

Agenda item no. 6 - Questions from members of the council

Question Number	Questioner	Question	Question to
MQ 1	Cllr Hitchiner	The Scheme Information Report contains limited information on the effect of the SLR on traffic. For instance Route 11 is a 18.93 kilometre length of road from Pontrilas to the Asda roundabout with a 7 minute increase in journey time. Of more concern/interest to residents of my Ward are the much shorter distances on the Belmont Road from the proposed new roundabout to Walnut Tree Avenue and from WTA to the Asda Roundabout. There is also local concern that the Bridge Sollars Road and the B4352 will be used much more by traffic getting from the Brecon Road to Rotherwas as this is likely to become the quickest route. Does the committee agree that this information should be included in the data and if there is a negative impact this should be taken into account in the methodology?	Chairperson of Connected Communities Scrutiny Committee
<p>Response: Thank you for your question. It is unlikely that the methodology would take into specifics such as those you have raised. Instead, we would expect the methodology to include in its criteria factors such as journey time. We will therefore seek assurance in this regard when the Connected Communities Scrutiny Committee scrutinises the proposed assessment criteria and requirements that Cabinet will use to evaluate the Full Business Case and determine if Hereford Bypass Phase 1 should go ahead.</p>			
<p>Supplementary question: The draft methodology statement under the technical assessment criterion requirements heading refers to modelling results needing to demonstrate improved journey times and no overall reduction in safety. On the journey time element in my written question, I referred to a 7 minute longer journey time on the A465. This is data from the scheme information report from AECOM. Is this to be ignored because only improved times are to be considered? Surely not. The report to this committee, at paragraph 16, is selective referring only to journey time savings from Walnut Tree Avenue, Holme Lacy Road, and part of the Belmont Road, all of which are helpful to support the case of the SLR. There is no reference to any longer journey times. I ask that the committee recommend a more balanced approach rather than one which is so obviously biased toward proving the case of the SLR. Amongst other things, the methodology should look at the effect of longer journey times on the A465, other parts of the Belmont Road within the city boundary, the A49, and also on the road from Bridge Sollars onto the B4352 and B4349 through Madley and Clehonger. They should look at the longer times which would apply to all those routes, not just the improved times.</p>			
<p>Supplementary response:</p>			

Thank you for the question. We are looking specifically at the assessment criteria, and I think that some of the detail you are looking at will come out once those assessment criteria are being applied to the full business case. Our job today is to check that the assessment criteria gives opportunity for that to come out prior to the full business case going to Cabinet for its decision. I hope from the discussions we have had around lines of enquiry and the councillors here that some of that detail will come out over the course of our discussion. However, we are not going to decide before the meeting what our recommendations are until we've had the discussion.