

**Hereford Rural South PACT Meeting
Much Birch 11th November 2010
Version 2**



Chair: Wendy Coombey
Note-taker: Chris Gooding (Herefordshire Partnership)

Craig Sandman (HC Community Protection Team)
PS Tim Dugmore (West Mercia Police)

Present
Geoff Hughes (HC Director of Sustainable Communities)
Chris Bucknell (Herefordshire Partnership)

County Councillors:
Cllr Richard Smith
Cllr Adrian Blackshaw

Richard Ball HC (HC Asst Director Environment and Culture)
Ruth Kinsella (AMEY)
Joe Neil (AMEY)
Perminder Balu (Hereford's Connect2)
Mark Edwards (HC Integrated Transport)
Alan Dawson/Rob Cunningham (HH Trust)
Dr. David Nicholson (HC Forward Planning)

Parish Councillors:
Menna Swift
Mike Morley
Alison Cook.

15 members of the public

Hereford Connect 2 Greenway Scheme

The purpose of this scheme is to provide a traffic-free walking, cycling route and bridleway between the city and Rotherwas. The proposed route would run from the eastern gate of the Cathedral, through Castle Street, St James and Bartonsham to either a new river crossing near the existing rail bridge or via ramps over the Welsh Water bridge and under the railway. From here it will link all parts of the Rotherwas Industrial Estate through to Sink Green. The route offers a commuter link and also a leisure route for cyclists, walkers and equestrians. More information can be found by following the links below <http://www.herefordshire.gov.uk/transport/45948.asp> (Herefordshire Council) http://www.sustransconnect2.org.uk/schemes/project_detail.php?id=92 (Sustrans Connect2)

Matters arising Connect 2 Presentation	Response
Issue 1: Is a new greenway bridge over the Wye viable	Response given at meeting: Yes, it is within budget.
Matters arising Connect 2 Presentation	Response
Issue 2: Has a decision been made to go ahead	Response given at meeting: Yes, funding has already been identified, including from HC, to finance either of the route options.

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Issue 3: Why not use the iron railway bridge	Response given at meeting: This had been considered but discussions with Network Rail were not successful because of safety and maintenance issues.
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Edgar Street Grid (ESG)/Hereford Futures Presentation by Dr David Nicholson.
The purpose of this presentation was to address some long-standing ESG issues raised at previous PACT meetings at Much Birch. These centred around the scope of the consultations undertaken to determine the level of public support for the ESG proposals. Dr. Nicholson detailed the consultative mechanisms and the broad support that was received in principle for the ESG plan, and how this has been broadened to a city-wide approach under the new Hereford Futures structure.

Matters arising from ESG/Hereford Futures Presentation	Response
Issue 4: ESG is seen to be deeply unpopular; e.g. it has led to the setting up of the new political grouping “It’s Our County” (IOC). It has also been challenged by the well researched publication from Hereford Civic Society. “Hereford Futures” sounds like a good story but you have a lot of convincing to do.	Response given at meeting: David Nicholson: The future of the city centre excites passionate opinions. There was clear overall support for the concept of regeneration, including its location. Understandably the programme has become more controversial as it has developed beyond the concept stage and we start to get down to the more detailed level of planning. Cllr Richard Smith: There has been increasing vocal opposition, not helped by the request for data being ignored for over a year. Council need to communicate much better. The Council’s Community Services Scrutiny Committee is undertaking a review of the ESG Project Strategy next week and the public is welcome. Cllr Blackshaw: The mandate of ESG company was very restricted and it became clear that we needed a more strategic, holistic approach to the whole city – thus the change to Hereford Futures. This has enabled us to bring in new private sector experience. All of the main areas of objections have now been addressed. We need to increase our market share of the premium retail offer. Already, the new Streetscape shared space initiative is making a real difference to the shopping and sightseeing experience in Hereford City and is being picked up by other authorities.

