>From the notes dated 3 October 2017 of a meeting with Herefordshire Council, the Department for Transport recorded that “Herefordshire Council suggest that most people consulted are not concerned whether an eastern or western route is adopted. Apparently most of those favouring the eastern route have been easily persuaded of the greater merits of the adopted western corridor when the arguments are explained to them. They claimed that less than 10 properties are affected whichever alignment is chosen, and it is those handful of individuals who form the bulk of objectors”.</p> <p>Given that a 38 degrees petition asking Herefordshire Council to scrap plans for the bypass now has over 1600 signatures, can the Cabinet member explain the comment that there is only a handful of objectors?</p>	Cabinet member infrastructure
<b>Response:</b> I refer to the response give to question 6 above.			
PQ 12	Mrs Carole Protherough, Birch Hill	Cabinet report 16th June 2016 on the Hereford Relief Road (Hereford Bypass) notes in para 26 and 27 that the bypass will enable the delivery of new homes and communities in the western urban expansion (Three Elms) and in the northern urban expansion (Holmer West) There is no mention of the third urban extension at Lower Bullingham. Can the Cabinet member clarify that it is now accepted that the Bypass is not a prerequisite for house building at Lower Bullingham?	Cabinet member infrastructure

<b>Response:</b> <p>I cannot. The proposed urban extension at Lower Bullingham can't be fully developed without the provision of the bypass. Policy HD6 of the Herefordshire Local Plan Core Strategy sets out the adopted policy for the development of the Lower Bullingham urban extension. As with the other policies for the strategic urban extensions in the Core Strategy, there is an explicit link in the policy to Appendix 5 of the document which sets out the relationship between the development of the urban extensions and the provision of key infrastructure, including the bypass. Appendix 5 of the plan indicates that around 50% of the housing on the urban extension (as a proportionate share) can be delivered prior to the provision of the critical infrastructure and this would be the basis of any negotiation on a planning application for a proposal on this site.</p>			
PQ 13	Ms Helen Powers, Brienton	Every route of the proposed Hereford Bypass has significant adverse impact on the countryside, environment, historic buildings, historic parkland, landscapes and visually to the West of Hereford. How will the environmental damage that this road will cause be mitigated to provide the net environmental gain?	Cabinet member infrastructure
<b>Response:</b> <p>Cabinet is shortly due to consider a report setting out the recommended route for the bypass. A suite of technical documents informs the recommended route and this includes a Stage 2 Environmental Assessment Report (EAR). These reports are all available to view on the council's website. It is not accurate to say that all routes have significant adverse impact on all the elements you state in your question. The EAR report sets out the assessment of the environmental impact of each route. This will vary depending on the route and the results of this assessment are used to compare all routes and to ensure that the preferred route recommended is that route which has the least impact across a range of criteria. Subject to cabinet approval the red route is recommended as the preferred route for further development. The detailed design of the scheme will include mitigation proposals to compensate for the impact of the road. The design of these mitigation measures will be in accordance with the Net Positive impact guidance / approach to ensure that the mitigation measures outweigh the impacts of the scheme.</p>			
<b>Supplementary question</b> <p>Is the Council aware that its consultants advise an increase in traffic congestion resulting from development associated with the bypass?</p>			
<b>Response to supplementary question</b> <p>Yes the consultants are aware of increasing traffic and are providing advice.</p>			
PQ 14	Dr Nicola Geeson, Hereford	In the Hereford Times of 21 June Mr Box, Head Teacher of Lord Scudamore Academy, is very concerned about air pollution near schools, but mistakenly asserts that "the new bypass will solve many of Hereford's traffic problems and provide all Hereford residents with cleaner air to breathe". Please can you confirm, as has been admitted publicly recently by Council Officers, that this particular bypass will do no such thing? It must	Cabinet member infrastructure

