

Agenda item no. 6 - Questions from members of the public

Question Number	Questioner	Question	Question to
PQ 1	Mrs Clare Palgrave, How Caple	The Hereford Transport Package consultation asks respondents if they agree that a bypass should form part of a package. What percentage answering No to this question will result in the bypass proposals being dropped?	Cabinet member infrastructure
PQ 2	Dr Nichola Geeson, Hereford	Will Herefordshire Council recognise that information provided to the public for them to state their "preferred" bypass route is misleading, inaccurate and incomplete, and therefore responses to the current consultation may be void?	Cabinet member infrastructure
PQ 3	Mr Richard Stow, Rowlestone	Principle A of Herefordshire's Code of Corporate Governance requires "demonstrating strong commitment to ethical values", and Principle B requires "ensuring openness". The Government's definition of openness states: "Information should not be withheld from the public unless there are clear and lawful reasons for so doing". In its decision making in 2017/18, has the Audit and Governance Committee demonstrated a "strong commitment" to openness?	Chairman of audit and governance committee
PQ 4	Mr Stephen Wegg-Prosser, Breinton	The HTP2 brochure (p.8) states that in 2032 "a bypass will improve A49 north-south journey times ... [with] AM peak hour reduction by 8 minutes Northbound and 5 Minutes southbound". Please confirm that these journey time savings are for the minority number of drivers electing to use the A49 bypass route, estimated from modelling to be about 15% of the whole. What are the time savings for the other drivers?	Cabinet member infrastructure
PQ 5	Mrs Elizabeth Morawiecka, Breinton	Friday is the only weekday where traffic flows show a significant and consistent level of variance from the weekday average. WSP/Parsons Brinkerhoff claim that Friday may not be representative of a 'normal' weekday in Hereford. Hence it was decided that traffic would be modelled on an average of the Monday to Thursday peak hour flows. Why is Herefordshire Council planning a transport package around just a 4 day working week?	Cabinet member infrastructure
PQ 6	Ms Kate Sharp, Hereford	Cllr Price claimed Hereford cannot grow without a "bypass" yet the HTP plan shows 3 "sustainable urban extensions" but without information regarding how the 1,000s of houses in these areas will link to the education, employment, health service, leisure sites across the City. Why is the Council not proactively determining ways in which these areas could provide low-cost, sustainable homes that link to services without the need for a car?	Cabinet member infrastructure
PQ 7	Mrs Jackie Morris, Hereford	The local development scheme dated January 2015 gives a target date of Autumn 2016 for public examination of the Hereford Area Plan and winter 2016 for adoption of the HAP. What are the revised dates?	Cabinet member infrastructure

PQ 8	Ms Ann Rowan, Brienton	The traffic modelling for Hereford shows that the greatest number of vehicle movements are for North East Hereford (Tupsley), generating many more car journeys than any employment area in Hereford. This area accommodates schools/colleges with well over 6,000 students. How do the HTP proposals promote safe, sustainable transport for young residents to access this area and reduce congestion in Hereford?	Cabinet member infrastructure
PQ 9	Mr Ben Poulter, Hereford	Many residents and business affected by the proposed 'bypass' were not contacted about these proposals. Herefordshire Council lost one statutory consultation, first round of consultation on the HAP/HTP and omitted it from the report to Cabinet in January 2018 i.e. the Environment Agency response. Why can't Herefordshire Council handle simple paper based communications; if Herefordshire council cannot manage simple tasks how it will manage a complex, highly-engineered road crossing?	Cabinet member infrastructure
PQ 10	Ms Jayne Angulatta, Hereford	The Local Development Scheme for delivery of the Core Strategy/Local Plan, dated January 2015 states that it will be updated and published annually. Can I ask whether later versions have been published and if so where can these be found?	Cabinet member infrastructure
PQ 11	Mr Peter Hands, Lower Breinton	Why are the Conservative led Herefordshire Council going against the Conservative Prime Minister's vision and wishes of wanting to preserve ancient orchards and historical woodland's where new developments and roads are to be built? Herefordshire Council have proposed the western link routes pass through ancient apple orchards and the historical Drovers wood as laid out in the Breinton Plan.	Cabinet member infrastructure
PQ 12	Mr Clive Blunn, Hereford	In the traffic modelling for the Hereford Transport Package no data could be collected in 2016 for Aylestone Hill or Hampton Park Road. Both of these roads provide important access to Hereford. In the case of Aylestone Hill it carried more traffic than the A49 Ross Road in 2015. How can a transport model for Hereford ignore traffic on either of these roads and when will the modelling be reviewed?	Cabinet member infrastructure
PQ 13	Mr Robert Chappell, Hereford	Will the Council please reopen its "Adopted Core Strategy" to consider removing the Three Elms Urban Expansion Zone from the Strategy until such time as the Council obtains its own independent expert advice as to whether the land in question is or is not suitable for development, given the ongoing issue of the underground water aquifers, rather than relying on advice being obtained by the Church Commissioners?	Cabinet member infrastructure
PQ 14	Mrs Carole Protherough,	The HTP modelling data shows "the combined two -way June and July 1 hour Monday to Friday flows at each HC ATC site show very little variation in flow between 2006 and 2016. This would indicate there has been little or no traffic growth within Hereford over this period", So what are Herefordshire Council doing to tackle the real causes of increased congestion and delays?	Cabinet member infrastructure