



Public and Member Questions Register

Name: Mrs Morawiecka	Location: Hereford	Topic: SWAP Audit Report	Committee: Audit and Governance	Date: 9 June, 2026
Your Question: <i>The summary SWAP report for March 2026 to this committee was titled "Transport Hub - Final Report - January 2026". A Freedom of Information request to Herefordshire Council to see the detailed, internal audit report and any independent expert reviews on the Hereford Transport Hub capital project received the response that the information can't be released as the internal audit reports are ongoing and that the requested information is "material in the course of completion, unfinished documents and incomplete data".</i> <i>However, the Summary of the Internal Audit work 2025/26 for this meeting again says that the Transport Hub report is final, contrary to what has been said to the public.</i> <i>Officers appear to be contradicting information made in independent reports to this committee. Why has the Transport Hub internal audit and any expert reports not yet been finalised? "</i>				
Answer Provided: <i>The SWAP audit report was marked as 'final' as it was the last version issued by SWAP to the Council. However, it is still an internal council document as it has not been through our internal governance approval processes yet. It has been seen by the Audit and Governance Committee but has not yet been to Cabinet for review or determination of actions. Following comments from Audit and Governance Committee it was determined that officers would engage with SWAP to complete a follow up review of the audit to see what progress had been made against the audit recommendations and for this report to be provided to Cabinet alongside the original audit as it would provide Cabinet with further context before making any recommendations regarding the audit. Once the document has been to Cabinet for this review it will then be released as a public document. This work is almost completed, and the item will be scheduled for review by Cabinet before the end of September.</i>				
Supplementary Question: <i>If the SWAP report has not gone through any review or determination of actions, months after it was written, it should be labelled "Interim" on this committee's papers.</i>				

For the SWAP report to be issued to Cabinet in September, one month before the Hub is due to open, fails to provide any time for remedial actions and better control of capital projects.

The summary SWAP report appears to repeat problems previously encountered around transport projects eg decisions not being recorded; costs not adequately tracked, a lack of project oversight.

To reduce the “High” risks around capital projects, will this committee recommend that the Cabinet review the detailed Interim report before placing any major capital transport projects, to ensure that financial systems are appropriate and staff have the ability, capacity and training to protect residents from future capital budget overspends?”

Thank you for explaining that grant funding from the Stronger Towns Fund has been extended to 31st March 2028.

Answer Provided:

Audit and Governance Committee have agreed that SWAP should be commissioned to update on the recommendations in their initial report. This is being finalised with SWAP and the reports are due to go to come back to Audit and Governance Committee in July. Officers have informed us that significant progress has been made on all the initial audit recommendations and combining the two reports will provide the committee and Cabinet with the best updated view of how the Transport Hub scheme has been managed. However, in the interim, the initial internal audit on the Transport Hub will be made available.

There is no requirement for SWAP reports to go to Cabinet. However, in practice, where appropriate, SWAP reports are considered by relevant Cabinet Members after publication with the papers for the Audit and Governance Committee papers. Cabinet Members should follow up on findings with the relevant officers.

Name: Ms. Seekings	Location: Hereford	Topic: Council's Risk Register, Capital projects	Committee: Audit and Governance	Date: 9 June, 2026
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Your Question:

“I note that the Council’s Risk Register under Capital projects says that “It has ambitious plans to deliver learning and culture projects...”

However, despite Stronger Towns Funding awarded in 2022 to deliver a new museum space and public library in Hereford (due to be opened in 2026) neither of these major projects are mentioned in the Council’s Draft Statement of Accounts 2025/26 or in the work programme for 2026/27 or in any report to this committee.

These 2 key projects are funded by the Stronger Towns Fund and so should have been completed by March 2026.

Why is there no reference to these 2 capital projects in the various agenda papers?"

Answer Provided:

The [Corporate Risk Register](#) at Agenda item 9 includes Risk R4: Failure to deliver capital and major projects within identified resources and planned timeframes resulting in significant overspend and reduced project outcomes. Individual risks are managed through Directorate, Service and Project level risk registers. It is not the function of the Audit & Governance Committee to examine specific risks in detail but to ensure that the council's risk management process is adequate and effective.

