



Public and Member Questions Register

Name: Mrs Morawiecka	Location: Hereford	Topic: SWAP Audit Report	Committee: Audit and Governance	Date: 9 June, 2026
Your Question: <i>The summary SWAP report for March 2026 to this committee was titled "Transport Hub - Final Report - January 2026". A Freedom of Information request to Herefordshire Council to see the detailed, internal audit report and any independent expert reviews on the Hereford Transport Hub capital project received the response that the information can't be released as the internal audit reports are ongoing and that the requested information is "material in the course of completion, unfinished documents and incomplete data".</i> <i>However, the Summary of the Internal Audit work 2025/26 for this meeting again says that the Transport Hub report is final, contrary to what has been said to the public.</i> <i>Officers appear to be contradicting information made in independent reports to this committee. Why has the Transport Hub internal audit and any expert reports not yet been finalised? "</i>				
Answer Provided: <i>The SWAP audit report was marked as 'final' as it was the last version issued by SWAP to the Council. However, it is still an internal council document as it has not been through our internal governance approval processes yet. It has been seen by the Audit and Governance Committee but has not yet been to Cabinet for review or determination of actions. Following comments from Audit and Governance Committee it was determined that officers would engage with SWAP to complete a follow up review of the audit to see what progress had been made against the audit recommendations and for this report to be provided to Cabinet alongside the original audit as it would provide Cabinet with further context before making any recommendations regarding the audit. Once the document has been to Cabinet for this review it will then be released as a public document. This work is almost completed, and the item will be scheduled for review by Cabinet before the end of September.</i>				
Supplementary Question: <i>If the SWAP report has not gone through any review or determination of actions, months after it was written, it should be labelled "Interim" on this committee's papers.</i>				

For the SWAP report to be issued to Cabinet in September, one month before the Hub is due to open, fails to provide any time for remedial actions and better control of capital projects.

The summary SWAP report appears to repeat problems previously encountered around transport projects eg decisions not being recorded; costs not adequately tracked, a lack of project oversight.

To reduce the “High” risks around capital projects, will this committee recommend that the Cabinet review the detailed Interim report before placing any major capital transport projects, to ensure that financial systems are appropriate and staff have the ability, capacity and training to protect residents from future capital budget overspends?”

Thank you for explaining that grant funding from the Stronger Towns Fund has been extended to 31st March 2028.

Answer Provided:

Audit and Governance Committee have agreed that SWAP should be commissioned to update on the recommendations in their initial report. This is being finalised with SWAP and the reports are due to go to come back to Audit and Governance Committee in July. Officers have informed us that significant progress has been made on all the initial audit recommendations and combining the two reports will provide the committee and Cabinet with the best updated view of how the Transport Hub scheme has been managed. However, in the interim, the initial internal audit on the Transport Hub will be made available.

There is no requirement for SWAP reports to go to Cabinet. However, in practice, where appropriate, SWAP reports are considered by relevant Cabinet Members after publication with the papers for the Audit and Governance Committee papers. Cabinet Members should follow up on findings with the relevant officers.

Name: Ms. Seekings	Location: Hereford	Topic: Council's Risk Register, Capital projects	Committee: Audit and Governance	Date: 9 June, 2026
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Your Question:

“I note that the Council’s Risk Register under Capital projects says that “It has ambitious plans to deliver learning and culture projects...”

However, despite Stronger Towns Funding awarded in 2022 to deliver a new museum space and public library in Hereford (due to be opened in 2026) neither of these major projects are mentioned in the Council’s Draft Statement of Accounts 2025/26 or in the work programme for 2026/27 or in any report to this committee.

These 2 key projects are funded by the Stronger Towns Fund and so should have been completed by March 2026.

Why is there no reference to these 2 capital projects in the various agenda papers?"

Answer Provided:

The [Corporate Risk Register](#) at Agenda item 9 includes Risk R4: Failure to deliver capital and major projects within identified resources and planned timeframes resulting in significant overspend and reduced project outcomes. Individual risks are managed through Directorate, Service and Project level risk registers. It is not the function of the Audit & Governance Committee to examine specific risks in detail but to ensure that the council's risk management process is adequate and effective.

The [Draft Statement of Accounts](#) and [Annual Governance Statement](#) are statutory documents prepared and reported in accordance with the Accounts and Audit Regulations 2015 and the 2025/26 Code of Practice on Local Authority Accounting in the United Kingdom, issued by the Chartered Institute of Public Finance and Accountancy (CIPFA). The accounts include transactions in respect of expenditure incurred in the year ended 31 March 2026 for all capital projects.

Revised guidance issued by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2025, confirms that Stronger Towns funding must be spent by 31 March 2028.

Supplementary Question:

The STF Board Minutes (April 2026) show that it remains concerned about "the ongoing delays with these projects and the potential missed opportunities and risks that have arisen.

In view of the Director of Finance's concerns regarding financial controls and governance, contingency amounts, project management and the Council's approach to funding the likely cost gap, how will the Committee consider whether Herefordshire Council's governance and project delivery arrangements are adequate to ensure completion of the library and museum projects by 31st March 2028, with any cost overruns fully funded by Herefordshire Council via its capital budget?"

Answer Provided:

The Hereford Stronger Towns Board Meeting minutes of Friday 10 April 2026 note concerns expressed by Board Members, not the council's Director of Finance.

The Stronger Towns Board is responsible for the implementation of the Towns Fund programme, and a Project Delivery Group is in place to oversee the detailed delivery of projects. The council acts as the Accountable Body and the S151 Officer is the Accountable Officer, responsible for oversight of the overall Towns Fund and providing advice to the Towns Board in respect of finance, risk and governance

issues. The Stronger Towns Board and Project Delivery Group monitor risks to project delivery and planned spend by reference to the original funding agreement.

Some projects are Council ones, such as the Museum and Library projects. For these the s151 officer has an additional role on behalf of the Council. In these cases, the Audit & Governance Committee will review the effectiveness of governance and internal controls in place to manage delivery of the council's major and capital projects, through the Annual Governance Statement review. The delivery of capital projects is monitored and reported each quarter to Cabinet through the Budget Monitoring reports and Performance reports.

Name: Peter Mckay	Location: Leominster	Topic: Street works register	Committee: Cabinet	Date: 25 June 2026
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Your Question:

The Street Works Register still shows few, if any, of our unadopted highways, i.e., those not being maintained at public expense, with them filling many gaps in highway record connectivity, subject of the 2007 Regulations as referenced in your reply to my question 16 May 2024, and I seek your assurance that you plan to show those you are aware of, before putting onus on Parishes to report any omissions, and when this could be expected ?

Answer Provided:

The Council publishes its Street Works Register as an online map and this contains all unadopted highways that it is aware are subject to recorded public highway rights. Members of the public and Parish Councils are welcome to submit applications under the Councils Highway Records Protocol for any routes which they have evidence are subject to public highway rights.

Supplementary question:

Do you have any formal process, e.g. guidance, application form, example, for a parish to follow that considers that a hitherto unadopted highway should now be adopted and added to the List of Streets ?

Supplementary answer:

The information can be found via this link: [Amendments to the highway records - Herefordshire Council](#)

Name: Amanda Martin	Location: Hereford	Topic: Enter construction contract before Phase 1 Full business Case approved	Committee: Cabinet	Date: 25 June 2026
Your Question: <i>In the Q4 Performance Plan Appendix A at p9, I note that the Council has postponed presentation of the Full Business Case (FBC) for the Southern Link Road (SLR), Phase 1 of the Western Bypass, from this meeting until September. However, the documentation appears to indicate that the Council would contemplate entering into a binding construction contract before the FBC has been considered and approved.</i> <i>Would the Council contemplate entering into a construction contract before the Full Business Case is approved?"</i>				
Answer Provided: <i>No, the Council will not enter into the construction contract until the FBC has been published and reviewed by Cabinet which is planned for the September meeting.</i>				
Supplementary question: <i>"Can the Cabinet member for Transport and Infrastructure also confirm that no construction contract would be let for Phase 1 before all necessary land acquisition has been completed?"</i>				
Supplementary answer: Thank you for your question. We will know in due course about whether or not the full contract is awarded and the negotiations with private land owners remain subject to strict commercial confidentiality. The position will be updated in the next report to Cabinet in September 2026.				
Name: Kate Seekings	Location: Hereford	Topic: Can the council enter into a construction contract for Phase 1 before all the land is acquired and planning conditions are undischarged	Committee: Cabinet	Date: 25 June 2026

Your question:

In the Q4 Performance Plan Appendices I note that the Council has delayed presenting the Full Business Case (FBC) for the SLR ("Phase 1 of the Western Bypass") from this meeting till September's. Does the Council constitution allow a binding construction contract to be entered into before and if a FBC is approved, before the Council has acquired all the land it needs to build the SLR, and when planning conditions remain undischarged?

