

Agenda item no. 4 - Questions from members of the public

Question No.	Questioner	Question	Question to
PQ 1	Mike Willmont, Hereford	Having spent in the order of £200,000 on anti-terror bollards in Hereford city centre does the Cabinet Member consider that the daily placing of “Road Closed” signs and plastic bollards in St Peters Street and Commercial Street instead of raising the underground bollards achieves the level of protection that was sought in the original decision?	Cllr Price
Response: The bollards have been lowered to allow a utility company to have access for their works on Commercial Street. The signs have been put by the utility company as a temporary measure whilst they undertake their work to facilitate ease of access. The bollards will be fully operated once the works are completed.			
Supplementary question:			
Supplementary response:			
PQ 2.	Mrs E Morawiecka, Hereford	<p>The Capital Strategy report says that “As part of a project’s business case, an option appraisal is carried out and a whole-life costing review is undertaken before a capital scheme is included in the capital programme”.</p> <p>Where is the option appraisal and updated transport model that shows that the Western Bypass Phase 1 offers best value for money over other capital transport projects, and can give a clear pay back through revenue budget savings, as required by the Capital Strategy?</p>	Cllr Stoddart
Response: The council is committed to bringing forward the first phase of the Western Bypass. Once both phases are completed, the new bypass connection for the A49, from the south to the north, of the city, will deliver the Western Growth Corridor, creating the potential for over			

10,000 new homes and over 300 acres of employment land to help meet the government's housing targets. This will result in future recurrent income for the council which is expected to be greater than the cost of borrowing.

An updated Business Case will be developed as part of the ongoing development of the scheme to refine the cost of the proposals and demonstrate a positive cost benefit ratio before progressing to a decision to formally allocate this funding towards the scheme's construction.

Supplementary question:

Supplementary response:

Question No.	Questioner	Question	Question to
PQ 3	Keith Maslin, Hereford	<p>It appears that Herefordshire Council doesn't include policies that actively switch off or control lighting at certain times (especially at night), or the use of passive infrared sensors, whereas Worcestershire does?</p> <p>Surely there are both significant energy saving advantages in doing this as well as the greater impact in reducing light pollution, which has shown to have a massive negative effects with animals (including humans), plants and biodiversity</p> <p>Can this be assessed and responded to please</p>	Cllr Swinglehurst

Response:

As a key project within our carbon management plan Herefordshire Council was the first local authority to switch 100% of its street lighting, traffic signals and bollards to energy efficient LED lighting. This switch enabled the Council to reduce its annual energy consumption by 2,160MWh, reduce annual carbon emissions by 1,527t CO₂e and also achieves annual financial savings of £530k.

To date this project has achieved cumulative carbon savings of over 6,000 tCO₂e and cost savings of over £3.3m.

Included within this, approximately 66% of streetlights also include a dimming regime where they dim by 20% between 10pm and midnight before they dim further to 50% between midnight and 5:30am.

As LED lighting is much more directional than the previous sodium lanterns this also reduced light pollution by ~50% contributing to Herefordshire dark skies and protecting biodiversity.

The Council did also consider the introduction of part night lighting, however by moving to 100% LED with dimming this enabled the Council to balance the continued service provision supporting road safety and delivering significant environmental and financial improvements.

Supplementary question:

Supplementary response:

Question No.	Questioner	Question	Question to
PQ 4	Peter McKay, Leominster	Having acknowledged in your Public Rights of Way Glossary that CRF's and CRB's were intended to be recorded as 'Roads Used as Public Paths', but in fact are shown as footpaths and bridleways, will you add a section to the Rights of Way Improvement Plan (referred to as (draft) on PROW Webpage) covering these, that considers taking the next step forward raising self registered Dmmoa's to record them as 'Restricted Byways', they being a network of stile free Greenways across the county?	Cllr Price

Response:

Thank you for your question. The Council's Rights of Way Improvement Plan covers the period 2018 to 2028. We will consider your suggestion when work is undertaken to produce the next Plan.

With regards to 'restricted byways' status, I would advise that paths are recorded as per the public use that they had at the time. However, if there is evidence of a prior "higher status", an application can be made through the DMMO process to upgrade the path in the normal way.

Supplementary question:

Supplementary response:

Question No.	Questioner	Question	Question to
PQ 5	Barbara Oliver, Bromyard	As you are aware, in 2007, Linton park, Bromyard was evacuated due to major flooding, after which flood defence channels were dug out further downstream. This seemed fine until December 2024, when another major flood occurred, flooding 3 homes, and the defences did not kick in soon enough. As most of the residents are over 80, this could so easily cause fatalities as Emergency vehicles could not attend. Can the Council look into this and can further action be taken such as having more channels dug, or dredge river perhaps before something very serious happens?	Cllr Price

Response: I can confirm that officers within Herefordshire Council, including at Gold Command level, are aware of issues at Bromyard. The Environment Agency has flood risk management responsibility for main rivers in England. As the River Frome has been designated a main river, the council in its role as a Lead Local Flood Authority will raise these issues with the Environment Agency and other stakeholders for action as a priority given the effect on residents.

Supplementary question:

Supplementary response:

Question No.	Questioner	Question	Question to
PQ 6	Jeremy Milln, Hereford	Herefordshire Council undertook last year to carry out a Design Review and updated Impact Assessment for the Southern Link Road (aka W Bypass Phase 1). This is necessary to ensure the scheme fully meets current design standards and legislative requirements to inform any decisions which may now be made regarding whether to progress the scheme and its financial implications.	Cllr Price

		Where will we find the Design Review and updated Impact Assessment Reports and how are their findings being translated into revisions on design and cost?	
Response: The design review and updated impact assessment has not yet been completed. Part of the impact assessment includes a full annual cycle of environmental surveys to assess the contemporary impact of the scheme on the local environment and therefore this is a lengthy piece of work. Once completed, the Impact Assessment will inform the Design Review to ensure that any impacts are fully mitigated which will in turn inform a cost review.			
Supplementary question:			
Supplementary response:			