		be clear to most people that large new housing developments to be built along the “bypass” will generate much more traffic in the centre of Hereford than there is now.	
<b>Response:</b> The delivery of the bypass will help improve air quality in Hereford city. The bypass will provide an alternative route for through traffic including HGVs that does not need to travel into the city. The removal of these vehicles from city routes close to homes, schools and leisure facilities will contribute to lower air and noise pollution in the city centre. Without a bypass growth in traffic will continue on city roads with no alternative routes for through traffic with associated air quality impacts across the city and in particular in the current air quality management area. Delivery of the bypass and accompanying active travel measures including those associated with new housing developments will help to address Hereford’s traffic problems.			
<b>Supplementary Question</b> Prevailing Westerly winds, new estates and more cars will add to pollution in Hereford.			
<b>Response to Supplementary Question</b> Air quality issues would be addressed through active travel measures in the Hereford Transport Package (HTP) and a bypass would remove HGVs from Hereford centre. The improvement to air quality was a long term project which would be advanced through the Local Transport Plan and HTP.			
PQ 15	Ms Julie Orton-Davies, Moreton on Lugg	<p>Historic England's Urban Design Panel's report following their visit to Hereford contains many recommendations regarding the state of the city and the effects of the development of the University and the urgent actions needed by both University and Council if this 'ground breaking project' is to be successful and be of benefit rather than harmful to the city.</p> <p>They particularly emphasize the need for a Masterplan for the city but also:</p> <ul style="list-style-type: none"> <li>[1] A joint Design Code for the new University buildings</li> <li>[2] Obtaining independent design review advice</li> <li>[3] A strategic review of car parking</li> <li>[4] Archaeological studies</li> <li>[5] Improvement of the environment around the station and city walls</li> </ul>	Cabinet member infrastructure

		What has the Council done, or is it doing, to implement the Panel's recommendations and to set up the necessary cooperation with the University?	
<p><b>Response:</b></p> <p>A central Hereford design guide is in the process of being commissioned, with funding from both the Council and University. In addition, a Historic Area Appraisal of the central Hereford has been undertaken and will be published shortly, detailed archaeological studies will be undertaken as required in key areas of development interest. These documents will provide key evidence to guide the preparation of the Hereford Area Plan (HAP) and they will address a number of the recommendations included within the Urban Panel report.</p> <p>The council continues to work closely with NMiTE (the university) to enable the development of a university within Hereford. The university are fully engaged members of the HAP reference group which is helping to progress the preparation and delivery of the plan. In terms of other areas of collaboration, a Joint University Development Board operates to support the University's establishment in Hereford; Herefordshire Council both supported NMiTE in the development of the Green Book Business Case which secured significant government funding and acts as accountable body for that funding.</p> <p>The current Local Transport Plan (LTP) recognises the need for a reduction and rationalisation of the parking supply, a review has been commissioned to consider the redistribution of public parking based on future needs, this will in turn inform redevelopment opportunities.</p> <p>The council is currently developing plans for a transport hub in the station area which will see further regeneration following the opening of the city link road. Delivery of this hub will include the provision of good quality hard landscaping and planting. We will be consulting on this later this year to ensure users of the station and bus users and others have an input into the design. We are also working with the Hereford BID team to implement wayfinding signing throughout the city and this will include signing to city destinations from the train station.</p> <p>The council has this year invested in removing potentially damaging vegetation and making good those elements of the city's historic walls which the council is responsible for maintaining.</p>			
PQ 16	Mrs Alison Wright, Kingstone	In drawing comparisons between the summer of 1976 and the current drought situation, I have a question regarding the long term water supply provision given the water demands to be met by the extensive house building program currently underway in Herefordshire. How do the planning authority and their partners aim to continue to serve the water requirement needs of all existing and new households with bore holes and rivers running dry and water being brought in by tankers to supplement supply in some areas already?	Cabinet member infrastructure

**Response:**

The council and the water companies actively engaged throughout the development plan process, in particular with regard to proposed housing trajectories and targets with a view to overcoming infrastructure constraints which might delay or prevent development. The council paid regard to the representations of the water industry, as well as those of other statutory consultees, in preparing our local plan.

The water companies capital investment programme is undertaken through a rolling asset management programme (AMP) which seeks to fund large scale utility (water/sewerage/wastewater treatment works) infrastructure works. Currently the water companies are implementing AMP6 (2015-2020) and some settlements within Herefordshire have seen/are seeing investment as part of this. For example, there are significant capital works currently being implemented by Welsh Water in Hereford to reinforce supplies to the city. In addition, the water companies are preparing for AMP7 covering the period 2020-2025 in order to safeguard both the quality and quantity of water in the longer term.