The [Draft Statement of Accounts](#) and [Annual Governance Statement](#) are statutory documents prepared and reported in accordance with the Accounts and Audit Regulations 2015 and the 2025/26 Code of Practice on Local Authority Accounting in the United Kingdom, issued by the Chartered Institute of Public Finance and Accountancy (CIPFA). The accounts include transactions in respect of expenditure incurred in the year ended 31 March 2026 for all capital projects.

Revised guidance issued by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2025, confirms that Stronger Towns funding must be spent by 31 March 2028.

Supplementary Question:

The STF Board Minutes (April 2026) show that it remains concerned about "the ongoing delays with these projects and the potential missed opportunities and risks that have arisen.

In view of the Director of Finance's concerns regarding financial controls and governance, contingency amounts, project management and the Council's approach to funding the likely cost gap, how will the Committee consider whether Herefordshire Council's governance and project delivery arrangements are adequate to ensure completion of the library and museum projects by 31st March 2028, with any cost overruns fully funded by Herefordshire Council via its capital budget?"

Answer Provided:

The Hereford Stronger Towns Board Meeting minutes of Friday 10 April 2026 note concerns expressed by Board Members, not the council's Director of Finance.

The Stronger Towns Board is responsible for the implementation of the Towns Fund programme, and a Project Delivery Group is in place to oversee the detailed delivery of projects. The council acts as the Accountable Body and the S151 Officer is the Accountable Officer, responsible for oversight of the overall Towns Fund and providing advice to the Towns Board in respect of finance, risk and governance issues. The Stronger Towns Board and Project Delivery Group monitor risks to project delivery and planned spend by reference to the original funding agreement.

Some projects are Council ones, such as the Museum and Library projects. For these the s151 officer has an additional role on behalf of the Council. In these cases, the Audit & Governance Committee will review the effectiveness of governance and internal controls in place to manage delivery of the council's major and capital projects, through the Annual Governance Statement review. The delivery of capital projects is monitored and reported each quarter to Cabinet through the Budget Monitoring reports and Performance reports.

Name: Peter Mckay	Location: Leominster	Topic: Street works register	Committee: Cabinet	Date: 25 June 2026
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Your Question:

The Street Works Register still shows few, if any, of our unadopted highways, i.e., those not being maintained at public expense, with them filling many gaps in highway record connectivity, subject of the 2007 Regulations as referenced in your reply to my question 16 May 2024, and I seek your assurance that you plan to show those you are aware of, before putting onus on Parishes to report any omissions, and when this could be expected ?

Answer Provided:

The Council publishes its Street Works Register as an online map and this contains all unadopted highways that it is aware are subject to recorded public highway rights. Members of the public and Parish Councils are welcome to submit applications under the Councils Highway Records Protocol for any routes which they have evidence are subject to public highway rights.

Supplementary question:

Do you have any formal process, e.g. guidance, application form, example, for a parish to follow that considers that a hitherto unadopted highway should now be adopted and added to the List of Streets ?

Supplementary answer:

Name: Amanda Martin	Location: Hereford	Topic: Enter construction contract before Phase 1 Full business Case approved	Committee: Cabinet	Date: 25 June 2026
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Your Question:

In the Q4 Performance Plan Appendix A at p9, I note that the Council has postponed presentation of the Full Business Case (FBC) for the Southern Link Road (SLR), Phase 1 of the Western Bypass, from this meeting until September. However, the documentation appears to indicate that the Council would contemplate entering into a binding construction contract before the FBC has been considered and approved.

Would the Council contemplate entering into a construction contract before the Full Business Case is approved?"

Answer Provided:

No, the Council will not enter into the construction contract until the FBC has been published and reviewed by Cabinet which is planned for the September meeting.

Supplementary question:

"Can the Cabinet member for Transport and Infrastructure also confirm that no construction contract would be let for Phase 1 before all necessary land acquisition has been completed?"

Supplementary answer:

Name: Kate Seekings	Location: Hereford	Topic: Can the council enter into a construction contract for Phase 1 before all the land is acquired and planning conditions are undischarged	Committee: Cabinet	Date: 25 June 2026
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Your question:

In the Q4 Performance Plan Appendices I note that the Council has delayed presenting the Full Business Case (FBC) for the SLR ("Phase 1 of the Western Bypass") from this meeting till September's. Does the Council constitution allow a binding construction contract to be entered into before and if a FBC is approved, before the Council has acquired all the land it needs to build the SLR, and when planning conditions remain undischarged?

