

Agenda item no. 5 - Questions from members of the public

Question Number	Questioner	Question	Question to
PQ 1	Mr Jeremy Milln, Hereford	The Department of Transport provides a support package to local authorities like Herefordshire Council to assist the development of Local Cycling and Walking Infrastructure Plans. Given the relative lack of provision in Hereford, highlighted by the public event at the University Centre on 17 th May and the Declaration from Hereford Civic Society which followed, what is the Council doing to engage with Hereford Transport Alliance and other involved third sector organisations to ensure these plans are properly progressed so the 'sustainable urban expansions' proposed in Local Plan for Bobblestock, Three Elms and Holmer West are genuinely sustainable in transport terms?	Cabinet member infrastructure
<p>Response:</p> <p>We have ambitious plans to increase walking and cycling provision in the city building on the extensive cycle network that includes over 20 miles of off-road cycle routes, advanced stop lines at signalised junctions, and excellent cycle parking at key destinations. Cycle levels in the city are well above the national average and this is reflected in census data and travel surveys. Something Hereford should be proud of.</p> <p>There has been extensive consultation and opportunities to engage on policies and proposals relating to new development and cycle infrastructure including in relation to the Local Transport Plan and the stage 2 consultation on the Hereford Transport Package. Consultation has been open to local residents, groups and council members.</p> <p>Our positive approach to supporting cycling is reflected in the success of our bid to take part in the government's local cycling and walking infrastructure plans (LCWIP) programme. We are one of only 36 local transport authorities to be selected from a total of 78 applicants. We are working closely with the government's appointed consultants, WSP, to progress the technical stages of the LCWIP process which takes into account current and future demand for cycling and walking including that resulting from planned development such as the sustainable urban extensions. We will be consulting on draft LCWIP proposals, and there will be further consultation in respect of any housing developments as part of the planning process. I would encourage all interested parties to engage in these consultations.</p>			
<p>Supplementary Question</p>			

How will the Council focus on Active Travel Measures to improve air quality?			
Response to Supplementary Question As the Hereford Transport Package progressed the active travel measures would be built including cycling and walking facilities.			
PQ 2	Mr Norman Baker, Ledbury	Why did the Council introduce street parking charges to deter people from shopping in Hereford?	Cabinet member transport and regulatory services
Response: In accordance with our Local Transport Plan , street parking charges help mitigate traffic growth, relieve congestion and promote sustainable travel in the city centre. On street parking provides shorter term opportunities whilst longer term parking remains available off street. Our parking charges are set at a level that remains competitive with neighbouring cities, but also encourages people to use alternative active travel options. Businesses and residents are consulted on all on street parking schemes to ensure that schemes are effective in both managing traffic flows and supporting vibrant town centres. We also want to encourage people to make use of public transport networks, or to walk or cycle as an alternative to using their car and, as demonstrated in the answer to question 1 above continue to develop sustainable transport opportunities in the city.			
Supplementary Question Would the Council acknowledge that introducing parking concessions would aid footfall in Hereford?			
Response to Supplementary Question The Council is considering alternatives.			
PQ 3	Mrs Victoria Wegg-Prosser, Breinton	Reference budgets for the capital programme, Local Transport Plan, total allocation is £23,880,000 including an additional sum this year of £3,198,000. £1,253,000 of this is earmarked to rectify potholes which have increased five-fold this year, apparently. How can Council evaluate the benefits of this expenditure when there has been no published analysis of the efficacy of the current Local Transport Plan since March 2016? The promised amalgamated Report for 2016/17 and 2017/18 is still awaited.	Cabinet member for infrastructure
Response: The council does not wait for the publication of the annual progress report to evaluate effectiveness of its investments; I am advised this report will be published in August. Performance information relating to both strategic transport indicators (such as road traffic casualties and highway condition) and operational indicators (such as responding to defects and customer complaints) is monitored and reported throughout the year through the normal corporate reporting processes; and the public realm annual plan takes into account this performance. The total allocation within the current capital programme reflects the normal annual government grant of around £10m for each of two years, payable annually, and some additional funding secured for the current year.			