PQ 17	Dr Patricia Ronan, Hereford	If Herefordshire Council are serious about improving air quality in Leominster and Hereford, how much did they request from the £40million Government grant scheme to fund the provision of electric buses in Herefordshire?	Cabinet member transport and regulatory services
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**Response:**

There are a number of government grant schemes to support clean air technologies and I am unsure which particular scheme is referred to. A bid for £10m was submitted to the "Go Ultra Low Cities Fund" to establish a number of exemplar cities for electric vehicles; regrettably our bid was unsuccessful.

We have however had a number of successful funding applications for both electric vehicle and air quality funds. For example

- Last month (June 2018) we secured funding to develop a network to rapid electric vehicle charging points along the A49. This will complement the existing network of EV charging points across the county and will enable residents to fully charge in 30mins.
- In 2016 we secured £2m for our active travel programme "Destination Hereford" which runs until 2020. This behavioural change programme seeks to improve air quality through increasing levels of walking and cycling.
- In May 2018 the council committed to investing in a fleet of fully electric and hybrid pool cars which will soon be in operation.

We will continue to pursue funding opportunities to support improvements in air quality.

PQ 18	Ms Jane Jackson, Hereford	As the Herefordshire Women's Equality Group we welcome the passing at the Council meeting in May 2018 of Amendment 3 to Registrable interests for councillors. In connection with this we would like to know how many councillors have declared additional interests as a result of those constitutional changes and which organisations they have declared membership of.	Chairman of Audit and Governance Committee
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I am advised by the Monitoring Officer that, as of 10 July, 21 members have amended their register of interests since the Council meeting in May 2018 to include the organisations listed below. It is not possible to say whether all the amendments were as a result of the constitutional change; all members are required to update their register to reflect any changes in the interests that they may have at any one time. All councillors' registers' of interest are published together with declarations made during meetings and can be viewed on the [Your Councillors](#) pages of the council's website.

### **Organisations**

Badger Faced Welsh Mountain Sheep Society  
 Bobblestock and Westfield Community Association  
 British Academy of Composers Songwriters and Authors  
 British Association for Shooter and Conservation  
 Campaign for the Preservation of Rural England  
 Camping and Caravan Club  
 Caravan and Motorhome Club  
 Chartered Institute of Environmental Health.  
 Chartered Institute of Marketing  
 Conservative Councillors Association  
 Conservative Party  
 Coppett Hill Trust  
 Countryside Alliance  
 English Heritage  
 Friends of Coppett Hill  
 Friends Of Leominster Library  
 Goodrich Afternoon Club  
 Halo  
 Hereford and South Herefordshire Conservative Association  
 Hereford City Council  
 Hereford Civic Society  
 Hereford Community Land Trust  
 Herefordshire Conservative Business Forum  
 Herefordshire Independents  
 Herefordshire Tree Forum  
 Institute of Chartered Secretaries and Administrators (The Governance Institute)  
 Institution of Mechanical Engineers  
 It's Our County Party

Kololi Beach Club (The Gambia) Time Share  
 Leominster Civic Society  
 Leominster in Bloom  
 Leominster Town Council  
 Lugg Drainage Board  
 Magistrates Association.  
 Masonic Charitable Foundation Trust & Vellum & Palladian Lodges.  
 National Association of Retired Police Officers  
 National Farmers Union  
 National Trust  
 North Herefordshire Conservative Association  
 North Herefordshire Green Party  
 Orleton Village Hall Management Trust  
 Redditch Conservative Association  
 River Wye Preservation Trust  
 Ross Betzdorf Twinning Association  
 Ross Conservative Club  
 Ross-on-Wye Civic Society  
 Royal British Legion  
 Royal Edward Lodge  
 South Herefordshire Conservative Association  
 Transition Leominster  
 Tregate Anglers Club  
 United Grand Lodge of England  
 Vitruvian Lodge  
 Whitchurch History Society

**Supplementary Question** 21 Councillors have now made declarations following the May meeting of Council. Can he confirm that Councillors that should have declared have not and is Council in breach of the code?

**Response to Supplementary Question** Council is not in breach of code; changes to declarations do not necessarily correlate to the change in the constitution but to many members it may be of relevance. The constitutional change was a positive change to introduce.