Answer Submitted:

The Council will not enter into the construction contract until the FBC has been published and reviewed by Cabinet which is planned for the September meeting. The report to Cabinet for the September meeting will set out the current status of land acquisition and the discharge of planning pre-construction planning conditions so that Cabinet are making a fully informed decision.

Supplementary question:

What will Cabinet do if the contract cost for SLR construction exceeds the allocated budget, including contingency?

Supplementary response:

Cabinet has set the delivery of Phase One has a priority and it is the first stage in unlocking future economic growth and unleashing Hereford's potential. Currently there is sufficient contingency to deliver the scheme within available budgets. Officers have also been developing value engineering options should they be required to keep the scheme costs within available budget. The council also continues to engage with the Government over the possibility of gaining grant funding to support the project.

Name: Barry Jenkinson	Location: Hereford	Topic: What legal advice regarding risks has been provided if the Council entered into a construction contract without the Full Business Case	Committee: Cabinet	Date: 25 June 2026
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Your question:

In the Q4 Performance Plan Appendices, I note that the Council has postponed presentation of the Full Business Case (FBC) for the Southern Link Road (SLR), described as Phase 1 of the Western Bypass, from this meeting until September. What legal advice has been given to the Council regarding the risks it would face were it to enter into a construction contract for the Southern Link Road ("Phase 1 of the Western Bypass") without delivering and first approving a Full Business Case?

Response Provided:

No legal advice has been sought as the council does not intend to enter into a construction contract without first having published and approved the FBC. This is planned for the September Cabinet meeting.

Supplementary question:

"Has the Council acquired all the land it needs to build the SLR?"

Supplementary response:

Same answer as provided for Question 2.

Name: Jeremy Milln	Location: Hereford	Topic: Hereford Museum and Art Gallery and Library and Learning Centre funding finances	Committee: Cabinet	Date: 25 June 2026
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Your question:

In my Hereford Central ward both the Museum & Art Gallery and the Library & Learning Centre projects are red flagged for delivery (purple flagged for c/fwd in the Delivery Update sheet at Appendix A to the Q4 Performance Report at agenda item 7). These are supported substantially by the Stronger Towns Fund which has extended the deadline for delivery from March 2025 to March 2028. It is understood these projects are at risk of running into the sand financially and are significantly delayed. In £ terms what exactly is the financial requirement for these two projects, how will the shortfall be addressed and when might we expect completion?

Answer Provided:

The Ministry of Housing, Communities and Local Government extended the deadlines for all 100+ Stronger Towns areas across the country to 2028, it was not a local request. For both the Hereford Museum and Art Gallery and Shirehall project we are working through respective Pre-Construction Services Agreement periods with the selected contractors to finalise designs and costings which are commercial in confidence at this stage. As with any historic building project, there are significant challenges and costs associated with

bringing these building's back into use. We are working through these challenges with the contractors, design teams and external funders at this stage. We are aiming to be able to say more about the next steps and timescales over the next few weeks.

Supplementary question:

I asked what in £ terms is the financial requirement for the overdue Museum & Art Gallery and the Library & Learning Centre projects, how will the shortfall be addressed and when might we expect completion? The response evades this on the pretext of 'commercial confidentiality' around services agreements and selected contractors about which I had not asked.

It is tedious to have to use my supplementary to ask the question again but in doing so you have the opportunity at least to demonstrate you do know the answer. Therefore please answer the question and do so in an open, honest and transparent way consistent with the Nolan Principles.

Supplementary response:

We explained in the previous answer that we are working with contractors to finalise costings with these projects, and our various funding partners. The final financial requirements are therefore not known until we complete this process. The costs are commercial in confidence as they are subject to tender processes, contract arrangements with private businesses, and the detailed costs provided by their supply chains. Thank you.

Name: Mrs Morawiecka	Location: Hereford	Topic: Expand safer routes to schools and colleges	Committee: Cabinet	Date: 25 June 2026
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Your Question:

With the "School Run" being the biggest cause of significant congestion at peak times on the urban road networks & with the Government focussing funding on active travel between schools, home and work, will the Cabinet be looking to expand safer routes to schools and colleges, so that the children who have benefitted from Bikeability can apply their skills to cycling to & from home and activities, helping reduce the biggest cause of urban congestion?

Response Provided:

Cabinet recognises that journeys to and from schools make a significant contribution to peak-time congestion on the urban and rural road network and that enabling more children and young people to walk, wheel and cycle safely can play an important role in reducing car dependency and therefore give a reduction to congestion.

The council currently deliver Bikeability training to children and are recognised as a leading council in England in the number of children being trained. Additionally we also provide road safety education in schools along with partnership working with all emergency services. The recently adopted Herefordshire Local Transport Plan 5 (LTP5) includes commitments to improve active travel, promote school travel planning and deliver a programme of safer routes to school. It also identifies the need to reduce congestion, improve road safety for vulnerable users and increase travel choice. Public consultation on LTP5 highlighted strong support for safer walking and cycling routes to schools which is something Cabinet have prioritised.

In addition, the council has recently completed its Herefordshire Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP), which provides an evidence-based programme of walking, cycling and wheeling improvements and will help prioritise future investment opportunities. The LCWWIP supports the national objective of increasing the number of children travelling actively to school and identifies the delivery of connected, safe active travel networks as a key priority, this is support by the allocation of our Active Travel Grant for 2026/27 being entirely on a safer school route in Ledbury.

The draft Parking Strategy recently consulted on also supports this approach by recognising the importance of reducing obstructive and unsafe parking, improving conditions for active travel and integrating parking management with wider transport objectives. Measures such as School Keep Clear enforcement, improved crossings and support for sustainable travel can help create safer environments around schools and colleges.

Supplementary question:

It's good the Cabinet recognises the "School Run" as a significant contribution to peak time congestion and that providing safer walking & cycling routes to school is a key priority.

However, Cabinet's Budget priorities do not reflect the answer given.

*The answer says "the Cabinet will continue to seek opportunities to deliver safer routes to schools and colleges **where funding is available**".*

The Council are borrowing over £40million for a road, which their own report says will reduce walking and cycling (para 5.5.4), increasing fatal and serious accidents, all contrary to LTP5 policies.

Why then is the Cabinet not prioritising public borrowing for funding safer active travel routes to schools to effectively reduce urban congestion, improving health and safety of our young people and generating a better return on the investment than a new road?

Supplementary response:

Cabinet does not accept the premise of the question. The council's investment programme is not a choice between supporting active travel and improving the highway network; both are important elements of the transport system and both are reflected within the priorities set out in the Local Transport Plan 5 (LTP5).

As set out in LTP5 and the recently completed Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP), the council is committed to increasing opportunities for walking, wheeling and cycling, including the delivery of safer routes to schools, school travel planning, Bikeability training and measures that improve safety for vulnerable road users. The LCWWIP provides a long-term, evidence-based pipeline of active travel schemes that will be used to support future funding bids and investment decisions.

Funding opportunities for active travel infrastructure are typically delivered through specific Government programmes, including Active Travel England and Department for Transport grant funding. The council continues to pursue these opportunities alongside investment in the wider transport network. Through this approach we aim to reduce congestion, improve road safety, support healthier lifestyles and provide residents with greater travel choice.

Ultimately, the objective of LTP5 is not to promote a single solution, but to deliver a balanced and integrated transport network that supports economic growth while increasing the proportion of journeys made by sustainable modes where that is a practical and attractive option.

Name: Ms Seekings	Location: Hereford	Topic: Shirehall and location of library	Committee: Connected Communities Scrutiny Committee	Date: 7 July 2026
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Your Question:

“The public is being told that the library will now be located in the Shirehall Courtroom 2 and other areas, rather than in the more impressive Assembly Room. Locating the library in Maylord Orchards would have been quicker, more reliable, cost effective and accessible. To avoid further taxpayers money being thrown at a much needed, long overdue and already-over budget project, can the Committee look into whether consideration is being given to derisk and minimise the budget overruns, delivery timescales whilst not compromising the attractiveness of the library, by installing it elsewhere in premises including Maylords Orchard, rather than yet more plans being drawn up for another, inferior, more-delayed location in the Shirehall?”

Response Provided:

Many thanks for your question. As part of its scrutiny, the committee is likely to ask questions about the decision to locate the library in Shirehall Courtroom 2. However it is unable to commit to pursuing the line of enquiry that you suggest.

Supplementary question:

Thank you for your response. With £1.8million already spent on the library project, years to go before a library might open in the Shirehall, and the remainder of that building having no defined purpose, will the committee review and scrutinise what a Library and

Learning Resource Centre should be for residents, how it will be maintained and can create a Stronger Town, and what should be done and with what budget with the rest of the Shirehall building, including the main hall, which they continue to be responsible for and which should be part of Herefordshire' cultural strategy?

