

## **PUBLIC QUESTIONS TO CABINET – 18 January 2018**

### **Question 1**

Mr E Morfett, Breinton

To: cabinet member – infrastructure

The majority of the public supporters are expecting a solution to city congestion. Where can I find the Consultant's report on the Hereford bypass, with detailed real-time traffic analysis that shows how much the traffic flows in the City are expected to improve, based on the current modelling to 2032? (I found one which suggests travel time across the city will increase by 8%).

### **Question 2**

Mr N Thompson, Hereford

To: cabinet member – infrastructure

Has the council carried out a comprehensive costing exercise, at current prices, for each of the prospective routes for the bypass, without which it will not be possible to make a valid comparison between the routes?

### **Question 3**

Mr J Shepherd, Hereford

To: cabinet member – contracts and assets

As the Council has stated that the new SEN will only require half of the old Broadlands site and they have also stated that the remaining site could be used for further educational facilities, will the Council not offer some of this space to the outstanding nursery already on site on favourable terms to allow them to remain in the area?

### **Question 4**

Mr J Trimble, Hereford

To: cabinet member – infrastructure

5 of the shortlisted 7 possible bypass routes (Eastern Wye Viaduct Crossing) will cross directly through the site of Hereford Community Farm – the resulting closure of this facility would affect 64 weekly attendees with disabilities and their families, and loss of 20 employees. What guarantee does this cabinet give under its Equality Duty that impact on people will be measured and included as part of the 'detailed consultation process'?

### **Question 5**

Ms J Milsom, Hereford

To: cabinet member – infrastructure

5 shortlisted possible bypass routes (Eastern Wye Viaduct Crossing) bisect Hereford Community Farm site, Warham, leading to loss of this crucial facility supporting disabled people. NPPF Core Planning Principles (17) states plan-making and decision-taking should 'take account of and support local strategies to improve health, social and cultural wellbeing for all'. How will the cabinet guard against the loss of this valued service?

### **Question 6**

Ms D Toynbee, Hereford

To: cabinet member – infrastructure

The HTP consultation report suggests greater public support for Park & Ride and improving bus services than for a bypass (Fig 5.5, page 46). Will the next stage of consultation explore this in more depth, and provide estimates of the cost and timing of Park & Ride vs costs of the bypass, so that taxpayers can compare the relative value for money?

### **Question 7**

Dr N Geeson, Hereford

To: cabinet member – infrastructure

Is Herefordshire Council aware that all the chosen bypass routes would destroy the iconic landscape of the River Wye at Warham depicted by the internationally-renowned artist Brian Hatton? At particular risk are the London Plane and a Turkey Oak in a painting titled "The Lawns" from 1908, but there are also paintings of a number of adjacent meadow and river scenes that have not changed in over 100 years.

### **Question 8**

Mrs L Moss, Hereford

To: cabinet member – contracts and assets

Could you explain what is the risk to the council in respect of Bright Sparks tenancy? Please note that we are an EDUCATIONAL ESTABLISHMENT and have been on site for over 40 years, and are happy to provide training for all ages, and care and education for children of employees of the proposed new school.

### **Question 9**

Mrs C Palgrave, How Caple

To: cabinet member – infrastructure

The Bypass consultation report gives cost estimates of £129m to £146m, presumably for a single carriageway road. How much more for a dual carriageway, and how will Council fund the highly likely overruns on these estimates? Norfolk Council for example is paying £28m more for the Norwich Distributor Road on an agreed budget of £179m, with lead councillor Martin Wilby commenting, “on a project this big, unexpected costs are inevitable”.

### **Question 10**

Mr P Hands, Lower Breinton

To: cabinet member – infrastructure

Cabinet Member for Infrastructure is with his colleagues seeking to build a large number of new homes which invariably will increase the number of cars journeys & pollution in the city. When was the last series of air pollution tests carried out on all major roads entering the city centre and what has been done with traffic light flows to lessen pollution from stationary Vehicles?

### **Question 11**

Mr T Geeson, Hereford

To: cabinet member – infrastructure

Reference today's Hereford Transport Package report. Only one of the seven consultation questions included even mentions a bypass and this question deals solely with factors important when choosing a route. 612 people responded to this question - less than 42% of the total 1467 questionnaires completed. Yet the report says 'there was broad support for the principle of a bypass' How does it justify this statement?

### **Question 12**

Mrs Wegg-Prosser, Breinton

To: cabinet member – infrastructure

Why were the relevant HAP Consultation responses reported on by WSP in August 2017 on travel plans (Q19), leisure use of the River Wye (Q33 and Q39), pollution (Q40) and climate change (Q41) excluded from the Appendix 1 Consultation Report and not taken into account in Appendix 2 which details in a partial and highly selective manner the preferred seven route options?

### **Question 13**

Mr B Wallace, Breinton

To: cabinet member – contracts and assets

What financial and/or contractual impact will the liquidation of Carillion have on Herefordshire Council as one of its contractors Balfour Beatty who will have an exposure of £45 M as a result of it being in joint ventures with Carillion.