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Matters arising from ESG/Hereford Futures Presentation	Response
<p>Issue 5: Hereford Futures dominated by commercial interests – needs to be a balance between commerce and public.</p>	<p>Response given at meeting: Geoff Hughes: The Council is there to represent the community and that requires a real ongoing debate with communities. Most agree with most of the proposals – it is some of the detail where there is controversy. The key issue is the co-location of old and new commercial developments. We need to ensure that it works as a single city centre. Certainly the debate so far has significantly improved the scheme.</p>
<p>Issue 6: ESG and now Hereford Futures need to address the parking and congestion issues.</p>	<p>Response given at meeting: Geoff Hughes: The Local Transport Plan aims to address these issues and Connects2 is an example of that. Cllr Blackshaw: Park and ride and a relief road are essential ingredients, plus the combining of rail and bus hubs. The transformation of Newmarket Street is also crucial.</p>
<p>Issue 7: Concerned that Newmarket Street will still segregate the 2 centres</p>	<p>Response given at meeting: Geoff Hughes: Newmarket Street proposals will address this issue. We are all aware that we really need to get this right. Having said that Maylord Orchards caused similar concerns when it was first proposed. The fact that M&S is staying where it is will help to attract people from the new development, and many of the old shops are now filling up.</p>
Matters arising from ESG/Hereford Futures Presentation	Response
<p>Issue 8: You need to put the infrastructure in place before the new development.</p>	<p>Response given at meeting: Geoff Hughes: Proposals for Western outer relief road are now out for consultation, with a public examination to follow. The new road will be funded in part from linked development as part of the overall City growth proposals. Cllr Blackshaw: We are confident that we can fund a west or east route using the Community Infrastructure Levy which will cover all houses built in the county. We are projecting that approx. 400 houses will be built per year over the next 15 years – you need that level of growth to support the growth of the city.</p>

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<p>Budget Consultation and Comprehensive Spending Review Presentation</p> <p>Finance information was circulated at the meeting and can be viewed on the Herefordshire Partnership website at :- http://www.herefordshirepartnership.com/4BF9FCCAC13D4B5C9D4C75AAB51AA2DF.aspx</p> <p>The possible implications of the Chancellor's statement on 20th October were also discussed. There are still many questions unanswered, but it is known there will be less resources with which to deliver services in the future. While people at the Treasury have been looking at the finances nationally there is still more work to be done locally. The cuts will affect different parts of the country in different ways. Over the next few months work will go on so see how the reductions in funding will affect Herefordshire and services to the community.</p>	
Matter arising from Comprehensive Spending Review (CSR) Presentation	Response
<p>Issue 9: Isn't it costly to get rid of managers?</p>	<p>Response given at meeting: Geoff Hughes: It depends on length of service. Central Government will provide support.</p>

Matters arising on A49	Response
<p><i>(The meeting was given minutes of a meeting between local community representatives, Herefordshire Council and the Highways Agency on 27th July 2010, and given a brief update by Cllr. Smith)</i></p>	
<p>Issue 10:</p>	<p>Update given at meeting: Richard Ball: Disappointed by Highways Agency's (HA) response including not attending public meetings. However the private meeting did help to clarify the problems. HA would not support a pedestrian crossing, but we are still prepared to press the matter. Technical work from HA has been completed. Other issues that were agreed are commissioned for this financial year. Cllr Smith: Need to consult with PC on agreed improvements. Drawings will be displayed shortly.</p>
<p>Issue 11: There is a need to undertake some kind of parking enforcement and speed control.</p>	<p>Response given at meeting: PS Tim Dugmore: Junction with Tump Lane – parking enforcement not a police issue. 6 fixed penalties and 5 warnings have been issued. We would support the installation of Speed Indicator Devices. Community Speed Watch is another option that we can talk about, and we have</p>

