

1. Supplement to the agenda for

Cabinet

Thursday 30 July 2026

1.30 pm

**Conference Room 1 - Herefordshire Council, Plough Lane
Offices, Hereford, HR4 0LE**

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Agenda item no. 4 - Questions from members of the public

Question No.	Questioner	Question	Question to
PQ 1.	Paul Newman, Hereford	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?	Councillor Price, cabinet member for transport and infrastructure
Response: 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:			

Supplementary Response:			
PQ 2.	Huw Sherlock, Hereford	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')?	Councillor Price, cabinet member for transport and infrastructure
Response: 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:			
Supplementary Response:			
PQ 3.	Stephen Mason, Madley	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?	Councillor Price, cabinet member for transport and infrastructure
Response: 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:

Supplementary Response:

PQ 4.	Andrew Barnes, Madley	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 Sollers, Lulham, Madley and Clehonger?	Councillor Price, cabinet member for transport and infrastructure
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Response:

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:

Supplementary Response:

PQ 5.	Susie, Laan, HR4 7PR	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,	Councillor Price, cabinet member transport and infrastructure
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		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: 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:			
Supplementary Response:			
PQ 6.	Paul Eathorne, Madley	The Western by-pass, which enables North - South traffic to avoid the city, seems likely to deliver the greatest cost benefit.	Councillor Price, cabinet member for

		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?	transport and infrastructure
Response: 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:			
Supplementary Response:			
PQ 7.	Gill Jinman, Golden Valley South	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.	Councillor Biggs, cabinet member Economy and Growth

		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:			
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:			
Supplementary Response:			
PQ 8.	Kate Seekings, HR4 0LQ	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?	Councillor Bramer, cabinet member community services and assets
Response:			
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:			

Supplementary Response:

PQ 9.	Jim Hardy, Hereford	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?	Councillors Biggs, cabinet member Economy and Growth
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Response:

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:**Supplementary Response:**

PQ 10.	Mr Dave James, Hereford	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.	Councillor Swinglehurst, cabinet member culture and environment
Response: 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:			
Supplementary Response:			
PQ 11.	Mrs E Morawiecka, Hereford	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”.	Councillor Swinglehurst, cabinet member culture and environment

		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: 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:			
Supplementary Response:			
PQ 12.	Deuce McBride, HR2 0NY	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	Councillor Hurcomb, Local Engagement and Community Resilience

		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: 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:			
Supplementary Response:			

PQ 13.	Mr and Mrs Haywood, Clodock	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.	Councillor Hurcomb, Local Engagement and Community Resilience
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Response:

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.

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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:

Supplementary Response:

PQ 14.	Olga McBride, HR2 0NY	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).	Councillor Hurcomb, Local Engagement and Community Resilience
		1). When is the Council going to mend the road drain?	

Response:

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:

Supplementary Response:

PQ 15.	Sharon Lee, Clodock	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.	Councillor Hurcomb, Local Engagement and Community Resilience
Response: 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:

Supplementary Response:

PQ 16.	Catherine Boardman, Clodock	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.	Councillor Hurcomb, Local Engagement and Community Resilience
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Response:

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:

Supplementary Response:

PQ 17.	Mrs J Morris, HR4 OSP	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?	Councillor Durkin, Cabinet member roads and regulatory services
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Response:

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:

Supplementary Response:

PQ 18.	Jeremey Milln, Hereford	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?	Councillor Durkin, Cabinet member roads and regulatory services
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Response:

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:

Supplementary Response:

PQ 19.	Ms Reid, Hereford	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?	Councillor Powell, cabinet member children and young people
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Response:

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:

Supplementary Response:

PQ 20	Ruth Sherlock, Hereford	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?	Councillor Biggs, cabinet member Economy and Growth
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Response:

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:

Supplementary Response:

Agenda item no. 5 - Questions from Councillors

Question No.	Questioner	Question	Question to
MQ 1.	Cllr Toynbee	Item 9 on Cabinet's agenda is entitled Big Economic Plan - To consider and approve the Big Economic Delivery Plan. The Council's website tells us that the Big Economic Plan Delivery Plan was "previously known as the Big Economic Plan". But we are also told in the cabinet papers that the Big Economic Delivery Plan is a route map to achieving the overarching vision in the Economic Plan. So are they two separate things, or one thing that has changed its name? The papers remind us that The Herefordshire Economic Plan published in 2023 sets our long-term 2050 aspiration for Herefordshire, including a vision for the county to be an exemplar 21st century rural economy, and that cabinet's decision is to translate this long-term strategy into prioritised delivery. But the original Big Economic Plan emphasised active travel, equal opportunities, reduced emissions, quality of life and the circular economy. We now see a very different focus. Where can we find details of which elements of the long-term strategy have been removed, and what has been added, and why?	Councillor Biggs - Cabinet member Economy and Growth
Response: The title on the Forward Plan is misleading, when the issue was first raised the title was added as the 'Big Economic Plan' in error, the 'Delivery' word was missed. When the Forward Plan title was corrected, the previous title is shown in brackets as part of the audit trail for the item. The Herefordshire Economic Plan launched in 2023 remains in place, setting a long term over-arching vision for growth of the County. The Big Economic Delivery Plan (being considered at Cabinet on the 30th July) is a three year delivery Plan to deliver implement the over-arching strategy over the next few years. Although the Delivery Plan considers at the start the impact of changes in the intervening period, such as new National Industrial Strategy, the Defence Industrial Strategy, the new mandatory housing targets for Herefordshire, and the revised priorities of the Council Plan 2024 to 2027. The Delivery Plan has been established at the request of the Economy and Place Board, and developed with the Herefordshire Business Growth Board, Skills Board, Environment Board, Cultural Partnership and the Community Partnership.			

Supplementary Question:**Supplementary Response:**

Question No.	Questioner	Question	Question to
MQ 2.	Cllr Tully	<i>Herefordshire Parking Strategy</i> On behalf of Bishops Frome and Cradley residents travelling to the County Hospital from the east of the county: residents, including those with mobility issues have told me directly they would shift to a shuttle-based 'last-mile' service if it were reliable. The strategy describes "sustainable onward travel" at future mobility hubs without specifying what that means, where the hubs will be, or what demand assessment underpins the proposals. Will the Cabinet Member commit to publishing the locations being considered, specifying what onward travel options (including shuttle or demand-responsive services) are planned for each, and confirming that a demand assessment of east-of-city / rural residents with mobility impairments will be completed before sites are finalised?	Councillor Durkin, Cabinet member roads and regulatory services

Response:

I recognise the importance of ensuring that residents from rural communities, including Bishop's Frome, Cradley and other parts of the east of the county, can continue to access essential destinations such as Hereford County Hospital conveniently and safely, particularly those with mobility impairments.

The Parking Strategy does not identify specific mobility hub locations, shuttle services or demand-responsive transport schemes for implementation at this stage. Rather, it establishes a long-term policy framework which supports the integration of parking with wider transport choices and allows future opportunities to be developed and assessed as part of the Local Transport Plan and other transport programmes. The Strategy states that opportunities for Park and Choose sites and mobility hub features will be explored where they can improve travel choices and

reduce traffic pressures, but that locations and facilities will be considered on a case-by-case basis and informed by future evidence and business cases.

Any future proposals for mobility hubs, Park and Choose sites, shuttle services or demand-responsive transport provision would be subject to further feasibility work, engagement with stakeholders and assessment of local need before implementation. Accessibility and inclusion are central objectives of the Parking Strategy, which specifically seeks to support residents with mobility impairments and improve access to essential services.

I am happy to commit to publishing locations that are being considered as they emerge through the engagement and feasibility processes.

Supplementary Question:

Supplementary Response:

Question No.	Questioner	Question	Question to
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