Supplementary response:

Thank you for your supplementary question. We are likely to discuss the decision to locate the library in Shirehall Courtroom 2 as part of our broader scrutiny of work to redevelop the Shirehall. Unfortunately we are unable to commit to the lines of enquiry that you propose when carrying out our work.

Name: Mrs Morawiecka	Location: Hereford	Topic: Hereford Western Bypass Phase One	Committee: Connected Communities Scrutiny Committee	Date: 7 July 2026
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Your Question:

"It is oft reported that the Hereford Southern Link Road, Phase 1 of the Bypass, can only realise its full potential when the Bypass Phase 2, the river crossing of the Wye to the West of Hereford, is built through a housing estate of over 10,000 – 14,000 new houses. Hereford Bypass was not listed by government as a planned RIS4 investment, and with the UK Government this week announcing that funding for some roads is to be cut to support defence investment, there is even less likelihood of grants to fund the £300million+ high level river crossing to the West of Hereford.

With little prospect of the Hereford Bypass Phase 2 being funded will the committee recommend that Phase 1 be treated as a standalone scheme when the Full Business Case is considered?"

Response Provided:

Thank you for your question. As the committee will be considering the full business case for Hereford Bypass Phase 1 at its meeting on 20 July, it is unlikely to pursue the line of enquiry that you suggest at this meeting. I will however add your suggestion to our list of lines of enquiry to consider pursuing at the committee's next meeting on 20 July.

Name: Mr Hardy	Location: Hereford	Topic: Hereford Western Bypass Phase One	Committee: Connected Communities Scrutiny Committee	Date: 7 July 2026
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Your Question:

"In December 2025 the Cabinet decided to pursue Compulsory Purchase Orders for the Hereford Western Bypass Phase 1 on the basis of traffic modelling undertaken in 2025.

I asked the Cabinet member at the time if, in line with Codes and Regulations for Local Government and the Nolan Principles, objective and factual data on which the Council relies for decision making would be made public. The Cabinet member replied that it was the intention to publish in due course, but to date the traffic modelling to explain the benefits of this stand-alone road scheme have still not been released.

Can this committee review why traffic modelling data relied on by elected members to commit over £45m of local taxpayers money on this capital project and compulsorily purchase residents' private property, is still not publicly available?"

Response Provided:

Thank you for your question. The committee is unlikely to pursue this line of enquiry at the meeting, as it will instead focus on scrutiny of the Hereford Bypass Phase 1 at its meeting on 20 July 2026.

Name: Mr Jenkinson	Location: Hereford	Topic: Hereford Transport Hub	Committee: Connected Communities Scrutiny Committee	Date: 7 July 2026
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Your Question:

"The Hereford Transport Hub occupies the safeguarded historic route of the Herefordshire & Gloucestershire Canal, near its former terminus and basin, protected under Core Strategy Policy E4. Permission 233009 secures no measure safeguarding or reinterpreting the canal, and its only heritage requirement (archaeological Condition 3) is record-and-implement, with no dissemination element. As the Hub nears completion, will the committee recommend to the Cabinet Members for Transport and Infrastructure (Cllr Philip Price) and Economy and Growth (Cllr Graham Biggs), and the project team, that they support a modest, voluntary heritage interpretation package — signage, an AR map and a QR audio-visual display — using archaeological results from this and nearby canal sites, developed with the H&G Canal Trust, so the canal's significance is publicly recognised where most affected?"

Response Provided:

Many thanks for your question. Any recommendations made by the committee will result from its scrutiny of the development of the Transport Hub. I note the issues that you have raised, but I cannot commit to pursuing the line of enquiry required to make your suggested recommendation.

Name: Mr Hardy	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

Under Biodiversity Net Gain (2.10.11) we are told that the loss of approximately 1.3 acres of Ancient Woodland as a result of the Phase One scheme, will be replaced with almost 12 acres of species-rich woodland and woodland edge.

With the overall loss of such rare, valuable and irreplaceable habitat as ancient woodland and venerable trees and the removal of red listed species for which this is home, will the committee review where the new 12 acre woodland habitat is to be created and how this site will be protected & managed in perpetuity as offset, so that residents of South Hereford, most affected by the scheme, will benefit from this mitigation?

Response Provided:

Many thanks for your question. I will circulate your question to the committee in advance of its meeting to plan its lines of enquiry. However, I cannot guarantee that the committee will ask your question of the Cabinet members and officers in attendance.

Supplementary question:

Thank you for the answer to my question.

The part of Phase 1 of the proposed bypass known as the Clehonger link involves the felling of two magnificent oak trees, one of which is listed on the Woodland Trust inventory of veteran trees. Would this committee review this decision in the light of the Council's agreement with an independent engineer's assessment that these trees could be spared by moving the route slightly to the north-east without affecting the viability of the road?

Supplementary response:

Thank you for your supplementary question. The committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. Your suggested line of enquiry is pertinent to the decision that Cabinet is required to make, and I recommend that you ask this question of Cabinet, as cost-effectiveness would form part of their consideration.

Name: Mr Sherlock	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

Much work has been done on identifying and calculating the financial benefits of the Hereford Bypass – Phase 1.

However, there does not seem to be the same detailed work on identifying and calculating the loss of ancient woodland, venerable trees and the impact on historic landscapes and listed buildings of this area of Haywood, none of which can be replaced or fully mitigated.

Will the committee review how TAG Unit 3 Environmental Impact Assessment (Published May 2026) has been applied to this road project and confirm that the Full Business case includes the cost of all these environmental and historic losses?

Response Provided:

Thank you for your question. The committee's objective at the meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. The committee will have sight of your suggested lines of enquiry when they plan their own lines of enquiry in advance of the meeting. However, they may choose to prioritise scrutinising other aspects of full business case to meet their stated objective.

Name: Mrs Morawiecka	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

WebTAG uses a discount rate of 3.5% for the first 30 years of a project, falling to 3% thereafter.

This road is to be funded by public borrowings of at least £40million. Current interest rates for a 40 year public loan are 6.5%.

Will this committee review the financial costs of funding this road project and the impact this will have on Herefordshire residents and the local economy by increasing council tax bills by over £3million pa across Herefordshire for the next 40 years, a form of taxation which disproportionately affects lower income households and reduces disposable income across the county for decades.

Response Provided:

Thank you for your question. The committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. As a result it will not be pursuing the line of enquiry that you suggest. Your suggested line of enquiry is pertinent to the decision that Cabinet is required to make, and I recommend that you ask this question of Cabinet.

Supplementary question:

Thank you. In assessing any business case for investment, the financing of a scheme should be considered, especially when funded nearly 90% by loan finance, and at a rate of 6.5% interest, 3% higher than the WebTAG discount rate. Loan finance has implications on Council finances as well as directly on disposable household income and thus the local economy, for the next 40 years. IT is particularly important during a cost of living crisis and when the Council is in a capital rationing situation, lacking funding to complete other important capital projects that are running over budget and behind schedule. Will the Committee review the implications of financing the scheme through loan finance, the sort of information needed in any good Business Case assessment alongside BCR and NPV, and therefore relevant to any good, well informed decision?

Supplementary response:

Thank you for your supplementary question. As already stated, the committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. As a result it will not be pursuing the line of enquiry that you suggest. Your suggested line of enquiry is pertinent to the decision that Cabinet is required to make, and I recommend that you ask this question of Cabinet.

Name: Ms Laan	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

Economic case makes much of the benefits of defence and cyber security and being the Midlands Centre for cyber security located at HEZ. Will this committee consider whether this £45million road scheme to improve access from South West Hereford to HEZ, is the most cost effective and direct way to improve connectivity with the Midlands and the University of Wolverhampton, as well as linking to the Leominster and Ledbury "Functional Urban Areas" all of which lie to the East or North of the city?

Response Provided:

Many thanks for your question. The committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. Your suggested line of enquiry is pertinent to the decision that

Cabinet is required to make, and I recommend that you ask this question of Cabinet, as cost-effectiveness would form part of their consideration.

Supplementary question:

As the Southern Link Road does not link with any of the sites mentioned for defence, cyber security, or Functional Urban Areas to the east and north, will the Committee recommend that it would be specious to include them as a wider economic benefit when there is no evidence that the scheme will improve connectivity with these areas, unlike a potential bridge to the East which would link more directly with them?

Supplementary response:

Thank you for your supplementary question. Any recommendation made by the committee will arise from the lines of enquiry pursued in the meeting. As such we cannot commit to making your suggested recommendation.

Name: Mr Milln	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

Referring to agenda item 7 concerning the draft FBC for proposed Southern Link Road (aka W Bypass phase 1), on page 130 of Appendix 2, Table 1-4 shows Key Project Milestones for the scheme, including planning applications to be submitted in July 2026, and fully discharged in September 2026.

Any costs in delay around approval would fall on Herefordshire Council and not the contractor.

Will the committee review how the risks around issuing works contracts before they are determined could impact the scheme costs as well as require further works to deliver BNG?