PQ 4	Mrs Clare Palgrave, How Caple	What is the Council planning to do to increase recycling rates for domestic waste (41.2% in 2017) to at least achieve the current Government target of 50%?	Cabinet member contracts and assets
<p>Response: Herefordshire Council is committed to contributing to the 2020 UK national target of 50% recycling and composting. Improving our recycling and composting rates requires a whole community response and the council provides information and support to residents and businesses to achieve this improvement both on our website and through specific initiatives, to help reduce waste, improve performance and reduce costs. Current initiatives include:</p> <ul style="list-style-type: none"> • Encouraging communal developments to recycle. The council's waste management team is encouraging residents in flats, traveller sites and houses of multiple occupancy to make the best use of the recycling services available. This not only helps improve the county's recycling performance but helps reduce waste collection problems at these premises. • Targeted campaigns to promote recycling at Christmas, during recycling week and in association with national and events such as the football world cup, with videos, press releases, and social media advertising. The aim of these campaigns is to help people to make best use of our recycling services, improving both the quantity and quality of materials recycled. • Promoting composting at home by providing information, guidance and low cost home compost bins. This helps encourage people to deal with organic garden waste and compostable kitchen waste in the most environmentally sustainable way. • Increasing waste awareness in schools by providing information, guidance, school assemblies, visits by the lorry and crews, and free tours and activities at our recycling facility. 			
PQ 5	Mr Robert Palgrave, How Caple	The notes taken by DfT at a meeting with Herefordshire Council in October 2017 record that Council had bid for £95m from the Housing Infrastructure Fund for the Hereford Bypass, against an estimated total cost of £177m (assuming a dual carriageway road). The note also states that "the gap of £82m will be narrowed with capital receipts from land assets, developer contributions" and that the "Remaining gap of £65m would need to be found locally or borrowed (with future additional council tax payers paying this back), or further money obtained from government."	Cabinet member infrastructure

		If the HIF bid is unsuccessful, will local residents fund the missing £95m as well as the 'remaining gap' of £65m?	
Response:			
I expect central government to make a substantial contribution to delivery of this vital scheme and we are working actively with the DfT and other government departments to this end. As identified in the quote provided by the questioner any gap in a final scheme package would need to be either found locally, borrowed or further funding obtained from government. The council continues to pursue all funding opportunities for the project.			
Supplementary Question			
In the context of the church commissioners response and the Three Elms development what is more important affordable housing or a new road?			
Response to supplementary Question			
Developers would be required to fully commit to allocations of affordable housing on developments.			
PQ 6	Mr Andrew Morawiecki, Brienton	Herefordshire Council's bid for financial support from the Housing Infrastructure Fund stated "The Hereford and Herefordshire community are supportive of the proposals within this bid as they are fully in line with the adopted Local Plan, the Herefordshire Core Strategy 2011-31. This includes the proposed housing delivery and the requirement for a bypass to the west of the city." Can the Cabinet member explain this statement given the considerable opposition to the Bypass raised by a large number of residents during the recent HTP consultation, in questions to Cabinet, and in local newspaper coverage?	Cabinet member infrastructure
Response:			
The statement is taken from a supporting document submitted with Herefordshire Council's Housing Infrastructure Fund (HIF) application that explained the consultation undertaken as part of the Herefordshire Core Strategy 2011-2031 development process. Responses to this consultation at the Developing Options stage, demonstrated overwhelming support for a transport package including an "outer distributor road" (as the new road was known at the time).			
Subsequent to the submission of the HIF application, the Hereford Transport Package consultation was undertaken with 59% of respondents supportive of a western bypass being included as part of the Transport Package.			
There are those who either do not support the building of any new roads, or would prefer the route to be different; however the weight of opinion remains in support not only of a by-pass, but a western route for that by-pass.			
Supplementary Question			
How much has the Council bid for as part of the cycling and walking strategy?			
Response to supplementary question			

A written response would be provided to the questioner.

