

Questions from Mr. M Wilson, Hereford

- 1 Why does the local Standards Committee not follow the Standards Board for England's procedures when carrying out a local investigation? Viz issuing the investigating officers report in draft so that misunderstandings, misinterpretations, errors of fact and bias can be corrected before the report is presented to the Committee.
- 2 Having had errors reported to them, why does the Committee use a report containing all the above errors as the basis for their findings?
- 3 What appeal procedures are available to challenge the procedures of the Monitoring Officer and the local Standards Committee in carrying out local investigations into alleged breaches of the Code of Conduct, when the Director and Chief Executive decline to use the Council's complaints procedure and the Standards Board for England have washed their hands of the matter in passing it to the Monitoring Officer?

Question from Mr. P Cocks, Hereford

- 4 Observation of the traffic flow at the junction of Ross Road and Holme Lacy Road indicate that the percentage of heavy goods vehicles against light vans and cars turning into Holme Lacy Road is very small. What is the evidence that the council carried out a detailed traffic survey to justify the Rotherwas Relief Road. Sites for a survey need to have been at the junction of the A49 and Holme Lacy Road, also at the entrances to the Rotherwas Industrial Estate, in the following categories?
- 1) Pedal Cycles
 - 2) Two wheeled motorised vehicles
 - 3) Cars and Taxi's
 - 4) Buses and Coaches
 - 5) Light goods Vehicles
 - 6) HGV Rigid 2 Axles
 - 7) HGV Rigid 3 Axles
 - 8) HGV Rigid 4 Axles
 - 9) HGV Articulated 3 Axles
 - 10) HGV Articulated 4 Axles
 - 11) HGV Articulated 5 or more Axles

The above formula is from the Ministry of Transport. It is used by many councils, from 07:00 hrs to 19:00 hrs. If Herefordshire Council has not carried out such a categorized traffic Census then what detailed data can you produce to justify the Rotherwas Road?

A weight restriction is proposed for Holme Lacy Road. At what weight will the restriction be set? Will this limit include vehicles carrying waste and domestic rubbish to Rotherwas? How stringent will the enforcement of the weight restriction be and what is the calculated cost of this enforcement?

Earlier proposals for Holme Lacy Road included a restriction of traffic at the Railway Bridge on Holme Lacy Road to force the majority of vehicles to use the new Rotherwas road. Is this proposal still under consideration?

It would be appreciated if an answer to these questions be given as an item and not as on the 9th February 2007 included in an all encompassing statement, which was designed to confuse.

Questions from Mr. R Hattersley, Hereford

- 5 What is the extent of the research the Council have undertaken into the potential for tourism for the Ribbon? What plans do the Council have for investigating this before covering the find up? Have the Council undertaken any research into the concept of a Heritage Park on Dinedor Hill and surrounding area? Do they intend to do so?

- 6 How important do the Council believe to be the views of local tourism business, and how do the Council intend to consult with them on the potentially positive impact the ribbon could have on their business? How important do the Council believe the views of the Herefordshire public to be on what should be done with the Ribbon? When and how do the Council plan to take these views into account?

- 7 In a recent letter to businesses in Rotherwas, the Council's Director of Environment stated "The Ribbon has not even a fraction of the intrinsic interest enjoyed by Stonehenge..." On what evidence was this statement based?

Questions from Mr. J Hines, Hereford

- 8 What date was the Ribbon actually discovered, when was its significance realised, and when was English Heritage informed?
- 9 Had the solution to cover the Ribbon with the road been formally approved by English Heritage when the Council made this proposal public and what alternative options had been investigated other than the proposal to cover the Ribbon with the road? Has any analysis been done of the potential effect of ground vibration and compaction caused by the road on the Rotherwas Ribbon?
- 10 Has the Council asked English Heritage to Schedule the Ribbon? Given that Scheduling would bring the Council financial compensation would that not be a benefit?
- 11 Why did the Council press releases imply that a 60m long object had been discovered, when in fact it is a 60m length of something much bigger that has been found so far? If as seems likely the Ribbon is much longer than 60m, is the Council concerned that if the road proceeds the Ribbon can never be viewed in its potential and dramatic entirety? What plans have been made for further investigations?

Questions from Ms. F Norman

- 12 How much does Herefordshire earn from tourism and how much from heavy industry? Which of these two sectors do the Council believe should have priority in future policy, especially if there is a conflict between the two?

- 13 Why is the Council continuing to encourage businesses into Rotherwas if access is so poor, when Leominster Enterprise Park, built at great expense about three years ago, also with AWM money, is huge and virtually empty? It has excellent access to both the A49 and, potentially, to the railway line, as does Moreton Camp, which also has plenty of space.

Questions from Mr. R Clay

- 14 Why did the Council not tell English Heritage that the Rotherwas relief road was already highly controversial before the archaeological find ? Which Councillors, whether in the Cabinet or not, knew about the Dinedor archaeological Find before it was announced on the BBC Radio 4 Today Programme ? Please name the distinguished Archaeologists who have been invited to inspect the Dinedor Find and indicate which ones have now made a visit and which ones still intend to do so ?