Answer Submitted:

The Council will not enter into the construction contract until the FBC has been published and reviewed by Cabinet which is planned for the September meeting. The report to Cabinet for the September meeting will set out the current status of land acquisition and the discharge of planning pre-construction planning conditions so that Cabinet are making a fully informed decision.

Supplementary question:

What will Cabinet do if the contract cost for SLR construction exceeds the allocated budget, including contingency?

Supplementary response:

Name: Barry Jenkinson	Location: Hereford	Topic: What legal advice regarding risks has been provided if the Council entered into a construction contract without the Full Business Case	Committee: Cabinet	Date: 25 June 2026
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Your question:

In the Q4 Performance Plan Appendices, I note that the Council has postponed presentation of the Full Business Case (FBC) for the Southern Link Road (SLR), described as Phase 1 of the Western Bypass, from this meeting until September. What legal advice has been given to the Council regarding the risks it would face were it to enter into a construction contract for the Southern Link Road ("Phase 1 of the Western Bypass") without delivering and first approving a Full Business Case?

Response Provided:

No legal advice has been sought as the council does not intend to enter into a construction contract without first having published and approved the FBC. This is planned for the September Cabinet meeting.

Supplementary question:

"Has the Council acquired all the land it needs to build the SLR?"

Supplementary response:

Name: Jeremy Milln	Location: Hereford	Topic: Hereford Museum and Art Gallery and Library and Learning Centre funding finances	Committee: Cabinet	Date: 25 June 2026
Your question: <i>In my Hereford Central ward both the Museum & Art Gallery and the Library & Learning Centre projects are red flagged for delivery (purple flagged for c/fwd in the Delivery Update sheet at Appendix A to the Q4 Performance Report at agenda item 7). These are supported substantially by the Stronger Towns Fund which has extended the deadline for delivery from March 2025 to March 2028. It is understood these projects are at risk of running into the sand financially and are significantly delayed. In £ terms what exactly is the financial requirement for these two projects, how will the shortfall be addressed and when might we expect completion?</i>				
Answer Provided: <i>The Ministry of Housing, Communities and Local Government extended the deadlines for all 100+ Stronger Towns areas across the country to 2028, it was not a local request. For both the Hereford Museum and Art Gallery and Shirehall project we are working through respective Pre-Construction Services Agreement periods with the selected contractors to finalise designs and costings which are commercial in confidence at this stage. As with any historic building project, there are significant challenges and costs associated with bringing these building's back into use. We are working through these challenges with the contractors, design teams and external funders at this stage. We are aiming to be able to say more about the next steps and timescales over the next few weeks.</i>				
Supplementary question: <i>I asked what in £ terms is the financial requirement for the overdue Museum & Art Gallery and the Library & Learning Centre projects, how will the shortfall be addressed and when might we expect completion? The response evades this on the pretext of 'commercial confidentiality' around services agreements and selected contractors about which I had not asked. It is tedious to have to use my supplementary to ask the question again but in doing so you have the opportunity at least to demonstrate you do know the answer. Therefore please answer the question and do so in an open, honest and transparent way consistent with the Nolan Principles.</i>				
Supplementary response:				

Name: Mrs Morawiecka	Location: Hereford	Topic: Expand safer routes to schools and colleges	Committee: Cabinet	Date: 25 June 2026
Your Question: <i>With the “School Run” being the biggest cause of significant congestion at peak times on the urban road networks & with the Government focussing funding on active travel between schools, home and work, will the Cabinet be looking to expand safer routes to schools and colleges, so that the children who have benefitted from Bikeability can apply their skills to cycling to & from home and activities, helping reduce the biggest cause of urban congestion?</i>				
Response Provided: <i>Cabinet recognises that journeys to and from schools make a significant contribution to peak-time congestion on the urban and rural road network and that enabling more children and young people to walk, wheel and cycle safely can play an important role in reducing car dependency and therefore give a reduction to congestion.</i> <i>The council currently deliver Bikeability training to children and are recognised as a leading council in England in the number of children being trained. Additionally we also provide road safety education in schools along with partnership working with all emergency services The recently adopted Herefordshire Local Transport Plan 5 (LTP5) includes commitments to improve active travel, promote school travel planning and deliver a programme of safer routes to school. It also identifies the need to reduce congestion, improve road safety for vulnerable users and increase travel choice. Public consultation on LTP5 highlighted strong support for safer walking and cycling routes to schools which is something Cabinet have prioritised.</i> <i>In addition, the council has recently completed its Herefordshire Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP), which provides an evidence-based programme of walking, cycling and wheeling improvements and will help prioritise future investment opportunities. The LCWWIP supports the national objective of increasing the number of children travelling actively to school and identifies the delivery of connected, safe active travel networks as a key priority, this is support by the allocation of our Active Travel Grant for 2026/27 being entirely on a safer school route in Ledbury.</i> <i>The draft Parking Strategy recently consulted on also supports this approach by recognising the importance of reducing obstructive and unsafe parking, improving conditions for active travel and integrating parking management with wider transport objectives. Measures such as School Keep Clear enforcement, improved crossings and support for sustainable travel can help create safer environments around schools and colleges.</i>				
Supplementary question:				