Written response – sent 08/08/2018:

The council has a strong track record in bidding for additional funds to improve transport in the county. In terms of funds which support walking and cycling we have secured the following sums in recent years:

- Local Sustainable Transport Fund Tranche 1 (£4.973M)
- Transition Fund (£419K)
- Access Fund (£1.5M),
- Cycle Safety Fund (£80k)
- Sustrans Connect 2 (£350K)
- Local Cycling and Walking Infrastructure Plans – technical support

We have also secured £43M from the Local Growth Fund towards two transport packages which include walking and cycling schemes in addition to the city and southern link roads:

- South Wye Transport Package (£27M)
- Hereford City Centre Transport Package (£16M)

In addition to these successful bids, the council has submitted additional bids which government has not supported:

- LSTF Tranche 2 (£0.999M)
- National Productivity Investment Fund (£4.987M)

PQ 7	Mrs Liz Morawiecka, Breinton	In answer to a public question in November 2017 about the Western Relief Road the Cabinet member for Infrastructure said “to the end of October 2017 £2.6m has been spent on the project, funded by annual revenue budgets, reserve funding of £0.6m and external funding contributions of £0.7m.” By the end of this financial year over £5.4Million will have been spent on this project. Why is the expenditure of £2.6Million in 2017/18 previously spent on this capital project not reflected in the Capital programme presented to Herefordshire Councillors today?	Cabinet member finance and corporate services
<p>Response:</p> <p>There is no reported spend on the Hereford Transport Package Capital Project because, as identified by the questioner in the quote from the response given previously by my cabinet colleague, expenditure to date has been funded and reported through revenue budgets.</p>			

Supplementary Question			
When will an economic assessment or business case be available which provides the economic justification for the Council to borrow close to £3m for the bypass?			
Response to supplementary Question			
There appeared to be confusion around capital and revenue funding and potential funding for the road project. A business case would be completed in due course which would provide detail on the sources of expenditure.			
PQ 8	Ms Jaqui Tonge, Hereford	The Southern Link road, if it is to be the first part of the proposed "bypass" and to be adopted as the new A49 trunk road, has to be built to standards set down in the Design Manual for Roads & Bridges. Would the Cabinet member please confirm that the Southern Link road will comply with these design Standards?	Cabinet member infrastructure
Response:			
Yes; I can confirm that the Southern Link Road is being designed using the Design Manual for Roads & Bridges highway design standards.			
PQ 9	Mrs Melanie Iron, Kimbolton	As a new resident I would like to ask what the Council propose to do to control the excess speeding through the village of Kimbolton. Despite the 30mph speed restriction signposting and road signage, drivers continually abuse this, causing danger, excessive noise and additional pollution. As a driver, I and other residents are fully aware of drivers who continually abuse the speed limit in fact during the early evening and weekends it is obvious that cars are being driven at twice the limit imposed. It is very apparent that more traffic calming needs to be put in place. The local police advised me to contact you regarding this matter.	Cabinet member transport and regulatory services
Response:			
Through the Herefordshire Community Safety Partnership we work closely with the Safer Roads Partnership for West Mercia and local policing teams to identify areas where speeding is considered a particular problem for local residents, with a view to making Herefordshire's roads safer.			