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	suggested car sharing and parents dropping off children rather than staying to chat. Prepared to listen to other ideas.
Issue 12: There are ZIGZAG AND H BARS lines outside the school – is it legal to park ?	Response given at meeting: Ruth Kinsella: Police don't have enforcement powers. They are advisory markings aimed at changing people's behaviour.
Issue 13: Is there any point in advisory lines if they don't work	Response given at meeting: Tim Dugmore: If we were able to enforce it would just move problem further down the road. The problem is the volume of cars at peak times. Is this something that the school can do something about? Car parking will help but will parents use it?
Issue 14: We need a Pull in and drop off zone. There is no path for the children to walk safely into the school. If there was a drop-off further down the road, children can walk straight into the school.	Response given at meeting: PS Tim Dugmore: Again, I don't think a drop off zone could cope with the peak time volumes. We need to make the road unattractive for stopping. This requires a session with the school and parents.
Matters arising on A49	Response
Issue 15: Letters were sent out to parents about this meeting but only 2 have turned up. Can we arrange a meeting with parents?	Response given at meeting: PS Tim Dugmore: Yes. Cllr Smith: School governors could call a meeting with parents – get ideas and then feed proposals back to the Parish Council for enactment and enforcement.
Matters arising on A49	Response
Issue 16: Car share is an option but can affect insurance premiums.	Response given at meeting: PS Tim Dugmore: It might be worth approaching insurance companies about Carshare schemes.
Issue 17: Double yellow lines on corner of A49 and Kingsthor road – could they be enforced?	Response given at meeting: Richard Ball: Police can't but HC can, but it would require a proposal from the Parish Council, which could be turned into a traffic order. This is a lengthy process, and cannot be enforced all the time. It also involves public consultation for and against. 40Mph is the lowest limit on a trunk road.
Issue 18: Why not have part-time speed restrictions when lights flash?	Response given at meeting: Cllr Smith: The School is not on A49. PS Tim Dugmore: It would not meet the criteria for the installation of

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	such a facility. Comment from resident: Kingsthorpe road would be used as a rat-run if speed limit enforced on A49
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Matters Arising from Previous Issue Sheet	Response
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<p>Item 19. (Previous sheet item 4) Winter Gritting.</p> <p>19.1: The road from Much Dewchurch to Kilpeck needs to be gritted 19.2: Bad ice – couldn't get through to Streetscene 19.3: When contractors clear the snow from the roads they leave it blocking people's drives. 19.4: More salt bins required 19.5: Can PC purchase their own salt bins</p>	<p>Update given at meeting: Ruth Kinsella: Winter gritting routes now available and are on the council website. Automatic call out for local contractors when 4 inches of snow has fallen.</p> <p>Ruth Kinsella: Will investigate Richard Ball: This year the calls will go through to HC's main call centre. Joe Neil: It is not practical to stop and clear all the driveways.</p> <p>Ruth Kinsella: More are being installed – 280 more bins ordered Ruth Kinsella: Yes. If you purchase we will get salt to them</p>
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Matters Arising from Previous Issue Sheet	Response
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<p>Item 20: (Previous sheet item 18) <i>Poor road surface between Callow and Belmont (Haywood Lane).</i> <i>Problem made worse by HGVs using it as a rat-run</i> Road surface is still atrocious</p>	<p>Response given at meeting: Joe Neil: Work is underway and is being done in sections. Some patching has already taken place.</p>
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New Issues	Response
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<p>Issue 21: The Unitary Development Plan (UDP) and its replacement, the new Local Development Framework (LDF) – how will it support village life?</p>	<p>Response given at meeting: Geoff Hughes: The UDP runs till 2011 and will then be replaced by LDF which will cover how rural life and the countryside will be sustained. The document identifies approximately 40 main villages and hubs; i.e. places where rural services should be sustained and developed.</p>
<p>Issue 22: The change of use of a local public house was based on UDP viability conditions. How can we use the LDF to sustain such assets?</p>	<p>Response given at meeting: Cllr Richard Smith: The Castle Inn at Little Birch closed and part of it is now used for residential purposes. The proprietor has not re-opened the licensed premises and we have no recourse to force them to re-open. Cllr Blackshaw: The new LDF will enable us to be more flexible.</p>

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New Issues	Response
<p>Issue 23: Cllr Smith: Parish councils want to have a better understanding of when contractors will be mobilised, and which roads will be covered and which will not.</p>	<p>Response given at meeting: Ruth Kinsella: A lot of information is on the website but we can summarise for a particular area.</p>
<p>Issue 24: Dog fouling outside Much Birch School is horrendous</p>	<p>Response given at meeting: Craig Sandman: Dog control orders have now come into effect. We will issue fixed penalties if necessary. 2 dog wardens and 4 enforcement officers are now available. Please contact us and we will investigate. 01432 261800</p>
<p>Cllr Smith thanked Wendy Coombey for her effective chairing of this and previous PACT meetings.</p>	