

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

Question Number	Questioner	Question	Question to
PQ 1	Mr Fisher, Bromyard	On 1 April 2022 the Planning Inspector directed the Council to determine a total of 39 applications made by Herefordshire Ramblers for additions to the Definitive Map. The deadline set by the Inspector for 13 of these applications has already passed. What progress has the Council made in determining these 39 applications?	Cabinet member infrastructure and transport
<p>Response: Although it is our statutory duty to determine these applications, the limited resource currently within the Public Rights of Way (PROW) Service is insufficient to deal with the volume of work that the direction from the Planning Inspector (PINS) has generated. With the PROW team now being wholly insourced we are more able to determine their priorities, however the lack of suitable recruits for vacant positions has meant that the team has been pulled away to other, equally pressing, activity.</p> <p>Of the 39 applications referenced, the team has started work on one of the applications. The number is low because the team was already working on other Definitive Map Modification Orders (DMMOs) prior to the issuing of the PINS Direction.</p> <p>Moving forward I have asked the team to submit a growth bid to allow the team to seek assistance from external parties that are experts in the field and will be able to wholly focus on the processing of the outstanding DMMOs. As with all activity the bid will be looked at in the round of all Council priorities.</p> <p>Nationally we understand there are in excess of 10000 undetermined DMMOs, these numbers being driven in part by the original deadline of 2026 laid out in the Crow Act 2000 which authorities do not have the resource to deal with. Our near comparable neighbour, Gloucestershire, has 172 undetermined applications and 34 awaiting referral to the Secretary of State.</p> <p>Fortunately, after direct lobbying by many authorities; including local LAF members, myself and Jesse Norman MP in Herefordshire, Defra dropped this deadline, which should negate the heavy flow of applications coming in and we may be more able to get through the backlog, particularly if we are successful with our growth bid.</p> <p>As each DMMO application costs thousands to progress and we would dearly like to spend that money on improving the infrastructure on the ground instead, we are looking at an innovative approach, which we have discussed with Jesse Norman MP, which would allow us to consider the applications in bulk. This would require primary legislation changes, hence the involvement of our MP.</p>			
PQ 2	Ms Davies, Hereford	As I am sure many councillors travel to work by car they must be aware of the crumbling roads leading into the city it is very noticeable that other county roads e.g. Wales, Shropshire and Worcestershire are in far better condition. I believe the patching has to stop, it's a total waste of money, surely as council tax payers we deserve better. It also seems as if the council wants to	Cabinet member infrastructure and transport

		<p>make life more difficult for the older generation in the county, especially in the city itself. Many of us find walking very difficult so by doing away with the on street parking we are being excluded from spending time and money in the city. Please can the cabinet members respond to these issues and concerns?</p>	
<p>Response: Thank you very much for your question Ms Davies and I am absolutely aware that our roads are crumbling. Our highways network is estimated to be £315 million behind in being returned to optimal condition.</p> <p>The County has in excess of 2,000 miles of roads and 2,000 miles of paths which are publicly maintained highways together with significant infrastructure such as 724 bridges, street lighting, gullies, drainage systems, barriers and green infrastructure. The budget allocated by the council is not insignificant but the extent of the network and its challenging condition does mean that difficult investment decisions are required to ensure that the network remains safe for all users. Therefore we have to concentrate on fast roads like A and B roads to the detriment of C and U roads and urban streets and footways. As a new administration we have managed to get extra money into our market towns as part of the extraordinary highways maintenance through our market town investment plans to try and redress that balance.</p> <p>We used to get extra support from the government because we are a rural authority but unfortunately that funding has been almost completely withdrawn with the near complete cutting of the Revenue Support Grant and other revenue streams. We get approx. £100 million less in revenue in 2023 than we did in 2010. Unfortunately both our current MPs voted for these cuts.</p> <p>Capital funding for highway repairs is still provided by Central Government but, unfortunately that has decreased by 33% since 2010 in real terms and we as a Council, unlike some authorities who have more income, also have to supplement road repairs from our own budget.</p> <p>As engineers a wide range of treatments are applied to deal with discrete problems and issues. Patching is, and always will be, an essential tool for engineers to deal with road conditions as this represents a far more cost effective solution to simple re-surfacing.</p> <p>With regard to parking the Council is aware of the benefits that a well-managed parking service can deliver for the City and our market towns. It is important that we balance provision and promotion of parking against the wider strategic ambitions of the council around sustainability and place making. By ensuring that our parking provision is located in the right locations, with a mix of long and short stay, we will be best placed to deliver pleasant centres that people want to visit and spend time in.</p> <p>We also recognise the importance of parking to people with mobility issues. Where an individual is eligible for a blue disabled parking badge then the council does offer 3 hours free parking in all of its owned car parks. More information around obtaining a blue badge can be found on the council website at https://www.herefordshire.gov.uk/parking-1/blue-badge-scheme</p>			
PQ 3	Ms Searle, Hereford	<p>My points are, the horrendous amount of traffic lights in Hereford! Why do we need them when the traffic is less and has a good flow when the lights are not working? The state of our roads. So many pot holes! And I would like to know where the money has gone for our bypass, that has come from central government twice? And so the councillors actually live in Hereford and put up with what we have to put up with!</p>	Cabinet member infrastructure and transport

Response:

Thank you for your question. I agree with you on traffic lights, there are far too many and we are looking at reducing or removing them. One of the battles we have is convincing National Highways that we want to remove the lights on the parts of the roads that they control, at the Asda/Belmont junction and also the Tesco/Steels roundabout. On the roads we control we are looking at putting a roundabout in at the bottom of Aylestone Hill and potentially the Kerry junction. Some lights will need to stay, such as at some pedestrian crossings but generally we should be reducing traffic lights.

With reference to potholes, and road maintenance: The County has in excess of 2,000 miles of roads and 2,000 miles of paths which are publicly maintained highways together with significant infrastructure such as 724 bridges, street lighting, gullies, drainage systems, barriers and green infrastructure. The budget allocated by the council is not insignificant but the extent of the network and its challenging condition does mean that difficult investment decisions are required to ensure that the network remains safe for all users. Therefore we have to concentrate on fast roads like A and B roads to the detriment of C and U roads and urban streets and footways. As a new administration we have managed to get extra money into our market towns as part of the extraordinary highways maintenance as part of our market town investment plans to try and redress that balance.

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With reference to the funding for the bypass I can confirm that as no business case had been prepared, Government did not provide any funding for progressing the Western Bypass.

PQ 4	Mr McGeown, Weobley	<p>Cllr David Hitchiner, as Leader of Herefordshire Council, has made a pledge, representing Herefordshire people, a pledge suggests obligations, to UK100 CITIES NETWORK LIMITED.</p> <p>https://www.uk100.org/blog/2021/01/road-cop26-january-update-local-net-zero-pledges-hit-50</p> <p>Financial information from:</p> <p>https://www.whatdotheyknow.com/request/pledge_by_leader_of_herefordshir?nocache=incoming-2236456#incoming-2236456</p> <p>“FOI2023/00242 Answer: Herefordshire Council haven’t paid UK100 CITIES NETWORK LIMITED any money and they’re not set up as a supplier.”</p> <p>So question: what is the relationship between Herefordshire Council and the £1.5Milion+ annual turnover, Private Company, UK100 CITIES NETWORK LIMITED, Company number 10515243, https://find-and-update.company-information.service.gov.uk/company/10515243</p>	Leader
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		<p>A company that, from FOI, has no financial connection with or supplier too the council and does this pledge involve proposed imposition onto Herefordshire people of travel and movement restrictions, in any way similar, to those that are currently causing controversy and protest in Oxford?</p> <p>https://www.oxfordstudent.com/2023/01/25/15-minute-city-plans-cause-controversy/</p>	
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Response:

The Council signing up to the UK 100 net zero pledge does not involve the 'proposed imposition onto Herefordshire people of travel and movement restrictions, in any way similar, to those that are currently causing controversy and protest in Oxford'

However, following the Hereford Transport Strategy Review, which was considered by cabinet on the 3 December 2020, and the formal decision at the Council meeting of the 2 February 2021 to stop the progress of the southern link road and western bypass schemes, the council's preferred transport strategy for Hereford comprises of four key elements:

- a. active travel measures;
- b. investment in buses;
- c. demand management; and
- d. a new road link and river crossing to the east of Hereford (the eastern road link)

In order to progress this strategy an overarching masterplan is being produced for the city, the draft city masterplan is being considered by Cabinet on the 2 March 2023 (<https://councillors.herefordshire.gov.uk/ieListDocuments.aspx?CId=251&MIId=8905&Ver=4>). If approved the Hereford City Masterplan will be the subject of consultation later this year in the summer.

In the masterplan consultation draft, low traffic neighbourhoods are proposed for a number of areas within the city to eliminate, or substantially reduce, motorised rat running through traffic, from residential areas and to reduce speeds within those neighbourhoods, thereby enabling residents to walk or cycle more should they choose to do so. The Hereford City Master plan will be considered for adoption in autumn following consultation in the summer. Individual low traffic areas will be co-designed with local communities as funding allows.

Both the revised Hereford Transport Strategy and the draft masterplan are clearly aligned with the national Government objective that public transport and active travel will be the natural first choice for daily activities.

PQ 5	Ms Currie, Hereford	<p>Can the cabinet member for CYPD please advise if the cabinet were in agreement for the terms of reference and parameters of the proposed commission meeting with families? These families are affected by historic failings of children's services, and in doing so can the cabinet member please confirm which/how many members indicated support, disagreed and abstained as conversations about it appear to have happened behind closed doors and not in full cabinet meetings.</p>	Cabinet member children and families
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Response:

The Children's Commissioner and Herefordshire Safeguarding Children Partnership (HSCP) have appointed the Commission to hear directly from families about their experience of children's services in Herefordshire. Whilst the council is one of the three statutory safeguarding partners to the

Herefordshire Safeguarding Children Partnership; this is a commissioned piece of work and Panel Members on the Commission do not have links to Herefordshire Children’s Services.

In order to consider and review matters appropriately, it is important that Panel Members are suitably qualified and experienced and include those with a social work qualification and practice experience. To ensure that information is effectively shared, considered and where needed responded to it is important that a representative of safeguarding partners observe the sessions and having listened to feedback from families on this matter it is now proposed that the Independent Scrutineer for the HSCP observe rather than representatives of agencies, and that Eleanor Brazil will attend to support the work of the panel.

Since the question was submitted, the Minister’s decision has been published and the proposed Commission sessions are dates in the future.

The Commissioner and the Safeguarding Partnership have listened to feedback from families and also removed what was paragraph 11 from the Terms of Reference about future attendance at public Council meetings as it was felt that this was an unfair limitation on families – although this was never the intention. The revised version of the Terms of Reference reflecting this change has been shared with the families.

For clarity, it is noted that the Commission will not be able to overturn, alter or appraise any decisions which are made by the courts; this includes the making of placement or adoption orders.

PQ 6	Mr Potts, Hereford	Given it is now almost 6 months since the publication of the damning Ofsted report, which places the local authority you lead as inadequate on every single criteria. Can the leader outline what measures he recognises have yet to take place, which will give Ofsted, the families and the children you have failed, the confidence that Herefordshire has turned a corner and is an authority which is once again able and capable of protecting children in its care?	Leader
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Response:
As far as measures yet to take place are concerned, there are no areas of our services that we are not working on, and we are determined to up the pace of progress. Progress, including future actions, are included in the updated Improvement Plan and published on the council [website](#).

The Leader of the council notes that recommendations of the Commissioner, as accepted by the Minister, are for children’s services to remain under the operational control of the council to build on the work that is already underway, albeit with a strong requirement to see evidence of progress in key areas within a period of three to six months. These recommendations are clear, measurable and public.

Implementation and progress of the improvement plan are overseen by the Improvement Board, the Corporate Leadership Team and Cabinet through regular assurance meetings. In addition to this, the council will receive a number of Ofsted monitoring visits followed by a re-inspection. It is typical for Ofsted to carry out 3-4 monitoring visits each year and that it might be three years of this before a re-inspection.

PQ 7	Ms Reid, Hereford	CE’s Report mentions the Commission set up by Herefordshire Safeguarding Children Partnership (HSCP). Support group A Common Bond and I have similar concerns about it. For example, all Panel members have a safeguarding background; two are former social workers but	Cabinet member
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		<p>no representative of families. Herefordshire Council is one of the three Safeguarding Partners of HSCP. Therefore, I do <u>not</u> consider that they are independent of the council.</p> <p>Parameter 7:</p> <p style="padding-left: 40px;">"The Panel will <u>not</u> be able to consider any request to <u>review a case</u> where a child has been <u>adopted</u> ..."</p> <p>A family member can be accompanied by "someone" (ie one person) but:</p> <p style="padding-left: 40px;">"The Children's Commissioner and key representatives of the Council and safeguarding partners will attend the Panel sessions as observers."</p> <p>Do you agree with our concerns?</p> <p>I consider that the Commission sessions should be held after the Minister's decision.</p>	<p>children and families</p>
<p>Response: The Children's Commissioner and Herefordshire Safeguarding Children Partnership (HSCP) have appointed the Commission to hear directly from families about their experience of children's services in Herefordshire. Whilst the council is one of the three statutory safeguarding partners to the Herefordshire Safeguarding Children Partnership; this is a commissioned piece of work and Panel Members on the Commission do not have links to Herefordshire.</p> <p>In order to consider and review matters appropriately, it is important that Panel Members are suitably qualified and experienced and include those with a social work qualification and practice experience. To ensure that information is effectively shared, considered and where needed responded to it is important for key stakeholders, including the council, to be able to observe Panel sessions. The Commission and Panel Sessions are structured so that any person observing Panel Sessions does not influence the Commission.</p> <p>Since the question was submitted, the Minister's decision has been published and the proposed Commission sessions are dates in the future.</p> <p>It is noted that, pending the Terms of Reference being finalised, no decision has yet been taken concerning which cases should be included.</p> <p>For clarity, it is noted that the Commission will not be able to overturn, alter or appraise any decisions which are made by the courts; this includes the making of placement or adoption orders.</p>			