

## **Much Birch Parish council**

Ward member report, March 2016

### NDP

Sam Banks from Herefordshire Council gave an informative presentation on neighbourhood planning to an audience from Much Birch on 9<sup>th</sup> February and there appeared to be a reasonable number of potential volunteers in attendance. I look forward to an update from the Parish council on this matter.

### Parking on Tump Lane

I have organised a meeting with Herefordshire Housing (HH) on 01.03.16 to discuss the parking problems for residents on Tump Lane, this was raised by Mrs. James at 32 Tump Lane who can rarely park near her house and was recently told by HH that she had to park on the main road which is not an ideal solution. I will update the PC on this meeting

### Traffic and speed limit order requests (update from Graham Hornsby)

Hello Councillor Harlow,

As requested I can update you as follows:

The prioritised waiting list for Traffic and Speed Limit Order requests was updated in early January 16 and is currently in its first draft form and contains 152 requests for investigations into the provision of Orders or changes to existing Orders.

Within that 152 the following requests which are of interest to you are positioned at:

**A466 Wormelow Village and Tump Lane** – reduction of existing 40 mph speed limit to 30 mph - number 7

**Tump Lane weight restriction** – number 18 ( though if appropriate it could be investigated and progressed at the same time as the investigation into the speed limit in Tump Lane)

**Review of existing waiting restrictions adjacent to Much Birch School (and surrounding area)** – number 34

**Review of the existing 60 mph speed limit between Much Birch School and Kings Thorn** – number 131

You will note I mention above that the list is in draft form. This is because there is currently a review of the list being undertaken with a view to possibly grouping together certain types of requests with consideration being given to outsourcing elements of this work. The aim being to work through the waiting list quicker.

However, due to this review being *work in progress* it is difficult to give a meaningful estimate of the timescales associated with the above mentioned requests but as soon as the situation becomes more certain I will update you accordingly.

I am sorry for the uncertainty regarding the timescales but I hope this information is sufficient for now to answer any queries.

Kind regards

Graham

**Graham Hornsby**

**Traffic Regulation Order Officer** | Balfour Beatty

### Roads – City Link road.

Most of the preparation for building this road is coming to an end and procurement of the main contractor will be concluded during February. Several contractors have shown interest and we are hopeful of a competitive tender to build this project. Considerable amounts of Asbestos has been found and disposed during the course of preparing the site. We hope to see completion of this road link Mid-summer 2017.

### Hereford Bypass

The original draft proposals looked at a potential corridor for the Hereford Relief road from the A49 in the south, going west of the city to the A49 in the north, and consideration to continue to the A4103 Worcester road. This corridor is subject to route selection in phases in conjunction with all statutory partners.

The first phase is the South Wye link from the A49 south to the A465 Abergavenny road, which should be subject to a planning application in March 16. Over the last couple of months and following the first planning consultation, some additional work has been required to deal with issues raised by a statutory consultee. Having satisfied these concerns a further consultation period will follow ahead of the planning application coming to Planning committee.

The route selection went through a comprehensive process and consultation which enabled a successful bid for funding to build the road and do some additional sustainable travel options in and around Belmont. Subject to normal processes and procedures, phase 1 of the relief road (South Wye Link) will begin once planning is approved.

The process for the further sections of the HRR are in place and a considerable amount of work will be required for route selection within the corridor, archaeology and preparation of plans for consultation and adoption, and ensuring all funding opportunities through the many channels open to us, are pursued.

It must be stressed that Herefordshire has adopted the Core Strategy after years of consultation. The Western Relief Road is adopted as part of that strategy because it opens up the infrastructure to allow the strategic housing sites to be built out and sends a message to business that Herefordshire Council will support business growth by having infrastructure in place to get in, out and around Hereford.

To support our priorities of adult and children wellbeing and economic growth, this county must invest in the minimum requirement of a bypass for the city to unlock the potential for housing and business opportunity to raise our income level to support the priorities.