

## **PUBLIC QUESTIONS TO CABINET – 16 November 2017**

### **Question 1**

Ms K Seekings, Hereford

To: cabinet member: infrastructure

Regarding page 50 para 3.3.7

Please could the Council commission an updated traffic analysis including a mass transit option using modern technology and reducing our dependence on car travel for short journeys asap, and certainly before any further progress on the bypass/southern link road road building?

### **Question 2**

Mr D Pitt, Hereford

To: cabinet member: infrastructure

Why are there no plans to improve buses or mass transit systems as a alternative to short car trips. The last analysis was in 2001 before modern electric systems were developed.

### **Question 3**

Prof. R Wise, Breinton

To: cabinet member: infrastructure

What happens to A49 total traffic volumes if 10% or 20% of M5/M6 traffic uses the improved A49 and have the communities along the route been fully consulted on such an outcome.

### **Question 4**

Ms J Wise, Breinton

To: cabinet member: infrastructure

How would the outcome of traffic modelling look if most school traffic (say 90 per cent), were to be replaced by public transport?

### **Question 5**

Mr B Jenkinson, Hereford

To: cabinet member: infrastructure

Please explain how a bypass and southern relief road that constrains access for ten years and draws in more motorway traffic and has no mass transit system for the city can be considered, in any way to minimise adverse economic and environmental impact?

### **Question 6**

Mrs C Protherough, Birch Hill

To: cabinet member: infrastructure

Given that transport technology has changed substantially since previous studies, what thought has Herefordshire Council given to improving public transport systems, removing need for school and commuter car journeys, for a future proof pollution free solution to city congestion?

### **Question 7**

Mr A Gilliat, Breinton

To: cabinet member: infrastructure

If a Bypass is essential, what environmental/conservation considerations ruled out an Eastern Route compared to similar considerations for the proposed Western Route, taking full account of its much higher likely cost and distance from the city's growth areas?

### **Question 8**

Mr E Morfett, Breinton

To: cabinet member: infrastructure

Should the Cabinet proceed without a comprehensive professional analysis of the increase in HGV/total traffic volumes, safety issues and in health issues from fine particulate pollution from the relief of the M5/M6 congestion and the completion of A465 dual carriageway to Abergavenny?

### **Question 9**

Dr P Ronan, Breinton

To: cabinet member: infrastructure

Can the Cabinet explain why CPOs are required without a comprehensive professional analysis of the impact from increased fine particulate pollution on Herefordshire's long term healthcare costs and why those costs are not included in the cost benefit analysis?

### **Question 10**

Mr R Palgrave, How Caple

To: cabinet member: infrastructure

The Southern Link Road in January 2017 had indicative scheme costs of £23Million. If the cost of this road should exceed the provisional budget allocation of £27m like Blueschool House and the City Link Road, how will this cost overrun be funded?

### **Question 11**

Ms B Johnson, Ledbury

To: cabinet member: infrastructure

Traffic-free towns and cities are increasingly the norm in continental Europe. By diverting expenditure from road building to active travel infrastructure and public transport, they demonstrate very significant commercial, environmental, health and social benefits.

HC's Core Strategy prioritises active travel over private car use. New technologies such as electric bikes have great potential to reduce car dependency. What progress is there with the active travel measures proposed in 2015?

### **Question 12**

Ms K Sharp, Hereford

To: cabinet member: infrastructure

The Southern Link Road project, like the City Link Road, is now several years behind schedule. DfT recognises that active travel measures such as improved walking & cycling facilities can be delivered much more quickly and cheaply than new road projects. After the success of Destination Hereford & other active travel projects, why is Herefordshire Council delaying implementation of the walking & cycling elements of the South Wye Transport Package?

### **Question 13**

Ms J Tonge, Hereford

To: cabinet member: infrastructure

Why is the Council debating a compulsory purchase order today? When a comprehensive traffic analysis by an independent organisation hasn't yet taken place?

Most traffic entering Hereford will not use a relief road as its local traffic, which drops during school holidays. Provisions need to be made with regard to this. To stop the heavy traffic and lorries from using The Marches as a short cut, so avoiding motorways.

### **Question 14**

Mr T Geeson, Hereford

To: cabinet member: infrastructure

The Hereford City Centre Transport Package includes a transport hub, improvements to Commercial Road, Blueschool and Newmarket Street as well as building the new City Link Road. Would the Cabinet member responsible please detail how the £40.6m budget is split between these very different transport elements?

### **Question 15**

Ms G Parker, Breinton

To: cabinet member: infrastructure

What basis is the congestion going to decline if the Bypass must accommodate M5/M6 relief traffic and increase freight transport from new enterprise zones along a proposed single carriageway relief road /bypass?