Response Provided:

Thank you for your question. The committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme, rather than reviewing and assessing risk around works contracts issued. As a result, it would not be appropriate to pursue the line of enquiry that you suggest. However your suggested line of enquiry is relevant to the decision that Cabinet is required to make, and I recommend that you ask this question of Cabinet.

Name: Paul Newman	Location: Hereford	Topic: LUF funding, commercial road , year of delivery	Committee: Cabinet	Date: 30 July 2026
Your question: The Year of Delivery report says that the Holme Lacy Road scheme costing £7.9million “Anticipating to underspend on this project and for the LUF funding to be shifted over to the Commercial Road scheme budget for delivery next year”. With planned improvements to the Great Western Way South of the Wye abandoned and with little to no walking and cycling upgrades on or around the Belmont Road as promised in the original South Wye Transport Package (and mentioned in the Bypass Scheme Information Report as having been progressed and delivered) how and why has it been decided that any remaining LUF funding is to be used for the already heavily overspent Hereford City Centre Transport Package and Commercial Road, rather than for delivering such improvements in the Belmont area?				
Response Provided: The Levelling Up Fund (LUF) programme is a ringfenced package of funding that must be used to deliver the schemes set out within the approved Hereford Transport Package programme. The council cannot redirect LUF funding to unrelated transport projects, even where those projects may be considered desirable or beneficial locally. Any underspend from individual Levelling Up Fund schemes must remain within the approved programme and be used to support delivery of the remaining Levelling Up Fund projects. This includes ongoing and planned major schemes such as Commercial Road, the Hereford transport hub, Aylestone Hill and other approved improvements within the Hereford Transport Package. The council remains committed to improving walking, cycling and sustainable transport opportunities across Hereford. However, any future proposals for schemes outside the approved Levelling Up Fund programme would need to be considered through alternative funding sources and future transport investment programmes.				
Supplementary question: The Hereford Southern Link Road is now being built just for motorised vehicles, at a cost of over £45million, paid by all residents of Herefordshire, whether or not they own a car or live anywhere near this new road scheme.				

With the Hereford Southern Link Road forecast to significantly increase car use in South Hereford, if the Active Travel Measures of the South Wye Transport Package are not being funded by the Levelling Up Fund, what planned investment is being made in walking and cycling infrastructure in the Belmont area in order to link these residents with the new jobs in Hereford Enterprise Zone and the city centre, without the need for a car?

Supplementary response:

A series of Quiet Route schemes have been designed that will connect the Belmont area to the new cycle improvements being constructed on the Holme Lacy Road. Furthermore, Phase One is expected to deliver benefits well beyond private car users. The scheme will provide a more direct and reliable route for freight traffic serving the Hereford Enterprise Zone, reducing the need for HGVs to travel through residential areas such as Walnut Tree Avenue and Holme Lacy Road, improving conditions for local communities while supporting business and logistics activity. Meanwhile, for public transport we expect key benefits, with reduced congestion on key bus corridors including Belmont Road, Ross Road and Holme Lacy Road expected to improve bus journey reliability and punctuality, making bus travel a more attractive option. Together, these benefits support economic growth, improve access to jobs and employment sites, reduce traffic impacts in neighbourhoods and contribute to a more efficient and resilient transport network for all users, not just motorists

Name: Huw Sherlock	Location: Hereford	Topic: Southern Link Road, Bypass, Year of Delivery	Meeting: Cabinet	Date: 30 July 2026
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Your question:

It is noted that in the Year of Delivery Review at item 7 of Connected Communities agenda for 7th July that it is proposed to make £3.5m worth of savings (known as 'value engineering'), nearly 10% of the construction project cost.

With the Council looking to detrunk the A49 onto this road when Phase 2 is built, precisely what is proposed not to be done that had previously been included in the design to effect this £3.5m saving on the Southern Link Road (aka 'Bypass Phase 1')?

Response Provided:

The Full Business Case for the Hereford Bypass Phase One project has now been published on the Council's website. In the Financial Dimension section, page 3 table 1-2 sets out the list of value engineering options.

Supplementary Question:

Thank you but with no revised drawings and with the limited information on page 3, is it not clear to a member of the public the impact the Value Engineering options will have on the final design of Phase 1 of the Bypass. At the Scrutiny meeting it was made clear that the

road design is now out of date and did not comply with trunk road standards, but to avoid delay the Council will proceed with the out of date plans. In view of these comments, and along with the proposed value engineering options, what agreement does Herefordshire Council have with Highways England that the Council's preferred road construction will result in the Southern Link road being acceptable to be adopted as part of the new A49 trunk road?

Supplementary response:

At no time during the Scrutiny meeting were the road designs said to be out of date. A review of the original design found it to be compliant with standards including the DMRB trunk road standards a couple of minor changes were made to drainage designs but nothing that would make it non-compliant. The designs of Phase One are in compliance so that they could potentially be adopted as trunk road in the future.

Name: Stephen Mason	Location: Madley	Topic: Southern Link Road, bypass, increased traffic Bridge Sollars	Meeting: Cabinet	Date: 30 July 2026
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Your question:

Have the proposals put forward by Herefordshire Council regarding the proposed southern link road incorporated evidence about induced travel demand and the use of alternative routes, in particular, the increased traffic that will use the Bridge Sollars road via Madley and Clehonger, in the light of my background paper?

Response Provided:

The Full Business Case (for phase one) is supported by detailed traffic modelling, which indicates some modest increases in traffic in a small number of roads connecting to the new route, including through Bridge Sollars, Madley and Clehonger. It is important to note that these forecasts are for 2043 and therefore sit within a wider picture of population growth and increased vehicle movements over the next two decades. The increases identified are not considered significant in that context and do not currently warrant mitigation measures.

Supplementary question:

None

Supplementary response:

Name: Andrew Barnes	Location: Madley	Topic: Southern Link Road, bypass, increased traffic Bridge Sollars	Meeting: Cabinet	Date: 30 July 2026
Your question: What mitigation, if any, has been considered by the Council to offset the adverse impact on residents and schools as a result of the expected increase in traffic, and in particular commercial traffic, switching from the A438 to/from Hereford to the proposed Southern Link Road (Phase One of the Hereford Western Bypass) via Bridge Sollars, Lulham, Madley and Clehonger?				
Response Provided: The Full Business Case (for phase one) is supported by detailed traffic modelling, which indicates some modest increases in traffic in a small number of roads connecting to the new route, including through Bridge Sollars, Madley and Clehonger. It is important to note that these forecasts are for 2043 and therefore sit within a wider picture of population growth and increased vehicle movements over the next two decades. The increases identified are not considered significant in that context and do not currently warrant mitigation measures.				
Supplementary question: Thank you for your response. Whilst I acknowledge that the Council has commissioned detailed traffic modelling as part of this project, from the publicly disclosed documents it is not evident that the modelling has considered the scenario referred to in my question. Furthermore, it must be recognised that frequently real life outcomes differ from the prior modelling, however detailed. In the Council's reports many references are made to the difficulties faced by residents and the school along Walnut Tree Avenue, I am concerned that the Council should not inadvertently create a similar or worse situation along the route that I have described in my original question. On the assumption that the Council will exercise its responsibility to proactively measure and monitor the effect on traffic patterns and volumes of the introduction of the new Southern Link Road, if, as is very possible, traffic in practice behaves so as to materially adversely impact the communities referred to in my original question, what assurance can the Council provide that it will take prompt and effective action to ensure that the safety of these communities is not degraded?				
Supplementary response: The same assurance that is given to all Herefordshire residents. The Council as the highway authority has a duty to manage the highway network to keep it as safe and functioning as possible and will continue to do so into the future.				
Name: Susie Laan	Location: HR4 7PR	Topic: Big Economic Delivery Plan, why is	Meeting: Cabinet	Date: 30 July 2026

		major transport investment not in the East		
Your question: The Draft Big Economic Delivery Plan on page 9 says that Herefordshire has “strong economic ties to Worcestershire, Gloucestershire and the West Midlands to the West”. All three locations referred to are located to the East/Southeast of Herefordshire not the West! It further explains that strong economic ties, particularly aligned with defence and security, lie to the East of the County. With massive housing growth on the West of Hereford commuters will be required to travel right across the City to the East side, in order to take up these new, well paid jobs, focussed on defence and security. Would the Cabinet member explain why major transport investment is not focussed on improving the connectivity of the enterprise parks in South East Hereford and Ross-on-Wye with Worcestershire, Gloucestershire and the West Midlands and minimising travel across a congested City?				
Response Provided: Thank you for highlighting the slight mis-phrasing in the document; this will be corrected in future versions. The council's transport ambitions are focused on supporting economic growth across the county and strengthening connections to key employment locations and strategic transport corridors, including the Hereford Enterprise Zone, Ross Enterprise Park, the M50, South Wales and the wider Midlands economy. The Hereford Bypass is a key part of that strategy, with phase one alone improving access to the Hereford Enterprise Zone while reducing traffic on a number of residential routes in South Wye at peak times. It would also allow traffic travelling from South Wales, such as Abergavenny, to access the expanding Enterprise Zone directly, without needing to travel through the heart of Hereford. More broadly, the bypass would help unlock the Growth Corridor, creating up to 300 hectares of employment land, supporting around 10,000 jobs, and enabling new homes, infrastructure and public services needed to support sustainable growth. Alongside the continued development of Ross Enterprise Park and other strategic employment sites, this will improve connectivity, attract investment and help residents access economic opportunities both within Herefordshire and across the wider region.				
Supplementary question:				

Sorry, but the answer seems to ignore that a Western Bypass does not build on and develop the strong economic ties that are referenced in the Big Economic Plan, all of which lie on the East of the City and the County. The answer gives no explanation as to what important and vital economic and strategic ties are located on the West of Hereford.