<p>While West Mercia Police are responsible for the actual enforcement of speed limits, I have asked officers to work with your ward member Councillor Stone and the parish council to find alternative ways of influencing driver behaviour and help reduce speeds in Kimbolton.</p>			
PQ 10	Ms Kate Sharp, Hereford	The Hereford Transport Package relies on the Southern Link Road being approved at the public inquiry which will take place for 7 days from 30 th October 2018. What is the risk to the Hereford Transport Package, in particular the proposed “bypass”, should the Council be unsuccessful at the public inquiry?	Cabinet member infrastructure
<p>Response: The public inquiry you refer to will consider the council’s reasons for the acquisition of land needed for the Southern Link Road scheme. It will not consider the planning case for the scheme – which has already been determined. I do not believe this represents a significant risk to the bypass.</p>			
PQ 11	Mr Emil Morfett, Breinton	<p>From the notes dated 3 October 2017 of a meeting with Herefordshire Council, the Department for Transport recorded that “Herefordshire Council suggest that most people consulted are not concerned whether an eastern or western route is adopted. Apparently most of those favouring the eastern route have been easily persuaded of the greater merits of the adopted western corridor when the arguments are explained to them. They claimed that less than 10 properties are affected whichever alignment is chosen, and it is those handful of individuals who form the bulk of objectors”.</p> <p>Given that a 38 degrees petition asking Herefordshire Council to scrap plans for the bypass now has over 1600 signatures, can the Cabinet member explain the comment that there is only a handful of objectors?</p>	Cabinet member infrastructure
<p>Response: I refer to the response give to question 6 above.</p>			
PQ 12	Mrs Carole Protherough, Birch Hill	Cabinet report 16th June 2016 on the Hereford Relief Road (Hereford Bypass) notes in para 26 and 27 that the bypass will enable the delivery of new homes and communities in the western urban expansion (Three Elms) and in the northern urban expansion (Holmer West) There is no mention of the third urban extension at Lower Bullingham. Can the Cabinet member clarify that it is now accepted that the Bypass is not a prerequisite for house building at Lower Bullingham?	Cabinet member infrastructure

Response:			
<p>I cannot. The proposed urban extension at Lower Bullingham can't be fully developed without the provision of the bypass. Policy HD6 of the Herefordshire Local Plan Core Strategy sets out the adopted policy for the development of the Lower Bullingham urban extension. As with the other policies for the strategic urban extensions in the Core Strategy, there is an explicit link in the policy to Appendix 5 of the document which sets out the relationship between the development of the urban extensions and the provision of key infrastructure, including the bypass. Appendix 5 of the plan indicates that around 50% of the housing on the urban extension (as a proportionate share) can be delivered prior to the provision of the critical infrastructure and this would be the basis of any negotiation on a planning application for a proposal on this site.</p>			
PQ 13	Ms Helen Powers, Brienton	Every route of the proposed Hereford Bypass has significant adverse impact on the countryside, environment, historic buildings, historic parkland, landscapes and visually to the West of Hereford. How will the environmental damage that this road will cause be mitigated to provide the net environmental gain?	Cabinet member infrastructure
Response:			
<p>Cabinet is shortly due to consider a report setting out the recommended route for the bypass. A suite of technical documents informs the recommended route and this includes a Stage 2 Environmental Assessment Report (EAR). These reports are all available to view on the council's website. It is not accurate to say that all routes have significant adverse impact on all the elements you state in your question. The EAR report sets out the assessment of the environmental impact of each route. This will vary depending on the route and the results of this assessment are used to compare all routes and to ensure that the preferred route recommended is that route which has the least impact across a range of criteria. Subject to cabinet approval the red route is recommended as the preferred route for further development. The detailed design of the scheme will include mitigation proposals to compensate for the impact of the road. The design of these mitigation measures will be in accordance with the Net Positive impact guidance / approach to ensure that the mitigation measures outweigh the impacts of the scheme.</p>			
Supplementary question			
Is the Council aware that its consultants advise an increase in traffic congestion resulting from development associated with the bypass?			
Response to supplementary question			
Yes the consultants are aware of increasing traffic and are providing advice.			
PQ 14	Dr Nicola Geeson, Hereford	In the Hereford Times of 21 June Mr Box, Head Teacher of Lord Scudamore Academy, is very concerned about air pollution near schools, but mistakenly asserts that "the new bypass will solve many of Hereford's traffic problems and provide all Hereford residents with cleaner air to breathe". Please can you confirm, as has been admitted publicly recently by Council Officers, that this particular bypass will do no such thing? It must	Cabinet member infrastructure