PQ 19	Ms Diana Toynbee, Hereford	In 2016 The Local Transport Plan report to full council presented the results of the last public consultation. The public's top priority for revenue spending was buses, followed by maintenance. The public's top priorities for capital spending were maintenance, walking and cycling. Would the Cabinet member please describe what our current capital programme is doing to respect the people's priorities of investing in safe, segregated walking and cycling across the County?	Cabinet member infrastructure
<b>Response:</b> The current capital programme includes significant investment in cycling and walking including schemes within the Hereford, South Wye and city centre transport packages. The Highway Asset Management and Local Transport Plan provision will also support footpath and cycling improvements across the county during the year.			
<b>Supplementary Question</b> It was understood that funding had been taken from the maintenance and winter weather reserve to fund the building of the new road.			
<b>Response to supplementary question</b> (Cabinet Member Finance and Corporate Services) That was not understood to be true.			
PQ 20	Mr Phil Chapman, Breinton Common	Guidance in 'The Design Manual for Road Building' calls for an Agricultural Impact Assessment (AIA) where more than 20ha of "best or most versatile land" (defined as Grades 1,2 and 3a) is to be lost. It has been noted that planning for other road schemes elsewhere have properly followed this Guidance and have included an AIA – eg Cornwall A30 Temple to Higher Carblake Improvement (where only 12ha of lower grade land was to be lost), and Port of Immingham (20ha of land permanently lost). The intended Southern Link Road and Western Relief Road both cross the highest grades of agricultural land, deemed nationally to be a scarce resource of great importance, where can the Agricultural Impact Assessments be found for these road proposals?	Cabinet member infrastructure
<b>Response:</b> The published planning application documents for the Southern Link Road set out the assessment of agricultural impact associated with that scheme and detailed negotiations with landowners have taken place over recent years to assess impacts and compensation. Subject to further design of the Hereford bypass and approval to submit a planning application the planning application documents for the bypass project will include the appropriate agricultural impacts assessments and will also be published on the council's website when available.			
<b>Supplementary Question</b> Previous replies to questions on the agricultural impact assessments had produced the response that the information would be shared when available. It was asked when the impacts would be understood and when the information would be available?			
<b>Response to supplementary question</b>			



Assessments for the Southern Link Road had been completed and would be made available to Mr Chapman immediately following the meeting.

Written response – sent 17/07/2018:

The agricultural impacts of the Southern Link Road (SLR) project are explained within the SLR Environmental Statement (see links below):

<https://myaccount.herefordshire.gov.uk/documents?id=9db74be5-fd46-11e4-a64b-0050569f00ad>

<https://myaccount.herefordshire.gov.uk/documents?id=cc5c5390-fd4c-11e4-a64b-0050569f00ad>

<https://myaccount.herefordshire.gov.uk/documents?id=ee183fdf-fd4e-11e4-a64b-0050569f00ad>

<https://myaccount.herefordshire.gov.uk/documents?id=712f0539-fd45-11e4-a64b-0050569f00ad>

They are further explored within the committee report (Paragraphs 6.236 – 6.248 (pg. 215 of the report). This can be seen by following the following link:

<https://myaccount.herefordshire.gov.uk/documents?id=08356e2a-23e4-11e6-96d8-0050569f00ad>

PQ 21	Ms Julia Lagoutte, Hereford	Many people in our county rely on buses, but I can find very little about them in the council's transport plans. What are the council's plans to improve bus services this year?	Cabinet member transport and regulatory services
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**Response:**

The council's priority, as set out in the local transport plan, is to continue to support a core bus network which serves the rural areas and provides access to Hereford and the market towns and I am happy to confirm that we are continuing to maintain this commitment in spite of the continuing pressures on the council's revenue budgets. Bus services across the county are operated by private companies on a commercial footing; the council is investing £1.3m subsidising service provision where key routes are not commercially viable and a further £1.3m supporting concessionary travel.

In addition the council is supporting a further roll out of real time public transport information which will take place through the remainder of this year. This includes real time displays in Ross and Hereford and inclusion of wider range of services during. In addition, real time information will also be available by smart phone application meaning that it will be much widely accessible by the end of the year.