It's good the Cabinet recognises the "School Run" as a significant contribution to peak time congestion and that providing safer walking & cycling routes to school is a key priority.

However, Cabinet's Budget priorities do not reflect the answer given.

*The answer says "the Cabinet will continue to seek opportunities to deliver safer routes to schools and colleges **where funding is available**".*

The Council are borrowing over £40million for a road, which their own report says will reduce walking and cycling (para 5.5.4), increasing fatal and serious accidents, all contrary to LTP5 policies.

Why then is the Cabinet not prioritising public borrowing for funding safer active travel routes to schools to effectively reduce urban congestion, improving health and safety of our young people and generating a better return on the investment than a new road?

Supplementary response:

Name: Ms Seekings	Location: Hereford	Topic: Shirehall and location of library	Committee: Connected Communities Scrutiny Committee	Date: 7 July 2026
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Your Question:

"The public is being told that the library will now be located in the Shirehall Courtroom 2 and other areas, rather than in the more impressive Assembly Room. Locating the library in Maylord Orchards would have been quicker, more reliable, cost effective and accessible. To avoid further taxpayers money being thrown at a much needed, long overdue and already-over budget project, can the Committee look into whether consideration is being given to derisk and minimise the budget overruns, delivery timescales whilst not compromising the attractiveness of the library, by installing it elsewhere in premises including Maylords Orchard, rather than yet more plans being drawn up for another, inferior, more-delayed location in the Shirehall?"

Response Provided:

Many thanks for your question. As part of its scrutiny, the committee is likely to ask questions about the decision to locate the library in Shirehall Courtroom 2. However it is unable to commit to pursuing the line of enquiry that you suggest.

Supplementary question:

Thank you for your response. With £1.8million already spent on the library project, years to go before a library might open in the Shirehall, and the remainder of that building having no defined purpose, will the committee review and scrutinise what a Library and

Learning Resource Centre should be for residents, how it will be maintained and can create a Stronger Town, and what should be done and with what budget with the rest of the Shirehall building, including the main hall, which they continue to be responsible for and which should be part of Herefordshire' cultural strategy?

Supplementary response:

Thank you for your supplementary question. We are likely to discuss the decision to locate the library in Shirehall Courtroom 2 as part of our broader scrutiny of work to redevelop the Shirehall. Unfortunately we are unable to commit to the lines of enquiry that you propose when carrying out our work.

Name: Mrs Morawiecka	Location: Hereford	Topic: Hereford Western Bypass Phase One	Committee: Connected Communities Scrutiny Committee	Date: 7 July 2026
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Your Question:

"It is oft reported that the Hereford Southern Link Road, Phase 1 of the Bypass, can only realise its full potential when the Bypass Phase 2, the river crossing of the Wye to the West of Hereford, is built through a housing estate of over 10,000 – 14,000 new houses. Hereford Bypass was not listed by government as a planned RIS4 investment, and with the UK Government this week announcing that funding for some roads is to be cut to support defence investment, there is even less likelihood of grants to fund the £300million+ high level river crossing to the West of Hereford.

With little prospect of the Hereford Bypass Phase 2 being funded will the committee recommend that Phase 1 be treated as a standalone scheme when the Full Business Case is considered?"