In order to minimise the movements of freight across and around the City, what goods and materials has the Big Economic Plan identified and taken into account that will be brought into the County purely from the West to supply the new businesses in the Western growth corridor and where are the major customers for these new large businesses located?

Supplementary response:

The current Hereford Enterprise Zone is located to the south of the city and is the primary area for current employment in the county. As per the previous answer, this employment land is almost fully developed out. Through the Local Plan process we therefore need to identify new employment land of provision to support the long term growth of the county. Due to flooding and environmental protections to the east of Hereford, future employment land sites are likely to be to the north west of the city in the proposed Growth Corridor.

There continues to be significant demand from local businesses for additional employment land, and the council has established a new Inward Investment service to attract new businesses to the county ([Invest In Herefordshire | Entrepreneurship, Skills And Culture](#)) in seeking to create more better paid jobs.

Name: Paul Eaathorne	Location: Madley	Topic: Bypass – build Phase 2 for better cost benefit	Meeting: Cabinet	Date: 30 July 2026
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Your question:

The Western by-pass, which enables North - South traffic to avoid the city, seems likely to deliver the greatest cost benefit.

The Southern link road is effectively a short extension of the B4399 (Rotherwas road) and as traffic on the latter is extremely light, it seems reasonable to expect traffic on Phase 1 to be similarly light until the entire by-pass is complete, offering little or no reduction in city centre traffic volumes.

Obtaining funds for road projects is a very volatile process and subject to political whim, offering the risk that funds to complete the full by-pass may not be available for many years, if ever.

Therefore, should we focus investment on the section offering the greatest cost / benefit by building Phase 2 first, rather than start by building a road to no-where?

Response Provided:

Phase One alone creates a strategically important west-east link on the southern edge of the city, improving access to key employment centres including the Hereford Enterprise Zone. It establishes the southern anchor point from which future phases can continue. Phase two, subject to funding, planning and other statutory approvals west and north of the city, will unlock employment land, jobs and housing.

Although the full value of the bypass will be realised when all phases are completed, the latest modelling indicates that Phase One alone provides a strong case for investment, and for pursuing it first.

Supplementary question:

None

Supplementary response:

Name: Gill Jinman	Location: Golden Valley South	Topic: Bic Economic Plan Delivery Plan	Meeting: cabinet	Date: 30 July 2026
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Your question:

The Big Economic Plan Delivery Plan

The Leader of the Council has previously told me and stated publicly that a railway station at Pontrilas - the Golden Valley Parkway station - is a priority of this administration. Other Councillors have promoted the improvement of rail connections, and the Pontrilas station would not only improve but also in many cases enable access for young people to jobs and education, particularly as NMite was founded as not being reliant on car transport.

Why is there no mention in the Plan of the Golden Valley Parkway station or improving rail connections across the county, or beyond to Cardiff & Gloucester, rather than just doubling the number of trains to Worcester?

Response Provided:

The Economic Delivery Plan has been developed by the Economy and Place Board, to identify priority actions over the next three years in delivering the overarching long term Herefordshire Economic Plan 2050. The Economic Plan/ Strategy does identify a need for improved connectivity across the whole county. A separate Herefordshire Rail Strategy is also currently being developed which will explore the viability of improved rail connections.

Supplementary question:

I am grateful to Councillor Biggs for his response to my question, but given that the Leader has publicly described the Golden Valley Parkway station as a priority for this administration, why is that priority absent from the Economic Delivery Plan?

Supplementary response:

The Economic Delivery Plan is focussed on the next three years only, in delivering the next phase of the Economic Plan 2050. The Golden Valley Parkway station can't be delivered in the three year timeframe. The separate Herefordshire Rail Strategy will identify priorities for improved infrastructure and how these will be taken forward.

Name: Kate Seekings	Location: HR4 0LQ	Topic: Big Economic Plan update on Museum and Art Gallery	Meeting: Cabinet	Date: 30 July 26
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Your question:

The Big Economic Plan (Appendix 2 page 3) says that “within 3 years we will have delivered our redeveloped Hereford Museum & Art Gallery”.

Will the Cabinet member please provide an update as to what the plans of the redevelopment of the Hereford Museum & Art Gallery look like if this work is to be completed by the Summer of 2029 and will be opened in the next 3 years, along with the Shirehall library and learning resource facilities?

Response Provided:

The Hereford Museum and Art Gallery redevelopment project is a priority for the council. Following a period of re-scoping the project to ensure it remains affordable, we are about to commence the final stages of design, which will finalise the programme period. However, we fully anticipate that it will be completed within the 3 years identified in the Economic Plan Delivery Plan.

Supplementary question:

The Museum and Library building in Broad Street has been closed for several years, and it now seems it will remain closed for at least a further three years. During this time, the four ground floor display windows have been left empty and uncared for. Why have the Council not used this key town centre display area to exhibit for residents the plans and progress of the building, rather than leaving the impression that the building is permanently closed, and when will the Council fill the windows with up to date and ongoing communication about the Museum and Library services for residents?

Supplementary response:

There are regular works undertaken in the building, such as the investigations required to inform the design of the building. This has identified that there is significant asbestos in the building, which is a health and safety risk so whilst these works are going on it will not be possible access and use of the building is restricted while these works are on-going.

There are regular monthly updates regarding the project on the council website, and the museum service are proactively and regularly engaging thousands of residents across the county.

Name: Jim Hardy	Location: Hereford	Topic: Environmental Impact The Big Economic Plan, Herefordshire Environment Board response	Meeting: Cabinet	Date: 30 July 2026
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Your question:

Under Environmental Impact in the report on The Big Economic Plan it says that “The Climate and Nature Partnership are represented on the Economy and Place Board, and have been consulted during the development of the Delivery Plan.”

The Climate and Nature Partnership was replaced in January 2026, by a new Herefordshire Environment Board, due to meet quarterly, but there seem to be no published minutes of this Board or details of its membership.

Where can the response of this Board to the consultation on the Big Economic Plan be found?

Response Provided:

The Economic Delivery Plan has been developed through a county-wide partnership approach led by the Economy and Place Board. The Board brings together representatives from Herefordshire Council, the Herefordshire Business Growth Board, Skills Board, Environment Board (formerly the Climate and Nature Partnership), Cultural Partnership and Community Partnership.

Throughout the development process, board members gathered views and feedback from their respective sectors and networks. This feedback, alongside comments from a series of council-facilitated workshops with board members and partners, has been reviewed and incorporated into the final Delivery Plan. The Economy and Place Board has considered and endorsed the final plan on behalf of the

wider partnership. The Cabinet decision seeks agreement for Herefordshire Council to formally adopt the Delivery Plan and lead delivery of those actions for which the council is responsible.

The Economic Delivery Plan is a three-year programme focused on delivering the immediate priorities of the Herefordshire Economic Plan 2050. It builds on the extensive engagement and consultation undertaken during the development of the Economic Plan, which involved a broad range of partners, businesses, organisations and stakeholders across the county before its adoption in 2023.

Supplementary question:

Your response to my original question clearly avoids answering where the response of the Environment Board to the consultation on the Big Economic Plan can be found. This does not accord with the Nolan principle of openness.

The vision of the Big Economic Plan includes that 'In 2050 Herefordshire is a vibrant, healthy, zero carbon place' and 'We have protected our rich natural environment'.

If the Environment Board has in fact met, where can the public access a record of its membership and its response to the consultation?

Supplementary response:

As per the previous response, a representative from the Herefordshire Environment Board is a member of the Economy and Place Board that has led the development of the delivery plan. They attended and directly fed in views on behalf of the Environment Board into the development of the strategy, including attending a number of workshop sessions. These views have been reflected in the finalised delivery plan, which was approved by all of the Economy and Place Board prior to coming to the cabinet meeting for council adoption.

Name: Dave James	Location: Hereford	Topic: Infrastructure for eater and sewage for planned new homes	Meeting: Cabinet	Date: 30 July 2026
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Your question:

It's clear that the infrastructure in Herefordshire has failed. Will the council put the infrastructure in place to cope with demands put on an already overloaded system.