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

Question Number	Questioner	Question	Question to
MQ 1	Councillor Matthews, Credenhill	In 2012, this administration brought into being a system for the development of NDP. Each Parish Council was allocated a relevant number of houses to be constructed within their parish boundaries by 2031. They were clearly given the impression that having met their allocated targets, no further development expectations would be enforced upon them. Quite a few parishes, with early approved NDP's, have more or less already met their full quotas, and I understand they are soon to be reviewed, obviously with the intention of increasing greatly the development in their areas. Did the Cabinet Member for Development and Infrastructure at the time totally mislead members and the public, when he assured us all that the initially allocated figures would be strictly adhered to?	Cabinet member infrastructure
<p><b>Response:</b>  Neighbourhood plans have been successfully applied throughout Herefordshire and have provided the additional local planning policies to ensure that the growth required in the Core Strategy meets local aspirations.</p> <p>Each parish council undertaking a Neighbourhood Development Plan was given a proportional growth housing requirement to ensure that their plan contributed and supported the growth within the Core Strategy. This was based on the overall housing requirements within the Core Strategy. All neighbourhood plans are adjudged against their conformity with the Core Strategy at examination and therefore it is important that the housing growth numbers can be achieved and neighbourhood plans are seen to positively promote growth. These growth housing requirements are being adhered to.</p> <p>Government has recently consulted on a revised National Planning Policy Framework and we await the publication of the outcome of that consultation and a new framework. Any future review of Herefordshire's Core Strategy may require an adjustment to current housing figures to ensure continued compliance with evolving national policy; this is a normal part of the national development plan process. At this stage, there is no specific indication of any housing numbers or future settlements/parishes to which this will apply.</p>			
<p><b>Supplementary Question:</b> When the NDPs were reviewed what percentage of growth would be imposed on Parishes in future years?</p>			

<b>Response to Supplementary Question:</b> The Core Strategy set the expected level of growth in the County and if this needed to be increased or changed this would happen in the future. Government policy provided growth levels but was usually challenged.			
MQ 2	Councillor Bartlett, Leominster East	On 3 <sup>rd</sup> July following General Scrutiny decision on 2 <sup>nd</sup> July to call the Hereford Transport Package Route decision in for pre scrutiny, a 'Partners and Businesses HTP Route decision' letter was sent out by recorded delivery. The final paragraph reads: <i>The Cabinet papers, including a proposed response to any recommendations made by General Scrutiny Committee will be published on or before 19 July.</i> This suggests there will be very little consideration of General Scrutiny's responses, or none at all if papers are published before 19 <sup>th</sup> July as stated in the letter. All together how much money was spent on these first class 'one day delivery and signed for' recorded delivery letters?	Cabinet member infrastructure
<b>Response:</b> Cabinet will, as it always does, give full and due consideration to any recommendations determined by General Scrutiny Committee. The cost of letters informing potentially affected residents and businesses of when information will be made available was £1,598. The tone of the question seems to suggest this was wasted money; I hope that was not the intention but if so I can only wholeheartedly disagree. The by-pass is something this county has been calling for for many years and the benefits of building it have been well-rehearsed. However those whose home or business may be directly impacted may understandably have different views and will above all want certainty about their future. To ensure that they are kept informed of the process is, to me, an essential and therefore worth the small cost.			
<b>Supplementary Question:</b> How will the scrutiny recommendations be given proper consideration ahead of the Cabinet meeting on 27 July?			
<b>Response to Supplementary Question:</b> The timings had been worked out with officers and there would be time for the recommendations to be taken to the Cabinet meeting.			
MQ 3	Councillor Crockett, Queenswood	Now that it has been decided that the Council owned property Hillside, is to be refurbished and an amount of £1.5million has been reserved for this project, can the Cabinet member ensure Council, that work quotations will meet this target and not become another 'Blueschool House' fiasco?	Cabinet Member Health and Wellbeing

**Response:**

Council is being asked to make provision in the capital programme for this exciting opportunity to explore the development of nursing home provision at Hillside that meets the need of Herefordshire's ageing population, particularly those with complex Elderly Mental Illness needs, that delivers quality care and is financially sustainable. However a decision to implement the scheme has not been taken and will be informed by the feasibility work currently underway, and a developed business case which will include refined cost estimates.

I don't accept the description of the customer services hub at Blueschool House being a fiasco given the benefits it is bringing to our residents in terms of improved access to essential services in a quality environment. Whilst there were indeed failures in reporting of cost increases which have been fully recognised, the revised business case remains sound. Lessons have been learnt from that experience and there are more robust controls in place to prevent unauthorised expenditure once a capital project has been approved for implementation.

**Supplementary question:** Please advise the number of people at the Hillside Centre?

**Response to supplementary question:** A written response will be provided.