Response Provided:

Thank you for your question. As the committee will be considering the full business case for Hereford Bypass Phase 1 at its meeting on 20 July, it is unlikely to pursue the line of enquiry that you suggest at this meeting. I will however add your suggestion to our list of lines of enquiry to consider pursuing at the committee's next meeting on 20 July.

Name: Mr Hardy	Location: Hereford	Topic: Hereford Western Bypass Phase One	Committee: Connected Communities Scrutiny Committee	Date: 7 July 2026
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Your Question:

"In December 2025 the Cabinet decided to pursue Compulsory Purchase Orders for the Hereford Western Bypass Phase 1 on the basis of traffic modelling undertaken in 2025.

I asked the Cabinet member at the time if, in line with Codes and Regulations for Local Government and the Nolan Principles, objective and factual data on which the Council relies for decision making would be made public. The Cabinet member replied that it was the intention to publish in due course, but to date the traffic modelling to explain the benefits of this stand-alone road scheme have still not been released.

Can this committee review why traffic modelling data relied on by elected members to commit over £45m of local taxpayers money on this capital project and compulsorily purchase residents' private property, is still not publicly available?"

Response Provided:

Thank you for your question. The committee is unlikely to pursue this line of enquiry at the meeting, as it will instead focus on scrutiny of the Hereford Bypass Phase 1 at its meeting on 20 July 2026.

Name: Mr Jenkinson	Location: Hereford	Topic: Hereford Transport Hub	Committee: Connected Communities Scrutiny Committee	Date: 7 July 2026
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Your Question:

"The Hereford Transport Hub occupies the safeguarded historic route of the Herefordshire & Gloucestershire Canal, near its former terminus and basin, protected under Core Strategy Policy E4. Permission 233009 secures no measure safeguarding or reinterpreting the canal, and its only heritage requirement (archaeological Condition 3) is record-and-implement, with no dissemination element. As the Hub nears completion, will the committee recommend to the Cabinet Members for Transport and Infrastructure (Cllr Philip Price) and Economy and Growth (Cllr Graham Biggs), and the project team, that they support a modest, voluntary heritage interpretation package — signage, an AR map and a QR audio-visual display — using archaeological results from this and nearby canal sites, developed with the H&G Canal Trust, so the canal's significance is publicly recognised where most affected?"

Response Provided:

Many thanks for your question. Any recommendations made by the committee will result from its scrutiny of the development of the Transport Hub. I note the issues that you have raised, but I cannot commit to pursuing the line of enquiry required to make your suggested recommendation.

Name: Mr Hardy	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

Under Biodiversity Net Gain (2.10.11) we are told that the loss of approximately 1.3 acres of Ancient Woodland as a result of the Phase One scheme, will be replaced with almost 12 acres of species-rich woodland and woodland edge.

With the overall loss of such rare, valuable and irreplaceable habitat as ancient woodland and venerable trees and the removal of red listed species for which this is home, will the committee review where the new 12 acre woodland habitat is to be created and how this site will be protected & managed in perpetuity as offset, so that residents of South Hereford, most affected by the scheme, will benefit from this mitigation?

Response Provided:

Many thanks for your question. I will circulate your question to the committee in advance of its meeting to plan its lines of enquiry. However, I cannot guarantee that the committee will ask your question of the Cabinet members and officers in attendance.

Supplementary question:

Thank you for the answer to my question.

The part of Phase 1 of the proposed bypass known as the Clehonger link involves the felling of two magnificent oak trees, one of which is listed on the Woodland Trust inventory of veteran trees. Would this committee review this decision in the light of the Council's agreement with an independent engineer's assessment that these trees could be spared by moving the route slightly to the north-east without affecting the viability of the road?

Supplementary response:

Thank you for your supplementary question. The committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. Your suggested line of enquiry is pertinent to the decision that Cabinet is required to make, and I recommend that you ask this question of Cabinet, as cost-effectiveness would form part of their consideration.

Name: Mr Sherlock	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

Much work has been done on identifying and calculating the financial benefits of the Hereford Bypass – Phase 1.

However, there does not seem to be the same detailed work on identifying and calculating the loss of ancient woodland, venerable trees and the impact on historic landscapes and listed buildings of this area of Haywood, none of which can be replaced or fully mitigated.

Will the committee review how TAG Unit 3 Environmental Impact Assessment (Published May 2026) has been applied to this road project and confirm that the Full Business case includes the cost of all these environmental and historic losses?