My main concern is the planned development of 27,000 more homes on top of what is still in process. We all know that the existing water, sewage infrastructure is too small to deal with today's demands.

So what is planned to ensure to ensure existing and future needs will be in place before another house is built in Herefordshire

Response Provided:

We understand residents' concerns about pressure on utilities, roads, schools, healthcare and other infrastructure. The requirement to plan for more than 27,000 new homes comes from national housing targets, which the council has a legal duty to address through the Local Plan. This growth would be phased over the next 15 to 20 years, not delivered all at once. The Local Plan is designed to ensure housing growth is supported by the infrastructure communities need, which is why we are working with developers, utility providers, health leaders, education providers, transport authorities and other partners to assess and meet future requirements.

New development is expected to contribute towards the infrastructure it creates demand for, including transport, education, healthcare, drainage, flood mitigation and community facilities.

Infrastructure needs will be assessed alongside housing requirements and the Local Plan will be subject to extensive public consultation before any decisions are made. Our aim is to support sustainable growth that benefits communities, the local economy and Herefordshire's environment.

Supplementary question:

None

Supplementary response:

Name: Mrs E Morawiecka	Location: Hereford	Topic: Big Economic Plan, infrastructure for water and sewage	Meeting: Cabinet	Date: 30 July 2026
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Your question:

The Cabinet report on the Big Economic Plan says at para 7 “The plan includes the cross-cutting delivery principles of ensuring sustainability, maximising investment and delivering through partnership working, ensuring that we retain a focus on the environment and collaboration”.

The plan promotes 14,000 new homes and a massive new “bypass” going through the middle of these new housing estates to the West of Hereford, over some of the County’s highest grade agricultural land and potable aquifers supplying existing businesses. With no mention in the plan for delivering the infrastructure and resources for the necessary increase in water supplies or sewerage whilst protecting the county’s watercourses and environment, how does this plan deliver sustainability?

Response Provided:

The Economic Delivery Plan does not sit in isolation. It forms part of a connected framework of strategies, including the Council Plan, Local Plan, Local Transport Plan and environmental policies, which together guide how growth is delivered across the county. Decisions about housing, employment, transport, infrastructure and environmental protection are therefore considered as part of a single strategic approach, not in isolation.

The proposed Hereford Growth Corridor will be considered through the Local Plan process and will be subject to detailed technical assessment, statutory consultation and public engagement. This includes ongoing engagement with infrastructure providers, utility companies, environmental regulators and other key stakeholders to ensure growth is planned, coordinated and sustainable. Like the first phase, the bypass and growth corridor schemes would also be required to include robust measures to protect communities, landscapes, heritage and wildlife, with environmental assessments, habitat protection, biodiversity net gain, watercourse safeguards and mitigation measures forming part of the design and planning process.

Our approach is based on strategic, managed growth that supports thriving communities, a strong economy and the protection of Herefordshire's environment, rather than piecemeal or ad hoc development.

Supplementary question:

Thank you. Sadly, the answer does not address why the Big Economic Delivery plan is silent about water and waste infrastructure, essential for supporting businesses and residents of the County.

The Council is aware the Western Growth Corridor poses a significant risk to polluting the fresh water supplies for two of the County's major employers, risking the loss of over 3,000 jobs.

With the current heatwaves and drought conditions Herefordshire is experiencing, and which are likely to be the new normal under Climate Change, fresh water is being tankered around the City and County. The River Wye is dangerously low and too hot for many of its protected species to survive.

Would the Cabinet member please explain what and where is the strategy and delivery plan for increasing water supplies and sewerage capacity to sustainably underpin the Big Economic Plan?

Supplementary response:

As per the previous answer, the development of the Local Plan is the statutory strategy for identifying future land use and infrastructure requirements for the county in consultation with the utility providers. Economic priorities are fully considered in the development of the

Local Plan. Once adopted, Welsh Water are responsible for ensuring that water supplies and sewerage capacity is then in place to meet this long term growth.

Name: Deuce McBride	Location: HR2 0NY	Topic: Clodock flooding	Meeting: Cabinet	Date: 30 July 2026
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Your question:

The village of Clodock has been flooded twice in November 2024 and November 2025. Herefordshire Council arranged an independent survey of the problem which has been submitted to the Council some months ago, suggesting measures that could be taken to lessen/prevent such a re-occurrence in future; one such proposal was the removal of some of the debris under one of the arches of the bridge over the river Monnow to increase flow of the river.

Since that time nothing seems to have been done and yet with the river so low this summer, now would be an ideal time to take such measures.

Is the Council intending to act on any of the survey's proposals to support the village or is this survey going to be ignored?

Response Provided:

Although commissioned by Herefordshire Council, the Section 19 Flood Investigation Report considered flooding across all relevant authorities. It examined the causes and sources of flooding, clarified the roles and responsibilities of the various Risk Management Authorities, reviewed actions already taken or proposed, and identified potential measures to reduce future flood risk and impacts.

In relation to the recommended action to remove rocks from the watercourse, the council has assessed the location and concluded that their removal is not currently necessary. The deposits occupy only a limited proportion of the channel and are not considered likely to have a significant effect on flood risk. The flooding affecting most properties in Clodock occurs where the River Monnow overtops its banks approximately 150 metres upstream of the bridge, meaning it is not influenced by either the bridge or the deposits at this location. As the rocks are not beneath the bridge, responsibility for their removal rests with the adjacent riparian landowner. Given the limited flood risk posed, the council does not consider formal enforcement action to be justified.

The council has also reviewed concerns about highway gullies. While gullies drain surface water from the highway network, they are not designed to convey river flood flows and are therefore unlikely to have a significant effect during major flooding events of the scale experienced in recent years.

It is important to recognise that Clodock lies within Flood Zone 3 and therefore remains at a high risk of flooding from the River Monnow. With the increased frequency and intensity of extreme weather events, improving community flood resilience is increasingly important.

The council can support residents in developing a Community Flood Plan to help the community prepare for, respond to, and recover from future flooding.

The Environment Agency is arranging initial Lot 1 surveys for flood-affected residents to assess the suitability of Property Flood Resilience (PFR) measures. The implementation of any recommended measures will depend on the availability of funding, with potential funding opportunities currently being explored

Supplementary question:

Many thanks for your reply to my question about the River Monnow flooding in Clodock.

I was interested to read that the flooding occurred 150 metres upstream of the bridge. In fact the flooding first occurred at Monnow Cottage which is approximately .20/30 metres from the bridge.

Could it possibly be that the sheer quantity of water could not pass through the arches of the bridge because one of them is partially blocked and so backs up and floods further upstream? By taking away the concrete debris it would increase the flow and may well prevent flooding or certainly reduce its impact by allowing more water to flow.

Our own councillor Mattew Engels has been here when the river was high and has seen the difference in flow between the two arches.

You state that it is the responsibility of the riparian landowner except I understand that any attempt to discover who it is has been unsuccessful. If the owner cannot be traced, should it not be the responsibility of the Council to try to protect its' public. In the light of the above information, would it not be responsible for the Council reconsider their reply or is Clodock too insignificant a community to warrant their attention?

Supplementary response:

We note your observations regarding the location where flooding was first experienced, together with your comments on the differing flow conditions. We would emphasise that the council's approach is not influenced by the size of the community affected. The available evidence suggests that removing the deposited material from the watercourse is unlikely to materially reduce flood risk. Furthermore, the council does not have a legal responsibility to undertake works at this location. Nevertheless, given the uncertainty regarding ownership and maintenance responsibility for this section of watercourse, together with the relatively low cost of removal, the Flood Risk Management Team will seek to arrange these works. This should not be interpreted as an acknowledgement of liability, nor as evidence that the deposited material is a cause of flooding. Any such intervention would remain subject to environmental, legal and resource considerations.

