

## PUBLIC QUESTIONS TO COUNCIL – 17 JANUARY 2014

### Question from Mr P McKay, Leominster

#### Question 1

*Reported in Hereford Times on 13 November 2013 is fact that back in 2009 a review of the backlog of Definitive Map modification orders advised the cost as £200,000 per year plus £300,000 per year for factors like legal support, whereas I am advised in reply to question 19 July 2013 that the Local Street Gazetteer will be online in coming months, this data comprising roads, both adopted and unadopted highways, cycleways and paths, not all of which are dual recorded on the Definitive Map, and by Grant Thornton, your auditor, that it only costs about £10,000 per year to maintain this data. Whilst the volume of work covered by these reports may not be identical I think it fair to conclude that the cost of maintaining the Definitive Map is significantly more than maintaining the Local Street Gazetteer, with the main reason for this being that the Definitive Map is a legally conclusive document subject of more stringent procedures. Yet when I ask for copies of the "Protocol for Processing Requests for Determination of Highway Status", the title given to the procedure for modifying the Local Street Gazetteer, it is not available, with only procedures for modifying the Definitive Map being available.*

*So may I ask when the "Protocol for Processing Requests for Determination of Highway Status" can be expected to be made available enabling errors and omissions to be reported maximising the most cost efficient procures, and keeping dual recording to the minimum ?*

### Answer from Councillor PD Price Cabinet Member Infrastructure

#### Answer to question 1

Herefordshire Council is currently finalising a draft protocol for processing requests for Determination of Highway Status and it is anticipated that the draft will be available for consultation in March 2014. Mr Mackay and other interested individuals and organisations will be able to comment on it at that time. Once adopted following consultation the protocol will be published on the Council's website.

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### Question from Mr V Wegg-Prosser, Breinton

#### Question 2

#### Herefordshire Council Local Plan / Core Strategy

*In the light of recent Transport Modelling for the Core Strategy which indicates that the County's Local Transport Plan objectives have a greater chance of being met without a Western Relief Road, when will the Council abandon its endorsement of this proposal?*

*The results reported in the Summary Report include:*

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- *Up to 69% increases in journey times through the urban area*
- *Up to 58% increases in CO2 emissions*
- *Up to 38% increase in junctions above capacity*
- *Up to 27% increase in traffic crossing the river*
- *Modal shift of only 5 percentage points away from car use in 20 years*

[https://www.herefordshire.gov.uk/media/7020236/summary\\_report\\_of\\_core\\_strategy\\_modelling.pdf](https://www.herefordshire.gov.uk/media/7020236/summary_report_of_core_strategy_modelling.pdf)

### **Answer from Councillor PD Price Cabinet Member Infrastructure**

Answer to question 2

The council will not be abandoning proposals for a Western Relief Road for Hereford.

The purpose of the modelling was to confirm that there was a need for a western relief road for the city if we are to deliver the growth ambitions contained in the Core Strategy. The modelling showed that journey times using the old and new routes of the A49 would nearly halve with the delivery of a Western Relief Road – a reduction of 43% in the morning peak and 48% in the evening. Such a reduction would make a significant contribution to economic growth. The summary report makes a clear statement that these initial results demonstrate that the ‘with road’ option is the only option which can help deliver the Core Strategy and meet capacity and technical requirements.

In the light of these results the council now has the support of the Highways Agency for the delivery of a transport strategy for the city which includes a Western relief road. JMP Consultants have been commissioned to refine our transport strategy so that it delivers improved outcomes against the metrics set out above. The work to refine the strategy, undertake further modelling and appraisal is ongoing and a final report will be made available when the work is completed.

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