### **Question 16**

Mrs E Morawiecka, Breinton

To: cabinet member: infrastructure

The Planning Inspector for the City Link Road Compulsory Purchase Orders said in his 2014 report, "The scheme has been costed following expert advice, and risk adjustments have been made to both income and cost projections to represent a prudent total scheme cost estimate." However, Cllr Price recently claimed that the £27m budgeted cost for the Road had been a "stab in the dark". Can he justify this claim?

### **Question 17**

Mr M Harries, Breinton

To: cabinet member: infrastructure

The report to cabinet refers to the South Wye Transport Package, whose main component is the proposed Southern Link Road. As planned, this has no walking/cycling provision, so where are the transport measures that will promote active travel in South Hereford? This is of particular interest to me as my main mode of around Hereford and the local district is bicycle, although I do have access to a car.

### **Question 18**

Mr A Morawiecki, Breinton

To: cabinet member: infrastructure

The Council is over £2m overspent on its current revenue budget and over spent on major elements of its capital programme. How much has been spent by Hereford Council so far on the "Western Relief Road" and how has this been funded?

### **Question 19**

Mr M Langford, Hereford

To: cabinet member: infrastructure

If as expected 10% to 20% of the M5/M6 traffic uses the improved A49, what are the human health implications to residents of a five fold increase in fine particulate pollution volumes?

### **Question 20**

Mrs P Churchward, Breinton

To: cabinet member: infrastructure

Herefordshire Council were given an advance of £1.697million by the Marches LEP for the South Wye Transport Package. Repayment of this loan during this financial year was requested in August 2017. When is this loan likely to be repaid?

### **Question 21**

Dr N Geeson, Hereford

To: cabinet member: infrastructure

Ancient woodlands provide numerous ecosystem services, but are rare in England. In the business case for the Southern Link Road, what economic value has been given to natural landscapes, and unusual habitats and species (for example in ancient Grafton Wood), including the value of their health and well-being benefits?

### **Question 22**

Ms H Vince, Breinton

To: cabinet member: infrastructure

Where are all the new homes being built that the Southern Link Road is supposedly enabling?

### **Question 23**

Mr A Elliott, Hereford

To: cabinet member: infrastructure

The 'Parsons Brinckerhoff Woodland Botanical Survey Nov 2014', used in all subsequent planning decisions is verifiably inaccurate in its description of Grafton Wood. Mitigation for the destruction of this ancient woodland cannot be proposed until true diversity has been accurately recorded. P.B. ecologists failed even to spot native Bluebells. How can the council proceed with C.P.O when the cost of mitigation and compensation has not been established?

#### **Question 24**

Mrs C Palgrave, How Caple

To: cabinet member: infrastructure

The Herefordshire Council Core Strategy Infrastructure delivery plan showed that the South Wye Transport Package would be partially funded by developer contributions. With the road enabling new homes and jobs, what is the value of developer contributions secured to date for this road?

#### **Question 25**

Mr A Sharp, Hereford

To: cabinet member: infrastructure

Despite the claims of Herefordshire Council, the South Wye Transport Package, including the Southern Link Road, is a stand alone project and has to be justified as such. Please provide a breakdown of the detailed financial benefits of this road vs the costs of the loss of rare species, ancient woodland & high grade agricultural land?

#### **Question 26**

Mrs J Priddle, Hereford

To: cabinet member: infrastructure

In order to avoid further extreme overspending, can the Cabinet confirm that construction work on the SLR will not commence on the basis of an “estimated cost”, as with the City Link Road, but rather on an agreed, fixed price for the work, which is normal, best practice in the case of engineering projects?

#### **Question 27**

Ms D Toynbee, Hereford

To: cabinet member: infrastructure

Despite misleading statements from Herefordshire Council, the South Wye Transport Package is a stand alone project and has to be justified as such. The costs of the project are clear: the loss of rare species, ancient woodland, rural landscape and high grade agricultural land. The benefits are less clear. Please would you now provide a detailed breakdown of the financial benefits of the Southern Link Road.

### **Question 28**

Mr P Chapman, Breinton

To: cabinet member: infrastructure

Herefordshire Council claim that the South Wye Transport Package is a standalone project, and is justified as such. In order that can be clarified please provide a breakdown of

1. detailed financial benefits of this road vs risks to the Herefordshire economy
2. quantify costs of the loss of rare species, ancient woodland & high grade agricultural land, including the projected loss to the Herefordshire economy of managed agricultural land

### **Question 29**

Ms H Priday, Breinton

To: cabinet member: infrastructure

Can the Cabinet explain why CPOs are going ahead when there is no evidence to show that the building of the Southern Link Road will improve the congestion of traffic in Hereford City?

### **Question 30**

Mr B Wallace, Breinton

To: cabinet member: infrastructure

By how much will my council tax increase to fund the estimated cost of the South Wye Travel Package Route until its completion and beyond to pay back loans taken out to fund it?