		be clear to most people that large new housing developments to be built along the “bypass” will generate much more traffic in the centre of Hereford than there is now.	
Response:			
The delivery of the bypass will help improve air quality in Hereford city. The bypass will provide an alternative route for through traffic including HGVs that does not need to travel into the city. The removal of these vehicles from city routes close to homes, schools and leisure facilities will contribute to lower air and noise pollution in the city centre. Without a bypass growth in traffic will continue on city roads with no alternative routes for through traffic with associated air quality impacts across the city and in particular in the current air quality management area. Delivery of the bypass and accompanying active travel measures including those associated with new housing developments will help to address Hereford’s traffic problems.			
Supplementary Question			
Prevailing Westerly winds, new estates and more cars will add to pollution in Hereford.			
Response to Supplementary Question			
Air quality issues would be addressed through active travel measures in the Hereford Transport Package (HTP) and a bypass would remove HGVs from Hereford centre. The improvement to air quality was a long term project which would be advanced through the Local Transport Plan and HTP.			
PQ 15	Ms Julie Orton-Davies, Moreton on Lugg	<p>Historic England’s Urban Design Panel’s report following their visit to Hereford contains many recommendations regarding the state of the city and the effects of the development of the University and the urgent actions needed by both University and Council if this ‘ground breaking project’ is to be successful and be of benefit rather than harmful to the city.</p> <p>They particularly emphasize the need for a Masterplan for the city but also:</p> <ul style="list-style-type: none"> [1] A joint Design Code for the new University buildings [2] Obtaining independent design review advice [3] A strategic review of car parking [4] Archaeological studies [5] Improvement of the environment around the station and city walls 	Cabinet member infrastructure

		What has the Council done, or is it doing, to implement the Panel's recommendations and to set up the necessary cooperation with the University?	
<p>Response:</p> <p>A central Hereford design guide is in the process of being commissioned, with funding from both the Council and University. In addition, a Historic Area Appraisal of the central Hereford has been undertaken and will be published shortly, detailed archaeological studies will be undertaken as required in key areas of development interest. These documents will provide key evidence to guide the preparation of the Hereford Area Plan (HAP) and they will address a number of the recommendations included within the Urban Panel report.</p> <p>The council continues to work closely with NMiTE (the university) to enable the development of a university within Hereford. The university are fully engaged members of the HAP reference group which is helping to progress the preparation and delivery of the plan. In terms of other areas of collaboration, a Joint University Development Board operates to support the University's establishment in Hereford; Herefordshire Council both supported NMiTE in the development of the Green Book Business Case which secured significant government funding and acts as accountable body for that funding.</p> <p>The current Local Transport Plan (LTP) recognises the need for a reduction and rationalisation of the parking supply, a review has been commissioned to consider the redistribution of public parking based on future needs, this will in turn inform redevelopment opportunities.</p> <p>The council is currently developing plans for a transport hub in the station area which will see further regeneration following the opening of the city link road. Delivery of this hub will include the provision of good quality hard landscaping and planting. We will be consulting on this later this year to ensure users of the station and bus users and others have an input into the design. We are also working with the Hereford BID team to implement wayfinding signing throughout the city and this will include signing to city destinations from the train station.</p> <p>The council has this year invested in removing potentially damaging vegetation and making good those elements of the city's historic walls which the council is responsible for maintaining.</p>			
PQ 16	Mrs Alison Wright, Kingstone	In drawing comparisons between the summer of 1976 and the current drought situation, I have a question regarding the long term water supply provision given the water demands to be met by the extensive house building program currently underway in Herefordshire. How do the planning authority and their partners aim to continue to serve the water requirement needs of all existing and new households with bore holes and rivers running dry and water being brought in by tankers to supplement supply in some areas already?	Cabinet member infrastructure

Response:

The council and the water companies actively engaged throughout the development plan process, in particular with regard to proposed housing trajectories and targets with a view to overcoming infrastructure constraints which might delay or prevent development. The council paid regard to the representations of the water industry, as well as those of other statutory consultees, in preparing our local plan.

The water companies capital investment programme is undertaken through a rolling asset management programme (AMP) which seeks to fund large scale utility (water/sewerage/wastewater treatment works) infrastructure works. Currently the water companies are implementing AMP6 (2015-2020) and some settlements within Herefordshire have seen/are seeing investment as part of this. For example, there are significant capital works currently being implemented by Welsh Water in Hereford to reinforce supplies to the city. In addition, the water companies are preparing for AMP7 covering the period 2020-2025 in order to safeguard both the quality and quantity of water in the longer term.

PQ 17

Dr Patricia Ronan,
Hereford

If Herefordshire Council are serious about improving air quality in Leominster and Hereford, how much did they request from the £40million Government grant scheme to fund the provision of electric buses in Herefordshire?

Cabinet member
transport and
regulatory services**Response:**

There are a number of government grant schemes to support clean air technologies and I am unsure which particular scheme is referred to. A bid for £10m was submitted to the "Go Ultra Low Cities Fund" to establish a number of exemplar cities for electric vehicles; regrettably our bid was unsuccessful.

We have however had a number of successful funding applications for both electric vehicle and air quality funds. For example

- Last month (June 2018) we secured funding to develop a network to rapid electric vehicle charging points along the A49. This will complement the existing network of EV charging points across the county and will enable residents to fully charge in 30mins.
- In 2016 we secured £2m for our active travel programme "Destination Hereford" which runs until 2020. This behavioural change programme seeks to improve air quality through increasing levels of walking and cycling.
- In May 2018 the council committed to investing in a fleet of fully electric and hybrid pool cars which will soon be in operation.

We will continue to pursue funding opportunities to support improvements in air quality.

PQ 18

Ms Jane Jackson,
Hereford

As the Herefordshire Women's Equality Group we welcome the passing at the Council meeting in May 2018 of Amendment 3 to Registrable interests for councillors. In connection with this we would like to know how many councillors have declared additional interests as a result of those constitutional changes and which organisations they have declared membership of.

Chairman of Audit
and Governance
Committee

I am advised by the Monitoring Officer that, as of 10 July, 21 members have amended their register of interests since the Council meeting in May 2018 to include the organisations listed below. It is not possible to say whether all the amendments were as a result of the constitutional change; all members are required to update their register to reflect any changes in the interests that they may have at any one time. All councillors' registers' of interest are published together with declarations made during meetings and can be viewed on the [Your Councillors](#) pages of the council's website.

Organisations

Badger Faced Welsh Mountain Sheep Society
Bobblestock and Westfield Community Association
British Academy of Composers Songwriters and Authors
British Association for Shooter and Conservation
Campaign for the Preservation of Rural England
Camping and Caravan Club
Caravan and Motorhome Club
Chartered Institute of Environmental Health.
Chartered Institute of Marketing
Conservative Councillors Association
Conservative Party
Coppett Hill Trust
Countryside Alliance
English Heritage
Friends of Coppett Hill
Friends Of Leominster Library
Goodrich Afternoon Club
Halo
Hereford and South Herefordshire Conservative Association
Hereford City Council
Hereford Civic Society
Hereford Community Land Trust
Herefordshire Conservative Business Forum
Herefordshire Independents
Herefordshire Tree Forum
Institute of Chartered Secretaries and Administrators (The Governance Institute)
Institution of Mechanical Engineers
It's Our County Party

Kololi Beach Club (The Gambia) Time Share
Leominster Civic Society
Leominster in Bloom
Leominster Town Council
Lugg Drainage Board
Magistrates Association.
Masonic Charitable Foundation Trust & Vellum & Palladian Lodges.
National Association of Retired Police Officers
National Farmers Union
National Trust
North Herefordshire Conservative Association
North Herefordshire Green Party
Orleton Village Hall Management Trust
Redditch Conservative Association
River Wye Preservation Trust
Ross Betzdorf Twinning Association
Ross Conservative Club
Ross-on-Wye Civic Society
Royal British Legion
Royal Edward Lodge
South Herefordshire Conservative Association
Transition Leominster
Tregate Anglers Club
United Grand Lodge of England
Vitruvian Lodge
Whitchurch History Society

Supplementary Question 21 Councillors have now made declarations following the May meeting of Council. Can he confirm that Councillors that should have declared have not and is Council in breach of the code?

Response to Supplementary Question Council is not in breach of code; changes to declarations do not necessarily correlate to the change in the constitution but to many members it may be of relevance. The constitutional change was a positive change to introduce.

PQ 19	Ms Diana Toynbee, Hereford	In 2016 The Local Transport Plan report to full council presented the results of the last public consultation. The public's top priority for revenue spending was buses, followed by maintenance. The public's top priorities for capital spending were maintenance, walking and cycling. Would the Cabinet member please describe what our current capital programme is doing to respect the people's priorities of investing in safe, segregated walking and cycling across the County?	Cabinet member infrastructure
Response: The current capital programme includes significant investment in cycling and walking including schemes within the Hereford, South Wye and city centre transport packages. The Highway Asset Management and Local Transport Plan provision will also support footpath and cycling improvements across the county during the year.			
Supplementary Question It was understood that funding had been taken from the maintenance and winter weather reserve to fund the building of the new road.			
Response to supplementary question (Cabinet Member Finance and Corporate Services) That was not understood to be true.			
PQ 20	Mr Phil Chapman, Breinton Common	Guidance in 'The Design Manual for Road Building' calls for an Agricultural Impact Assessment (AIA) where more than 20ha of "best or most versatile land" (defined as Grades 1,2 and 3a) is to be lost. It has been noted that planning for other road schemes elsewhere have properly followed this Guidance and have included an AIA – eg Cornwall A30 Temple to Higher Carblake Improvement (where only 12ha of lower grade land was to be lost), and Port of Immingham (20ha of land permanently lost). The intended Southern Link Road and Western Relief Road both cross the highest grades of agricultural land, deemed nationally to be a scarce resource of great importance, where can the Agricultural Impact Assessments be found for these road proposals?	Cabinet member infrastructure
Response: The published planning application documents for the Southern Link Road set out the assessment of agricultural impact associated with that scheme and detailed negotiations with landowners have taken place over recent years to assess impacts and compensation. Subject to further design of the Hereford bypass and approval to submit a planning application the planning application documents for the bypass project will include the appropriate agricultural impacts assessments and will also be published on the council's website when available.			
Supplementary Question Previous replies to questions on the agricultural impact assessments had produced the response that the information would be shared when available. It was asked when the impacts would be understood and when the information would be available?			
Response to supplementary question			

Assessments for the Southern Link Road had been completed and would be made available to Mr Chapman immediately following the meeting.

Written response – sent 17/07/2018:

The agricultural impacts of the Southern Link Road (SLR) project are explained within the SLR Environmental Statement (see links below):

<https://myaccount.herefordshire.gov.uk/documents?id=9db74be5-fd46-11e4-a64b-0050569f00ad>

<https://myaccount.herefordshire.gov.uk/documents?id=cc5c5390-fd4c-11e4-a64b-0050569f00ad>

<https://myaccount.herefordshire.gov.uk/documents?id=ee183fdf-fd4e-11e4-a64b-0050569f00ad>

<https://myaccount.herefordshire.gov.uk/documents?id=712f0539-fd45-11e4-a64b-0050569f00ad>

They are further explored within the committee report (Paragraphs 6.236 – 6.248 (pg. 215 of the report). This can be seen by following the following link:

<https://myaccount.herefordshire.gov.uk/documents?id=08356e2a-23e4-11e6-96d8-0050569f00ad>

PQ 21

Ms Julia Lagoutte,
Hereford

Many people in our county rely on buses, but I can find very little about them in the council's transport plans. What are the council's plans to improve bus services this year?

Cabinet member
transport and
regulatory services

Response:

The council's priority, as set out in the local transport plan, is to continue to support a core bus network which serves the rural areas and provides access to Hereford and the market towns and I am happy to confirm that we are continuing to maintain this commitment in spite of the continuing pressures on the council's revenue budgets. Bus services across the county are operated by private companies on a commercial footing; the council is investing £1.3m subsidising service provision where key routes are not commercially viable and a further £1.3m supporting concessionary travel.

In addition the council is supporting a further roll out of real time public transport information which will take place through the remainder of this year. This includes real time displays in Ross and Hereford and inclusion of wider range of services during. In addition, real time information will also be available by smart phone application meaning that it will be much widely accessible by the end of the year.