Response Provided:

Thank you for your question. The committee's objective at the meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. The committee will have sight of your suggested lines of enquiry when they plan their own lines of enquiry in advance of the meeting. However, they may choose to prioritise scrutinising other aspects of full business case to meet their stated objective.

Name: Mrs Morawiecka	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

WebTAG uses a discount rate of 3.5% for the first 30 years of a project, falling to 3% thereafter.

This road is to be funded by public borrowings of at least £40million. Current interest rates for a 40 year public loan are 6.5%.

Will this committee review the financial costs of funding this road project and the impact this will have on Herefordshire residents and the local economy by increasing council tax bills by over £3million pa across Herefordshire for the next 40 years, a form of taxation which disproportionately affects lower income households and reduces disposable income across the county for decades.

Response Provided:

Thank you for your question. The committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. As a result it will not be pursuing the line of enquiry that you suggest. Your suggested line of enquiry is pertinent to the decision that Cabinet is required to make, and I recommend that you ask this question of Cabinet.

Supplementary question:

Thank you. In assessing any business case for investment, the financing of a scheme should be considered, especially when funded nearly 90% by loan finance, and at a rate of 6.5% interest, 3% higher than the WebTAG discount rate.

Loan finance has implications on Council finances as well as directly on disposable household income and thus the local economy, for the next 40 years. IT is particularly important during a cost of living crisis and when the Council is in a capital rationing situation, lacking funding to complete other important capital projects that are running over budget and behind schedule.

Will the Committee review the implications of financing the scheme through loan finance, the sort of information needed in any good Business Case assessment alongside BCR and NPV, and therefore relevant to any good, well informed decision?

Supplementary response:

Thank you for your supplementary question. As already stated, the committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. As a result it will not be pursuing the line of enquiry that you suggest. Your suggested line of enquiry is pertinent to the decision that Cabinet is required to make, and I recommend that you ask this question of Cabinet.

Name: Ms Laan	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

Economic case makes much of the benefits of defence and cyber security and being the Midlands Centre for cyber security located at HEZ.

Will this committee consider whether this £45million road scheme to improve access from South West Hereford to HEZ, is the most cost effective and direct way to improve connectivity with the Midlands and the University of Wolverhampton, as well as linking to the Leominster and Ledbury "Functional Urban Areas" all of which lie to the East or North of the city?

Response Provided:

Many thanks for your question. The committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme. Your suggested line of enquiry is pertinent to the decision that

Cabinet is required to make, and I recommend that you ask this question of Cabinet, as cost-effectiveness would form part of their consideration.

Supplementary question:

As the Southern Link Road does not link with any of the sites mentioned for defence, cyber security, or Functional Urban Areas to the east and north, will the Committee recommend that it would be specious to include them as a wider economic benefit when there is no evidence that the scheme will improve connectivity with these areas, unlike a potential bridge to the East which would link more directly with them?

Supplementary response:

Thank you for your supplementary question. Any recommendation made by the committee will arise from the lines of enquiry pursued in the meeting. As such we cannot commit to making your suggested recommendation.

Name: Mr Milln	Location: Hereford	Topic: Hereford Western Bypass Phase One – full business case	Committee: Connected Communities Scrutiny Committee	Date: 20 July 2026
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Your Question:

Referring to agenda item 7 concerning the draft FBC for proposed Southern Link Road (aka W Bypass phase 1), on page 130 of Appendix 2, Table 1-4 shows Key Project Milestones for the scheme, including planning applications to be submitted in July 2026, and fully discharged in September 2026.

Any costs in delay around approval would fall on Herefordshire Council and not the contractor.

Will the committee review how the risks around issuing works contracts before they are determined could impact the scheme costs as well as require further works to deliver BNG?

Response Provided:

Thank you for your question. The committee's objective at its meeting is to scrutinise whether Cabinet has sufficient information with which to base its decision on the Hereford Bypass Phase One scheme, rather than reviewing and assessing risk around works contracts issued. As a result, it would not be appropriate to pursue the line of enquiry that you suggest. However your suggested line of enquiry is relevant to the decision that Cabinet is required to make, and I recommend that you ask this question of Cabinet.

Name:	Location:	Topic:	Committee:	Date: