

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

| Question No. | Questioner | Question | Question to |
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| PQ 1. | Peter McKay, Leominster | I commend Council for raising the online Research Guidance Information on the evidence required to make a good case for modifying the Definitive Map but it does not include any mention of CRF's and CRB's even though they are included in the Glossary of Terms Used saying were intended to be recorded as RUPP's. Being prospective upgrades would you add an explanatory paragraph about CRF's and CRB's to the Parish Submission data in the Research Guidance Information, and publish a List of CRF's and CRB's intended to be recorded as RUPP's showing present progress raising DMMOA's, so all may be made aware of the situation and raise DMMOA's as appropriate, being part of the amplification agreed in July? Regards, | Cllr Hurcomb |
| <p>Response:</p> <p>The Council recorded Carriage Road Footpaths (CRFs) and Carriage Road Bridleways (CRBs) on the first Definitive Map on the basis that this was their main public use. As stated in the glossary of terms, they are non-statutory descriptions, and they have all now been legally recorded as footpaths or bridleways.</p> <p>The Research Guidance was prepared as an aid to anyone potentially researching a Definitive Map Modification Order (DMMO). It is aimed at all types of claims and, therefore, is suitable for the purpose for which it was intended.</p> <p>If anyone believes that these paths have a higher status, then they can make a Definitive Map Modification Order (DMMO) application accordingly and provide the necessary evidence. We do not hold lists of the paths that were noted as Carriage Road Footpaths or Carriage Road Bridleway on the Parish Submissions.</p> | | | |
| Supplementary question: | | | |
| Supplementary response: | | | |
| PQ 2. | Susie Lane | If Councillor Price recently said that he would like to help deliver improvements to public transportation, active travel and greater access to the surrounding areas while enhancing | Cllr Price |

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| | Hereford | <p>the environment for commuters and visitors. He says he would like to improve air quality, improve health and wellbeing, and reduce congestion. These were comments about the new £9.8m transport hub by the Hereford station.</p> <p>How can the proposed by pass increase sustainable transport in Hereford, improve air quality with the westerly winds blowing the traffic fumes towards the city, and how can it not destroy National Heritage and natural capital of the Parish of Breinton and as a new comer to Hereford please let me know why the Western bypass was cancelled in 2019, as surely there must have been a good reason and support?</p> | |
| <p>Response:</p> <p>The bypass has always been proposed as part of a package of measures including sustainable traffic measures (formerly part of the Hereford Transport Package and South Wye Transport Package) and the council is progressing with many of these proposals in advance of the new road including the Transport Hub, cycling and walking improvements on Holme Lacy Road and improvements to the Great Western Way.</p> <p>At present there is only one route across the river and all north south traffic is concentrated into one point resulting in significant congestion and air quality issues in the city centre. It is idling and start/stop traffic such as this that causes the greatest level of pollution with the site at the bridge. A bypass provides an alternative river crossing and removes traffic from the city centre providing a more inviting area for walking and cycling and improving public transport journey times, whilst also greatly improving air pollution within the city. Vehicle emissions cause air pollution problems when they are concentrated within an enclosed area, emissions from vehicles using a bypass would dissipate and would not create air pollution issues. Whilst of course a new road will have an impact on the area through which it passes, good planning and modern requirements of road building will mitigate this impact as far as practicable.</p> <p>Some of the Councillors who agreed to cancel the bypass have been against the proposal for a long time. Others who have joined the council recently were opposed to it for reasons best explained by themselves. The report that they commissioned to support the cancellation of the bypass <i>states:</i></p> <p><i>The package which includes the western bypass (A + C + D) is forecast to provide greatest congestion relief to the city and greatest resilience for the transport network, with a new strategic link over the River Wye.</i></p> <p>Hereford Transport Strategy Review</p> | | | |

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| Supplementary question: | | | |
| Supplementary response: | | | |
| PQ 3. | Paul Symonds, Ross on Wye | At the Council meeting of 23rd October 2023 the Council stated that a pedestrian crossing would be installed in the 30mph zone on the A40 at Hildersley by the 3rd quarter of 2024/25. Despite having s106 funding of over £373,000 in place for this project, we are some months past the date indicated so can you please tell me when this important road safety scheme will be implemented? | Cllr Price |
| Response: Under the S106 Delivery Team the extension of the 30mph limit further to the east, to now include the new development entrance, as well as a new signalised pedestrian crossing was designed through Aecom. Both the Traffic Regulation Order (TRO) and the design for the crossing have now been completed. With the new Model Farm development being completed in the same location, it was requested that the completed S106 design now be passed over to the Model Farm Team, who will be leading on the crossing's construction, combined with the S278 requirements for the Model Farm development. At the moment the S106 element of the works are expected to be delivered in late Q3 / Q4 of 2026. Model Farm consultants have now taken over Principal Designer responsibility. S106 funding will still be utilised for the delivery of the crossing itself. | | | |
| Supplementary question: | | | |
| Supplementary response: | | | |