Name: Mr and Mrs Haywood	Location: Clodock	Topic: Clodock Flooding	Meeting: Cabinet	Date: 30 July 2026
Your question: I am concerned that following the flooding of Clodock that occurred late last year, and the subsequent survey by the council, that no action or remedial work has been actioned. Please would you inform me what post-flooding action has been taken, in particular the removal of the large stone boulders under the bridge over the river Monnow at Clodock. We are approaching the time of the year when flooding is most likely to be repeated, and action is therefore important to prevent further flooding of Clodock. Please would you inform me details of what flood prevention work will be taking place in the next few months to help prevent a repeat of the situation late last year that resulted in the flooding of most houses in the village of Clodock. I am sure you can understand my concern, and I am more than happy to attend any Council meetings that may assist with the above.				
Response Provided: Although commissioned by Herefordshire Council, the Section 19 Flood Investigation Report considered flooding across all relevant authorities. It examined the causes and sources of flooding, clarified the roles and responsibilities of the various Risk Management Authorities, reviewed actions already taken or proposed, and identified potential measures to reduce future flood risk and impacts. In relation to the recommended action to remove rocks from the watercourse, the council has assessed the location and concluded that their removal is not currently necessary. The deposits occupy only a limited proportion of the channel and are not considered likely to have a significant effect on flood risk. The flooding affecting most properties in Clodock occurs where the River Monnow overtops its banks approximately 150 metres upstream of the bridge, meaning it is not influenced by either the bridge or the deposits at this location. As the rocks are not beneath the bridge, responsibility for their removal rests with the adjacent riparian landowner. Given the limited flood risk posed, the council does not consider formal enforcement action to be justified. The council has also reviewed concerns about highway gullies. While gullies drain surface water from the highway network, they are not designed to convey river flood flows and are therefore unlikely to have a significant effect during major flooding events of the scale experienced in recent years. It is important to recognise that Clodock lies within Flood Zone 3 and therefore remains at a high risk of flooding from the River Monnow. With the increased frequency and intensity of extreme weather events, improving community flood resilience is increasingly important.				

The council can support residents in developing a Community Flood Plan to help the community prepare for, respond to, and recover from future flooding.

The Environment Agency is arranging initial Lot 1 surveys for flood-affected residents to assess the suitability of Property Flood Resilience (PFR) measures. The implementation of any recommended measures will depend on the availability of funding, with potential funding opportunities currently being explored.

Supplementary question:

None

Supplementary response:

Name: Olga McBride	Location: HR2 0NY	Topic: Clodock, flooding	Meeting: Cabinet	Date: 30 July 2026
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Your question:

Two years ago, a road drain just outside of the lytch gate (Clodock Church) and Church House (a private dwelling) was assessed by the council as having collapsed and no longer functioning properly. Since then, Clodock has flooded seriously twice, (45 cm of dirty water inside Church house, and houses of the hamlet, similar).

1). When is the Council going to mend the road drain?

Response Provided:

The drains were last cleansed in January 2026. Whilst no works have previously been proposed for the gully outside the church, the Flood Risk Management Team has now raised this location for further investigation and will liaise with colleagues in Highways Maintenance to determine whether any remedial action is required. However, it is important to recognise that this gully will not make any meaningful or measurable difference to the flooding caused by the River Monnow. The flooding experienced in this area is driven by elevated river levels, and this individual gully is not a contributing factor to that flooding mechanism.

Supplementary question:

Thank you for your reply, though it does not answer the question. While the collapsed drain outside of Clodock church lytch gate may not prevent the Monnow from flooding, it does help keep the road drained and safe by reducing the amount of water that fills the road with every heavy rainfall. While I welcome that once again there are white arrows pointing out our drains, this specific one was identified by the council services as collapsed and malfunctioning in 2025 if not 2024. Last year the white paint brigade added the word "collapsed"

and indicated that it no longer functioned properly. No remedial works has taken place since. So my question remains: when will this drain be mended?

Supplementary response:

Working with colleagues in Highways Maintenance, the Flood Risk Management Team will seek to have any necessary repair works completed before the end of the year, subject to operational and resource constraints.

Name: Sharon Lee	Location: Clodock	Topic: Clodock, flooding	Meeting: Cabinet	Date: 30 July 2026
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Your question:

SECTION 19 FLOOD INVESTIGATION REPORT – Longtown & Clodock - Flood Incident Date: 24 November 2024

This report was published in November 2025, shortly after another devastating flood on 14 November 2025. It included several recommendations for Herefordshire Council and the Highways Authority.

The more minor recommendations for residents, such as registering for flood warnings and inspecting gullies and ditches, were already being carried out. However, residents of Clodock who were severely affected by these floods are unaware of any progress or plans to implement the more significant recommendations.

We would like to know what actions Herefordshire Council intends to take, and the expected timescale for delivering them.

Response Provided:

Although commissioned by Herefordshire Council, the Section 19 Flood Investigation Report considered flooding across all relevant authorities. It examined the causes and sources of flooding, clarified the roles and responsibilities of the various Risk Management Authorities, reviewed actions already taken or proposed, and identified potential measures to reduce future flood risk and impacts.

In relation to the recommended action to remove rocks from the watercourse, the council has assessed the location and concluded that their removal is not currently necessary. The deposits occupy only a limited proportion of the channel and are not considered likely to have a significant effect on flood risk. The flooding affecting most properties in Clodock occurs where the River Monnow overtops its banks approximately 150 metres upstream of the bridge, meaning it is not influenced by either the bridge or the deposits at this location. As the rocks are not beneath the bridge, responsibility for their removal rests with the adjacent riparian landowner. Given the limited flood risk posed, the council does not consider formal enforcement action to be justified.

The council has also reviewed concerns about highway gullies. While gullies drain surface water from the highway network, they are not designed to convey river flood flows and are therefore unlikely to have a significant effect during major flooding events of the scale experienced in recent years.

It is important to recognise that Clodock lies within Flood Zone 3 and therefore remains at a high risk of flooding from the River Monnow. With the increased frequency and intensity of extreme weather events, improving community flood resilience is increasingly important. The council can support residents in developing a Community Flood Plan to help the community prepare for, respond to, and recover from future flooding.

The Environment Agency is arranging initial Lot 1 surveys for flood-affected residents to assess the suitability of Property Flood Resilience (PFR) measures. The implementation of any recommended measures will depend on the availability of funding, with potential funding opportunities currently being explored.

Supplementary question:

None

Supplementary response:

Name: Catherine Boardman	Location: Clodock	Topic: Clodock, flooding	Meeting: Cabinet	Date: 30 July 2026
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Your Question:

In Clodock, we have had two major floods in the last two Novembers (2024 and 2025). Since then, the Environment agency, Herefordshire council, independent surveyors and flood defense consultants have been to visit. However, nothing has changed and no progress has been made against any further flooding, which I am sure will happen. There is a need to move large boulders from below the bridge in Clodock, which have been swept down and are now blocking the flow of the river. In addition we have heard that using fields to contain flood waters further upstream might be an idea.

Please may you update us asap as to what the plans are to try and avoid further flooding moving forward and also of any grants that are available to help us pay for the damage from flooding and improvements we are making to our homes to help make them better defended against the next flood? Thanks.

Response Provided:

Although commissioned by Herefordshire Council, the Section 19 Flood Investigation Report considered flooding across all relevant authorities. It examined the causes and sources of flooding, clarified the roles and responsibilities of the various Risk Management Authorities, reviewed actions already taken or proposed, and identified potential measures to reduce future flood risk and impacts.

In relation to the recommended action to remove rocks from the watercourse, the council has assessed the location and concluded that their removal is not currently necessary. The deposits occupy only a limited proportion of the channel and are not considered likely to have a significant effect on flood risk. The flooding affecting most properties in Clodock occurs where the River Monnow overtops its banks approximately 150 metres upstream of the bridge, meaning it is not influenced by either the bridge or the deposits at this location. As the rocks are not beneath the bridge, responsibility for their removal rests with the adjacent riparian landowner. Given the limited flood risk posed, the council does not consider formal enforcement action to be justified.

The council has also reviewed concerns about highway gullies. While gullies drain surface water from the highway network, they are not designed to convey river flood flows and are therefore unlikely to have a significant effect during major flooding events of the scale experienced in recent years.

It is important to recognise that Clodock lies within Flood Zone 3 and therefore remains at a high risk of flooding from the River Monnow. With the increased frequency and intensity of extreme weather events, improving community flood resilience is increasingly important. The council can support residents in developing a Community Flood Plan to help the community prepare for, respond to, and recover from future flooding.

The Environment Agency is arranging initial Lot 1 surveys for flood-affected residents to assess the suitability of Property Flood Resilience (PFR) measures. The implementation of any recommended measures will depend on the availability of funding, with potential funding opportunities currently being explored.

Supplementary question:

None

Supplementary response:

Name: Mrs J Morris	Location: HR4 0SP	Topic: Car parking strategy	Meeting: cabinet	Date: 30 July 2026
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Your question:

The car parking strategy makes reference to Pay on Exit and how this supports the local economy, particularly the High Street but this does not appear to be mentioned once in the Delivery Plan.

Would the Cabinet member please explain why there is mention of pay on exit car parking in the strategy, but apparently no intention of delivering it in the next 15 years?

Response Provided:

Pay on Exit remains part of the council's long-term vision for modernising parking services and is referenced within the Parking Strategy. However, the fact that it sits within a 15-year strategy does not mean implementation is expected to take 15 years. The strategy sets the overall direction of travel, while the delivery plan identifies the practical steps needed to enable future improvements.

The first phase of delivery includes the introduction and trial of technologies such as Automatic Number Plate Recognition (ANPR), alongside wider technology-enabled parking improvements. These are important building blocks for modern parking systems, including potential barrier-free Pay on Exit arrangements.

Year 1 of the Parking delivery plan specifically includes the introduction of Automatic Number Plate Recognition (ANPR) technology, which is a key enabling technology for the delivery of modern barrier-free Pay on Exit systems. This will help create a more convenient parking experience that supports residents, visitors and town centre businesses.

Supplementary question:

None

Supplementary response:

Name: Jeremy Milln	Location: Hereford	Topic: pavement parking	Meeting: Cabinet	Date: 30 July 2026
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Your question:

According to recent BBC research Herefordshire Council still allows driving and parking on footways, theoretically only in signed spaces, but in practice ubiquitously; an increasing problem of motonormativity and the 'car-spreading' phenomenon. This damages surfaces creating tripping hazards. Taken with the proliferation of bins left on pavements, blind and partially sighted persons are endangered, with wheel & push-chair users obstructed. Rule 244 of the Highway Code says drivers should not do this.

The 2026 Community Empowerment Act promises local authorities greater power to address pavement parking yet the Strategy hints only vaguely at reducing the practice and the Delivery Plan at item 11, appendix 2 says nothing on the subject. So by what percentage does the Council intend to reduce pavement parking, in what timescale and by what means?

Response Provided:

The council does not condone obstructive pavement parking. As both the Highway Authority and parking authority, we recognise the impact that vehicles, bins and other obstructions can have on people with visual impairments, wheelchair users, parents with pushchairs and anyone who relies on clear and accessible pavements.

The Parking Strategy supports the principle that roads and pavements should be safe and accessible for all users, but pavement obstruction is not solely a parking enforcement matter. The council also has responsibilities as the Highway Authority and will investigate concerns and take action where this is reasonable, proportionate and supported by the powers available to us, while working with the police on any criminal matters. While the government is considering further measures in relation to pavement parking, our focus remains on maintaining safe access to the highway network and responding to instances of obstruction where intervention is justified. For that reason, the strategy does not set a specific percentage reduction target, but it is clear that obstructive pavement parking is not behaviour the council supports and we will continue to use the powers available to us to address issues where appropriate.

Supplementary question:

The response to my question on the Parking Strategy at agenda item 11, makes it clear this Council has no measurable delivery plan to reduce pavement parking, and continues to condone the practice provided it is not '*obstructive*' in spite of the fact driving on pavements (necessary to park on them) is illegal under section 34 of the Road Traffic Act 1988.

One wonders what it considers to be '*obstructive*' pavement parking. How much space would it expect to be left by vehicles parked on the pavement before it considers them obstructive and what action would it take, bearing in mind the DfT's Mobility Guidance recommends a minimum of two metres to allow wheelchair users to pass safely?

Supplementary response:

The enforcement of obstructive pavement parking is carried out by the Police, the question about the definition of obstruction and the action that would be taken against obstructive pavement parking should be redirected to West Mercia Police. If the council receives reports of obstructive parking we would redirect this to the Police. The Government are proposing to introduce new powers for councils and should this be introduced to tackle pavement parking as outlined in the response above, the council will be able to have a more proactive role in enforcement of pavement parking obstructions.

Name: Ms Reid,	Location: Hereford	Topic: Childrens, service budgets in line with comparable services elsewhere	Meeting: Cabinet	Date: 30 July 2026
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Your question:

The recent letter from the Minister for Children and Families to the Leader includes: "You should be proud of what has been achieved, while remaining focused on sustaining and building on this improvement – in particular I am sure you will share my desire to ensure that more children are supported to remain safely within their family networks, and recognise the importance of bringing service budgets more closely in line with comparable services elsewhere."

How will you ensure that these will be actualised?

Response Provided:

We welcomed the letter from the Minister which recognised the significant progress that Childrens Services has made delivering Good Services with Outstanding Leadership. We remain committed to building on this improvement. One of our key principles is to ensure children remain with their family where it is safe to do so, with support available throughout a child's and family's journey within our service. Where children cannot remain with their parents or legal guardians, family based, for example kinship care, is considered at the first and all ongoing opportunities

As a Children's Service we have successfully delivered our savings targets over the past two years and remain on track to achieve our savings for 2026/27. At the same time, we have ensured that our current service budget is aligned to meet the needs of children and families while maintaining service delivery.

Supplementary question:

The minister's letter highlights the "importance of bringing service budgets more closely in line with comparable services elsewhere". I interpret this as meaning to reduce the budget to be in line with Statistical Neighbours (similar areas to Herefordshire). According to LAIT (Local Authority Interactive Tool) the looked after child rate per 10,000 on 31 March 2025 (latest data) is:

- Herefordshire: 100.0
- Statistical Neighbours: 67.0

The financial cost of children in care is very high. Of course, there are detrimental effects to the children and their families.

How are you going to reduce the rate of children in care to that of Herefordshire's Statistical Neighbours, for example, by reunification at pace of as many children as possible with their families and Family Networks?

Supplementary response:

The children's services budget is more than just the placement budget for children in care.

Whilst investment has been made to enable improvement of children's services, the budget for the past two years has included savings targets which have been delivered in full and on time, and additional investment reduced so that the services are now working on what is an appropriate budget for children's services.

There is no comparative budget for children's services with regard to Statistical Neighbours and England averages.

Ofsted has previously commented that the budget for children's services in Herefordshire is both appropriate and realistic.

You are correct in your assertion that the rate of looked after children in Herefordshire is higher than in the statistical neighbour group. However, it is important to understand that over the past three years the rate of looked after children have seen a continued reduction.

In March 2023 the rate was 114 per 10,000 population, as at Q1 in this current year the rate has reduced to 94.4 per 10,000.

The reduction is a result of the service working to achieve safe and timely permanence for children in care. Permanency includes rehabilitation to family care where it is safe to do so and also includes Adoption and Special guardianship.

The service has also embraced a model of Relationship Based practice which is a strength-based approach to working with families to first and foremost help them to care where it is safe to do so for their children, and importantly to avoid children having to come into care.

The combination of this work is showing a continued trajectory of reduction towards the level of statistical neighbours, however it is important to state that the statistical neighbour average of children in care is but one of many indicators monitored by the service.

Name: Ruth Sherlock	Location: Hereford	Topic: Big Economic Plan, medical infrastructure	Meeting: Cabinet	Date: 30 July 2026
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Your question:

The Big Economic Plan Appendix 2 makes reference to "Support older workers to remain in the workforce through partner working" but has no action to improve access to hospitals, dentists or doctors. The biggest barrier for many older people remaining in the workforce is often related to poor health and delays in accessing medical treatment, including emergency treatments.

Would the Cabinet member explain why the plan is silent on addressing the lack of medical infrastructure, particularly hospital capacity & NHS dentistry for existing residents, let alone the residents of 27,000 new homes to be built across the County?

Response Provided:

The Economic Delivery Plan recognises the important contribution that older workers make to Herefordshire's economy and includes actions to help people remain in, return to and access employment, including those living with health conditions or disabilities. Through the Herefordshire Growth Hub, the council supports programmes such as Connect to Work and works closely with NHS partners through initiatives such as WorkWell to help people overcome barriers to employment.

The Economic Delivery Plan does not sit in isolation. It forms part of a wider framework that includes the Council Plan, Local Plan, Health and Wellbeing Strategy and the work of the Integrated Care System. Together, these support a joined-up approach to economic growth, public health and community wellbeing.

The council has a significant role in public health, prevention and health and care partnerships, and we recognise that access to healthcare can affect people's ability to remain active, independent and in work. While NHS organisations are responsible for healthcare provision, the council works closely with health partners to plan for future needs.

Through the Local Plan process, healthcare infrastructure is considered alongside housing, employment, transport and other infrastructure requirements so that future growth is supported by the services communities need. Strong economic performance and good health outcomes are closely linked. Supporting investment, skills, employment and healthier communities is therefore an important part of delivering long-term prosperity for Herefordshire.

Supplementary question:

The last Local Plan did not have any focus on investing in healthcare infrastructure. As the local population has grown residents regularly face issues with continued pressure on Hereford's A&E and other hospital departments and trying to access good healthcare.

Expanding NHS dentistry and medical care would provide new, well paid jobs across the County, improve health outcomes, retain more residents in the workforce and make the County an attractive place for investors, all of which aligns with the objectives of the plan.

If the Economic Delivery Plan does not sit in isolation and there is a joined up approach, what investment in health infrastructure does the Delivery plan promote to ensure residents enjoy healthy lives into older age?

Supplementary response:

As per the previous response, the Economic Delivery Plan is focussed on supporting economic growth over the next three years and not health care infrastructure. The development of the Local Plan has and will continue to have engagement with and input from all health

care providers to understand their growth land use needs. Plans to then establish new these facilities lie with the NHS/ Wye Valley Trust and the wider healthcare sector, its not a council lead responsibility.

Name:

Location:

Topic:

Meeting:

Date:

Your question:

Response Provided:

Supplementary question:

Supplementary response: