



Herefordshire Council

HEREFORD TRANSPORT PACKAGE HEREFORD BYPASS

Preferred Route Report



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Preferred Route Report

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EXECUTIVE SUMMARY

This Preferred Route Report presents the findings of the recent technical and environment assessment work as well as the Phase 2 Public Consultation findings, which were considered together, to inform the selection of the Red Route Corridor option as the recommended Preferred Route for the Hereford Bypass.

The Hereford Bypass forms part of the Hereford Transport Package (HTP), which combines a bypass with walking, cycling, bus and public realm improvements. The aims of the HTP seek to address a number of transport challenges:

- Delays for long distance journeys.
- Barriers to growth.
- Safety.
- Poor local and regional connections.
- Health and the environment.

The Objectives are:

- Facilitating economic growth.
- Encouraging sustainable development.
- Improving regional connectivity.
- Provide network resilience.
- Encouraging healthier lifestyles.
- Improve air quality and reduce noise.
- Reduced severance.
- Improving safety.

Seven possible route corridor options were considered for the Bypass from within the Core Strategy Corridor adopted by the Council in 2015. These were individually appraised against relevant National and Local Policies, Plans and Guidance as well as the appropriate Legislation. The Route Options were then assessed using the methodology set out in Design Manual for Roads and Bridges (DMRB) Advice Note “Choice Between Options for Trunk Road Schemes (TA 30/82)”, in particular the ‘pair-wise’ comparison method. All work has been undertaken in accordance with WebTAG guidance.

The engineering and environmental assessments of the seven possible route corridor options were undertaken in accordance with DMRB and reported in the following reports:

- Stage 2 Scheme Assessment Report; and
- Stage 2 Environment Assessment Report.

The route selection process is reported in the Route Selection Report. This concluded the Red option is the best performing route.

The findings of public consultation on the seven Route Corridor options is reported in the Phase 2 Public Consultation Report. This concluded there was no clear preference for any of the Route Corridor options.

A final assessment of the route selection process combined with the public consultation concluded the Red Route Corridor option should be taken forward as the Preferred Route for the Hereford Bypass.

1 INTRODUCTION

1.1 PURPOSE OF THE PREFERRED ROUTE REPORT

1.1.1. This Preferred Route Report (PRR) presents a summary of the findings of the recent technical and environmental assessment work undertaken to select the best performing route corridor option for the Hereford Bypass. It also provides a summary of the Phase 2 Public Consultation findings, which has informed the final recommendation of the Preferred Route for the Bypass.

1.1.2. This PRR details the approach for the selection of the Preferred Route and has considered the following;

- Policy background – section 2
- Assessment Process – section 3
- Engineering Assessment – section 4
- Environmental Assessment – section 5
- Route Selection Assessment – section 6
- Public Consultation Assessment – section 7
- Preferred Route Assessment and Recommendation – section 8

From the assessments, appraisals and public consultation the Preferred Route has been identified as the Red Route option.

1.1.3. The hierarchy of these reports is as follows:

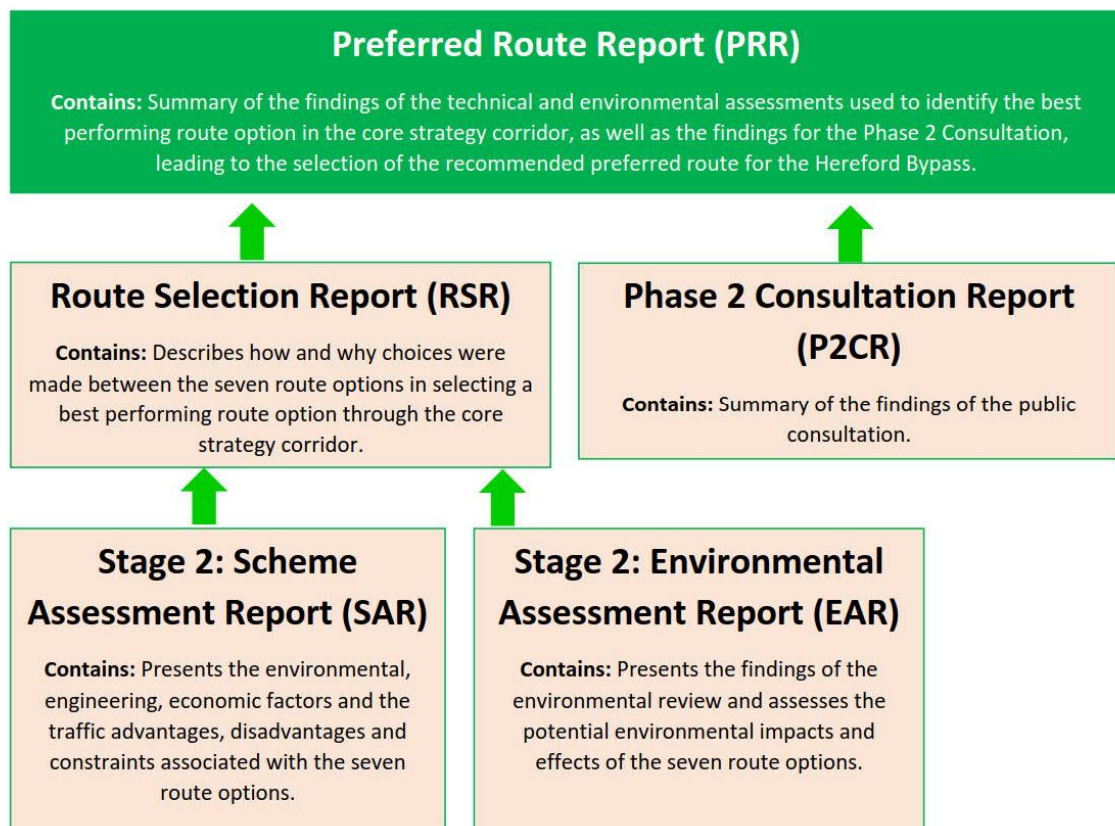


Figure 1 – Hereford Bypass - Preferred Route Documents

1.2 AIMS, BENEFITS AND OBJECTIVES OF THE HEREFORD TRANSPORT PACKAGE

1.2.1. The Hereford Transport Package (HTP) will combine a bypass to the west of Hereford city together with walking, cycling, bus and public realm improvements to encourage people to travel more sustainably for short distance journeys within the city.

1.2.2. The aim of the HTP is to address a number of the current transport challenges in Hereford including:

- Delays for long distance journey times.
- Barriers to growth.
- Safety.
- Poor local and regional connections.
- Health and the environment.

These aims are set out in more detail in the Route Section Report (RSR).

1.2.3. The objectives and benefits of the HTP are:

Objectives	Benefits
Facilitating economic growth	Reducing peak hour journey time across the City and improving access to, and the expansion of, Hereford Enterprise Zone. ■ Reducing congestion ■ Enabling job creation at the Enterprise Zone ■ Shorter and more reliable journey times on the A49 ■ Reducing traffic volumes over A49 Greyfriars Bridge
Encouraging sustainable development	Creating attractive alternatives to car usage for journeys within the City. ■ Improving the walking and cycling network in Hereford ■ Improving the roads and public realm for walking and cycling
Improving regional connectivity	Improving local and regional connections through better and more reliable journey times on the A49 ■ Improved connections for Hereford to the wider region ■ More reliable journey times on the A49 ■ Taking through-traffic away from Hereford ■ Fewer goods vehicles through Hereford
Provide network resilience	Reducing the impact of accidents, breakdowns, and maintenance work on the City's main road network. ■ Less disruption when incidents affect A49 Greyfriars Bridge ■ Alternative high standard route crossing the River Wye
Encouraging healthier lifestyles	Encouraging people to walk and cycle for short distance trips in the city ■ Enabling and improving the active travel network
Improve air quality and reduce noise	Lowering levels of air pollution and noise from traffic in the City centre ■ Less noise from fewer goods vehicles routing through Hereford ■ Improved air quality by reducing the number of heavy goods vehicles travelling through the City
Reduce severance	Improve connections for pedestrians and cyclists ■ Easier and safer to travel along and across the City's main roads ■ Improved access to local facilities ■ Better walking and cycling links between communities and the City centre

Objectives	Benefits
Improving safety	Improve safety for all road users - Rerouting heavy goods vehicles to the bypass - Safer crossing at busy roads and junctions - Fewer collisions on Hereford's roads - Higher safety standards on the bypass

Table 1 – Hereford Transport Package Objectives and Benefits

1.3 THE PROPOSED HEREFORD BYPASS

- 1.3.1. The Core Strategy Corridor for the Hereford Bypass was defined by the Core Strategy and adopted by Council in 2015.
- 1.3.2. The proposed Hereford Bypass would provide additional network capacity and a new river crossing thereby reducing congestion in the city centre and freeing up road space for walking, cycling, bus and public realm improvements. The bypass would also support the delivery of 6,500 new homes and 6,000 jobs, a new university and expansion of the Hereford Enterprise Zone – all initiatives within the Herefordshire Local Plan Core Strategy 2011 – 2031.
- 1.3.3. It would link the A465 Principal Road in the south to the A49 Trunk road in the north over a length of approximately 8km. The road will cross the River Wye on a viaduct with piers located in the flood plain but outside of the Special Area of Conservation (SAC).
- 1.3.4. A detailed description of the proposed Bypass is set out in the Stage 2 Scheme Assessment Report (SAR2).

1.4 ROUTE CORRIDOR OPTIONS

- 1.4.1. Previous work undertaken in 2017 resulted in the 'long list' of 24 route corridor options reducing to the 7 'short list' route corridor options shown below (and in Appendix A), which were presented at the Phase 2 Public Consultation.
- 1.4.2. Each of the 'short list' of route corridor options share a number of commonalities (listed below):
 - Start at the A465 to the south, with the proposed western junction of the Southern Link Road (SLR), to provide an A49 to A49 bypass of the city centre, (in combination with the SLR).
 - End at a proposed junction with the A49 to the north of the city centre.
 - Provide connectivity with A438 Kings Acre Road and the A4103 Roman Road.
 - Have high level crossings of the River Wye and low level at Yazor Brook.
 - Avoid key environmental constraints and minimise disruption to the built environment.
 - The road standard for each route option would be the same.
 - Same horizontal alignment to the east of Canon Pyon Road.
- 1.4.3. Each of these route corridor options lie within what is defined as the Core Strategy Corridor. Each route corridor option has been individually appraised and their benefits are summarised in the Route Selection Report.
- 1.4.4. Further details and the engineering and environmental assessments of the route corridor options can be found in the Stage 2 Scheme Assessment and Stage 2 Environmental Appraisal Reports.

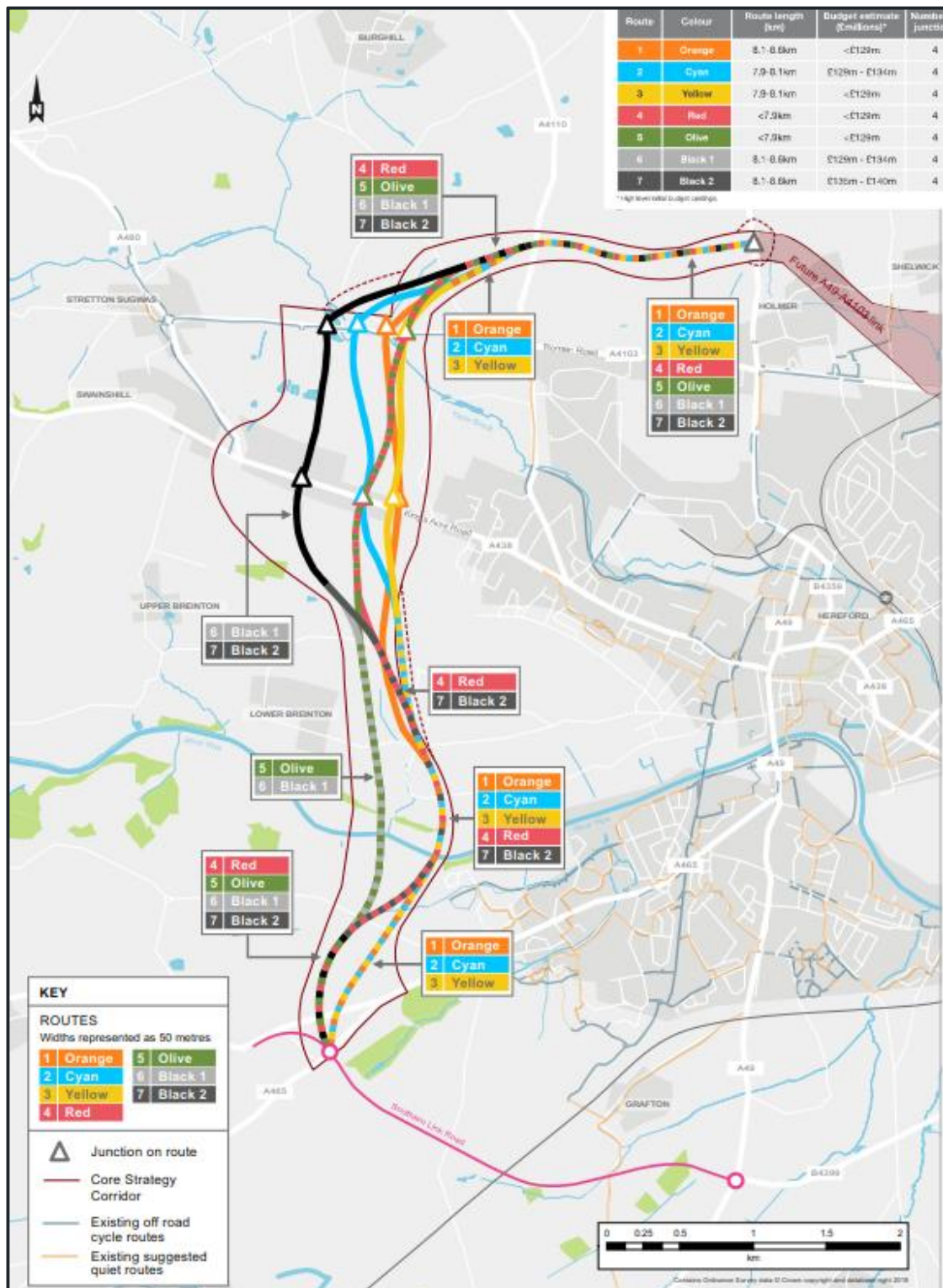


Figure 2 – Short List Corridor Options

2 POLICY BACKGROUND

2.1 POLICIES

- 2.1.1. The Route Selection Report (RSR) sets out full details of the relevant National and Local Policies, Plans and Guidance as well as the appropriate Legislation used in the assessment of the Best Performing Route. This includes the relevant Neighbourhood Development Plans within Herefordshire.
- 2.1.2. The National Policy Statement for National Networks (referred to as NNNPS) and the National Planning Policy Framework (NPPF) are critical documents in the determination of the Preferred Route providing guidance on the relevant weightings of the issues being raised.
- 2.1.3. The NPS states *“The Secretary of State will use this NPS as the primary basis for making decisions on development consent applications for national networks nationally significant infrastructure projects in England”*.
- 2.1.4. The NPS also refers to the NPPF *“The overall strategic aims of the NPPF and the NPS are consistent; however, the two have differing but equally important roles to play”*.

3 ASSESSMENT PROCESS

3.1 INTRODUCTION

- 3.1.1. As part of the Herefordshire Local Plan Core Strategy 2011 – 2031 review process, the Council considered possible bypass corridors both east and west of the city, and inner and outer corridors to the west. These corridor options were tested through the Local Plan Core Strategy Examination in Public in 2014. The corridor to the west of the City along the inner corridor was adopted as part of the Core Strategy and confirmed by an independent Planning Inspector. This was called the Core Strategy Corridor. Whilst the corridor has a statutory designation, any bypass must still consider local conditions and constraints, as well as the national and local planning policy context. Care must also be taken to maintain the balance of effects overall, so that the transport benefits of the scheme outweigh any potential local harm. If these are satisfied then the route may achieve planning consent.
- 3.1.2. Following the publication and acceptance by Herefordshire Council Cabinet of the recommendations of the Corridor Assessment Framework (CAF) in January 2018, which assessed the long list of 24 route corridor options, additional technical development of the shortlisted seven route corridor options has been undertaken. These were assessed technically and appraised environmentally in accordance with the Design Manual for Roads and Bridges (DMRB). These are reported within the following documents: -
- Stage 2 Scheme Assessment Report (SAR2)
 - Stage 2 Environmental Assessment Report (EAR2)

3.2 ASSESSMENT PROCESS

- 3.2.1. The seven route corridor options were reviewed and assessed further during a series of Route Selection Workshops, which included technical specialists; highway designers, environmental specialists, transport planners, town planners, construction specialists and representatives of Herefordshire Council. The observations made at these workshops are recorded in the RSR Summary Matrix tables attached to the Route Selection Report
- 3.2.2. The route selection methodology takes into account NNNPS, NPPF and the Local Development Plan, and considers local issues to arrive at a best performing route option. The policy context forms the framework to consider the adverse impacts and benefits of the scheme when choosing between routes in the Core Strategy Corridor.
- 3.2.3. The methodology was informed by the DMRB Advice Note "Choice Between Options for Trunk Road Schemes (TA 30/82)", in particular the 'pair-wise' comparison method. This method is used regularly by Highways England and Local Highways Authorities in choosing a Preferred Route for major highway improvement schemes.
- 3.2.4. A description of the process, assessment and results can be found in the Route Selection Report (RSR) and in section 6 of this Report.

4 ENGINEERING ASSESSMENT

4.1 INTRODUCTION

4.1.1. The DMRB is used for the assessment of trunk roads and motorways and is the most relevant and applicable set of guidance for the assessment of all highway projects. It has been adopted for the assessment of route corridor options for the proposed Hereford Bypass. The Engineering Assessment of these route corridors has been based on the DMRB TD 37/93 Scheme Assessment Reporting (SAR). This Standard sets out the general requirements for the reporting of scheme assessments.

4.1.2. The main aims of the SAR process are: -

- To permit consideration of the likely environmental, economic and traffic effects of alternative proposals; and
- To allow the public and statutory bodies to comment on proposals taking account of their environmental, economic and traffic implications.

4.1.3. Within the TD 37/93 standard there are three stages of assessment reporting dependant on the stage of scheme development maturity:

Stage 1 - identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with broadly defined improvement corridors

Stage 2 (Current stage) – identify the factors to be taken into account when choosing alternative routes or improvement schemes and to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those routes or schemes;

Stage 3 - identify clearly the advantages and disadvantages, in environmental, engineering, economic and traffic terms, of the preferred route or scheme option. A particular requirement at this stage is an assessment of the significant environmental effects of the project.

4.1.4. The Hereford Bypass project is currently at Stage 2 (as aligned to the DMRB TD37/83) so a Stage 2 Scheme Assessment Report has been produced.

4.2 PURPOSE OF THE STAGE 2 SCHEME ASSESSMENT REPORT

4.2.1. The purpose of the SAR2 as determined by TD 37/93 is to “...identify the factors to be taken into account in choosing alternative routes or improvement schemes and to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those routes or schemes”

4.2.2. The report structure follows TD37/93 advice with an assessment of the latest engineering, environmental and traffic forecasting considered.

4.3 CONSIDERATIONS FOR PREFERRED ROUTE RECOMMENDATION

4.3.1. The following design elements have been identified through the development of the routes as being variable across all the routes and therefore requiring further consideration when identifying a Preferred Route.

- **Earthworks Balance** – the overall aim is to provide a scheme which seeks to optimise the materials excavated with those needed to construct embankments and cuttings as the import or export of material from the construction site would result in a significant cost.
- **Earthworks and Environmental Impacts** – some of the options require deep cuttings or high embankments which may have an effect on various environmental impacts such as views, noise and landscape setting.
- **River Wye crossing** – the bridge crossing options over the River Wye differ in length, height, geometry and cost as well having different environmental impacts.

- **Yazor Brook crossing** – Each of the options requires construction of a road crossing over the Yazor Brook and associated flood plain. The different locations associated with each crossing option will have varying impacts on the type of structure required, the environment and the construction costs.
- **Properties** – the aim is to minimise the effect on properties and agricultural buildings for each of the options.

4.3.2. The results of the assessments as reported in the SAR2 was used to inform the Route Selection Workshops and reported within the Route Selection Report (RSR).

5 ENVIRONMENTAL ASSESSMENT

5.1 INTRODUCTION

- 5.1.1. A Stage 2 Environmental Assessment Report (EAR2) has been produced that presents the findings of an environmental review and assessment of the seven route corridor options for the Hereford Bypass.
- 5.1.2. The results of these assessments, as reported in the EAR2, was used to inform the Route Selection Workshops and reported within the Route Selection Report (RSR).

5.2 PURPOSE OF THE STAGE 2 ENVIRONMENTAL ASSESSMENT REPORT

- 5.2.1. The EAR2 has been completed in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 11 and the Interim Advice Note 125/15: Supplementary guidance for users of DMRB Volume 11 'Environmental Assessment' for all environmental factors set out in the Infrastructure Planning (EIA) Regulations 2017, namely:

- Air Quality
- Green House gases
- Noise and Vibration
- Landscape
- Cultural Heritage
- Ecology and Nature Conservation
- Water and Drainage
- Geology and Soils
- Materials and Waste
- People and Communities
- Population and Health
- Climate Change
- Cumulative Effects

- 5.2.2. A combination of simple and detailed assessments in the preparation of this Report, as set out in the methodology sections of the individual topic chapters, has been undertaken and each topic has considered the potential environmental impacts associated with the construction and operation of the bypass.

Available information was gathered and reviewed by various methods including:

- literature research
- desktop reviews of previous studies and reports
- consultations
- assessments
- surveys
- site visits and investigations, and
- existing maps

5.3 CONSIDERATIONS FOR PREFERRED ROUTE RECOMMENDATION

- 5.3.1. The following key environmental issues have been identified through the assessment undertaken and therefore require consideration when identifying a Preferred Route.

Air Quality - The increases in emissions from all route corridor options is small and there are no exceedances of air quality thresholds for human health. Therefore, the impact of air quality on human health was not considered in identifying a Preferred Route.

Noise and Vibration – The number of properties that would exceed the Significant Observed Adverse Effect Level (the level above which significant adverse effects on health and quality of life occur) and qualify under the Noise Insulation Regulations for entitlement to noise insulation treatment has been assessed.

Landscape – The route corridor options have the potential for direct impacts on Landscape Character and views in the area including from numerous Public Rights of Ways and residential areas.

Trees – Ancient woodland, community woodland, orchards and numerous Ancient, Veteran and Notable trees have been recorded throughout the study area. The impact of the route corridor options on these features has been assessed.

Cultural Heritage – Listed structures, scheduled monuments, conservation areas are located throughout the study area. The impact on the setting of these features has been assessed. There are also a number of unregistered park and gardens and recorded archaeology in the area and the impact on these features has also been assessed.

Ecology and Nature Conservation – A number of European, National and Local designated ecological sites are located throughout the study area. In addition a number of important habitats and protected species have been surveyed in the area that could be affected by the routes.

Water and Drainage – A number of watercourses (and associated flood plains) in particular the River Wye, the Belmont Stream, the Warham House Tributary and the Yazor Brook could be affected by the routes. There are also a number of groundwater resources in the area that could be affected.

People and Communities - The routes cross over several roads and lanes potentially having a major impact on motorised users during the construction phase. The routes also cross several Public Rights of Way (PRoWs) and bridleways and the Wye Valley Walk along the River Wye. Some routes also pass through fields associated with the Hereford Community Farm, Greenbank Meadow (Queen Elizabeth II Diamond Jubilee Field in trust managed by the Herefordshire Wildlife trust) and Drovers Wood community woodland.

6 BEST PERFORMING ROUTE SELECTION: THE ROUTE SELECTION REPORT

6.1 INTRODUCTION

- 6.1.1. An overview of the Assessment Process is set out in Chapter 3 of this Report. This section provides more details of the results of the process and findings for each of the options, which is reported within the Route Selection Report (RSR).
- 6.1.2. The NNNPS states that all projects should be subject to an options appraisal, which should consider viable mode alternatives as well as other options (paragraph 4.27).
- 6.1.3. Although the planning route has not yet been confirmed, during the Development Consent Order Examination process (if adopted as the planning consent route), the Examining Authority does not normally reconsider the appraisal process undertaken to support investment decisions (WebTAG) provided it is satisfied that a proportionate consideration of alternative options has been undertaken. The RSR sets out this process in more detail.
- 6.1.4. As set out in Section 3 the methodology adopted by Highways England to identify a preferred route has been used in this assessment. This selection methodology has been informed by the DMRB document TA 30/82 'Choice Between Options for Trunk Road Schemes', in particular the 'pair-wise' comparison method. This method of comparing options is described in Paragraph 4.5 of TA 30/82 DMRB Volume 5:
"Where there is a large number of options, one method of cutting the problem down to a more manageable size is to compare the options, two at a time, eliminating the least favoured in turn. The advantage of this method is that the problem is sub-divided into a discrete number of smaller problems. This approach is particularly helpful in presenting a recommendation and it enables the reasons behind past decisions to be traced without ambiguity. It is particularly suitable where options fall into recognisable groups with a key feature in common. For example, it may help to identify both the best route north of a town and the best route south of a town before comparing those best routes one with another. Similarly, alternative routes with substantial sections in common might be looked at first"
- 6.1.5. To gain consent any recommended route must have considered and taken into account local conditions and constraints, as well as the national and local planning policy context. The policy context forms the framework within which to weigh up the adverse impacts and benefits of the scheme when choosing between routes.
- 6.1.6. A full explanation of the process adopted is described in the Route Selection Report (RSR).

6.2 PURPOSE OF THE ROUTE SELECTION REPORT

- 6.2.1. The purpose of the RSR is to set out the results of the assessment of the engineering elements of the routes (engineering, planning and environmental) using the DMRB pairwise process and also taking national and local policies into account. The process compares all the routes equally so that the Best Performing Technical Route can be further considered alongside the outcomes of the Public Consultation.
- 6.2.2. The outcome of this process has resulted in the Red Option being identified as the best performing technical route. The analysis and findings of this assessment process is described in the Chapter 8 of this Report.

7 PUBLIC CONSULTATION ASSESSMENT

7.1 INTRODUCTION

- 7.1.1. The Phase 2 Public Consultation period was held for a six-week period, from 6th February 2018 to 20th March 2018, although responses via Easy Read were accepted until Monday 23rd April 2018. The results of this Consultation are reported in the Phase 2 Consultation Report.
- 7.1.2. There were a series of exhibitions held at a number of venues across the City and all consultation information and materials were made available on the consultation website.
- 7.1.3. A brochure and associated questionnaire sought views on support for the overall HTP, options for the proposed Bypass, opinions on possible walking, cycling, bus and public realm improvements, and information on respondents' travel habits in and around Hereford.

7.2 PURPOSE OF THE PUBLIC CONSULTATION REPORT

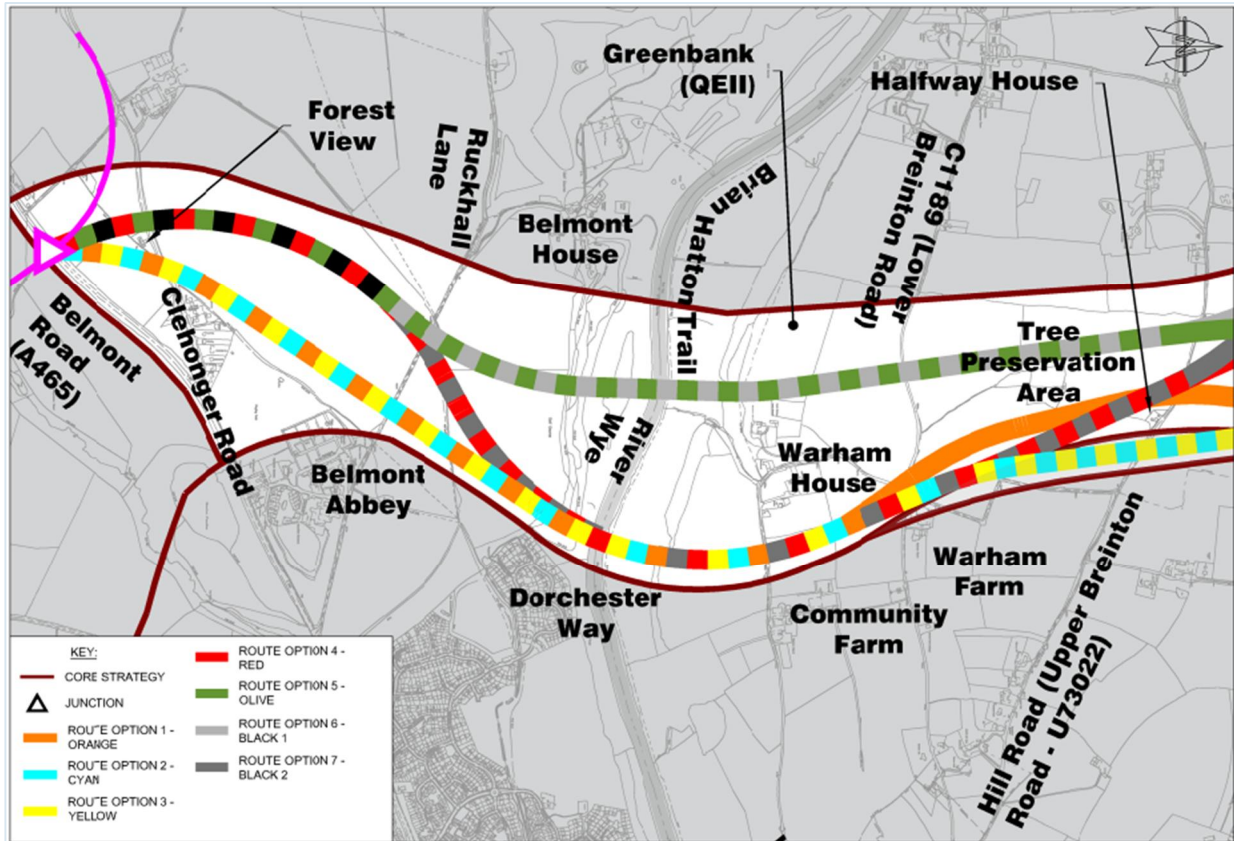
- 7.2.1. The consultation sought feedback on the existing issues and concerns of all respondents and whether there was a need for an improvement scheme. It also asked for feedback on the options presented, and any alternative solutions.
- 7.2.2. The consultation responses were used to inform the selection of the Preferred Route and will inform the future design requirements during the development phases of the Preferred Route.
- 7.2.3. The Public Consultation Report (PCR) provides a summary of the responses, feedback, key issues and concerns raised by the public and stakeholders gathered during the Consultation.
- 7.2.4. The report details how the public were informed, how the options were presented, the responses received from members of the public, statutory stakeholders and other bodies, and how the feedback has been analysed and considered.

7.3 SUMMARY OF FEEDBACK ON THE HEREFORD BYPASS

- 7.3.1. 4624 responses were received of which 2872 agreed that the HTP Objectives would address the transport problems in Hereford. 1795 respondents agreed that a bypass should form part of the HTP, and 1747 indicated a route corridor option that they preferred.
- 7.3.2. Those 1747 respondents were asked to rank their preference of the seven route corridor options, where their favoured preference scored 7 points and their least preferred route scored 1 point
- 7.3.3. In addition, the respondents were asked to comment on the route corridor options. Arising from that were positive comments on the route's length, location in the corridor and proximity to the city. Respondents' comments also suggested that the level of house demolition and land acquisition was influential in their ranking of the routes. Further details of the responses can be found in the PCR
- 7.3.4. From the analysis carried out it can be concluded that all route corridor options exhibited at the public consultation received a fairly equal level of support. The analysis does not provide a clear overall preference for any of the shortlisted route corridor options. This is emphasised by the number of people who did not indicate a preference.
- 7.3.5. It was therefore recommended all options should be taken forward for consideration as the Preferred Route.

8.2.2. These Elements were then sub-divided as follows:

8.2.3. **Element 1 – Existing A465 to Hill Road (Upper Breinton Road – U73022)**



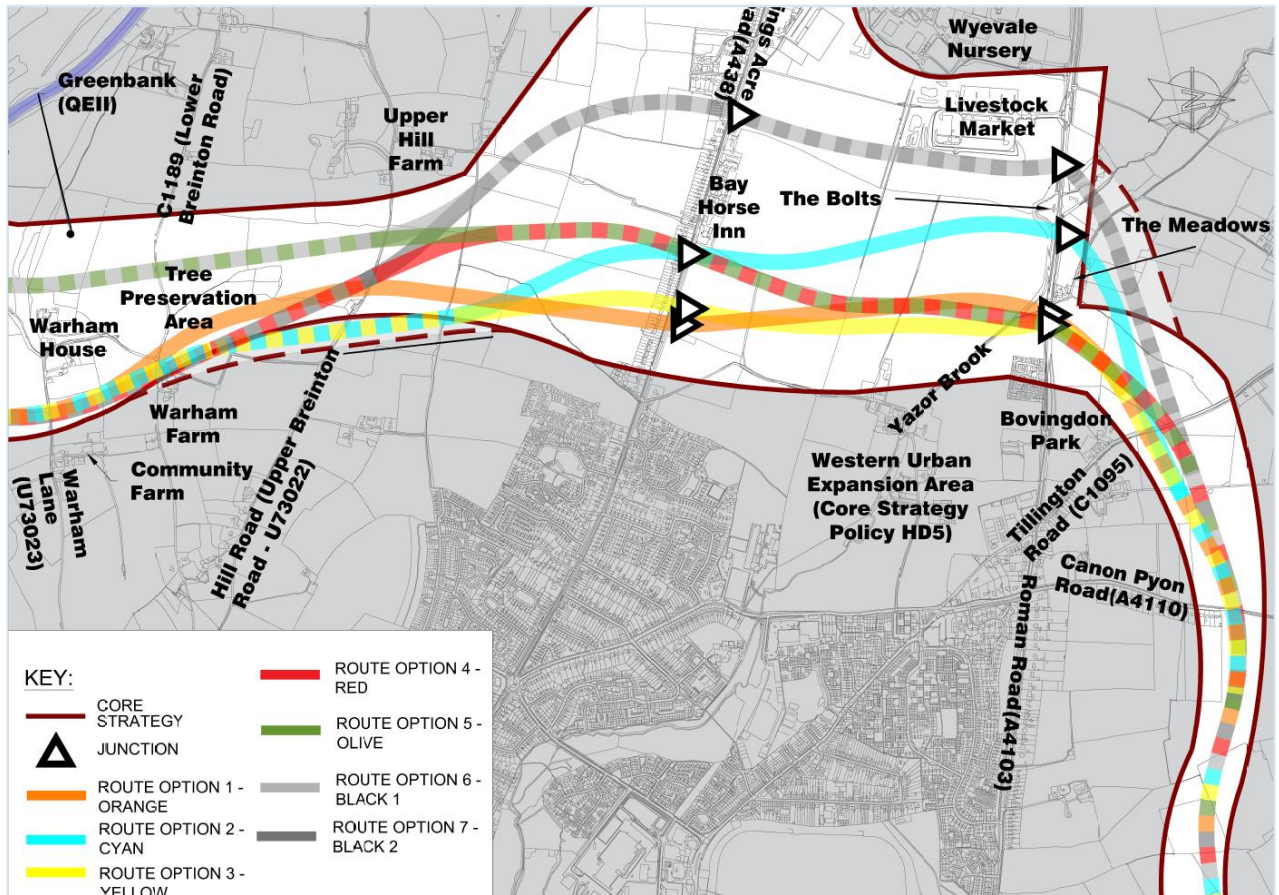
Sub Element 1.1 - Existing A465 to Ruckhall Lane (Red/Olive/Black1/Black2 performs best).

Sub Element 1.2 - Ruckhall Lane and Wye Bridge Crossing to Warham Lane (U73023) (Red/Black2 performs best)

Sub Element 1.3 - Warham Lane (U73023) to Hill Road (Upper Breinton Road – U73022) (Red/Black2 performs best).

The assessment process concluded the Red and Black 2 options were the best performing route corridor options in Element 1 as a whole.

8.2.4. Element 2 – Hill Road (Upper Breinton Road – U73022) to Canon Pyon Road



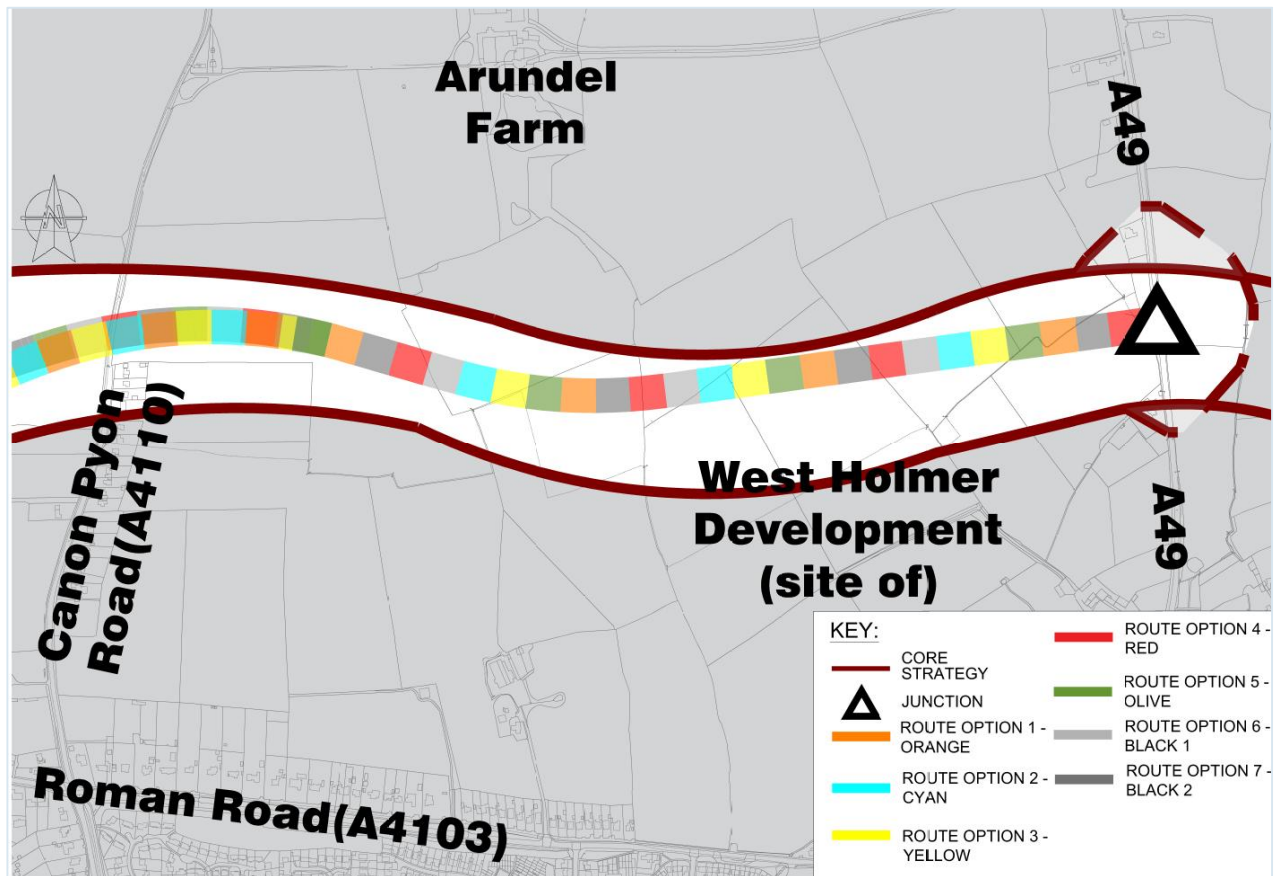
Sub Element 2.1 - Hill Road (Upper Breinton Road – U73022) to Kings Acre Road (Red/Olive performs best)

Sub Element 2.2 - Kings Acre Road to Roman Road (Red/Olive performs best)

Sub Element 2.3 - Roman Road to Canon Pyon Road (Red/Olive performs best)

The assessment process concluded the Red and Olive options were the best performing route corridor options in Element 2 as a whole.

8.2.5. Element 3 – Canon Pyon Road to existing A49 – No Difference between alignment of routes – therefore All Routes Applicable



As only one option was presented to the Public no assessment was undertaken for this Element. As a result, the assessment process concluded all route corridor options were similar in terms of best performing for Element 3.

8.2.6. Summary of the Individual Element Assessment Process

From the above assessment process the Red Route option has been determined as the Best Performing Route as it performs best in all Elements (and Sub-Elements) compared to all other options.

The Route Selection Report sets out the detailed Element Assessment Process summarised above.

8.3 PHASE 2 PUBLIC CONSULTATION REPORT ASSESSMENT RESULTS

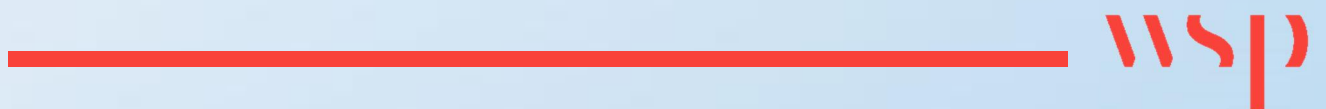
8.3.1. As set out in Section 6 of this Report the overall results of the Consultation do not show a clear preference for a route corridor option. Accordingly, the Route Selection Report is the primary assessment process from which a conclusion for a preferred route can be drawn.

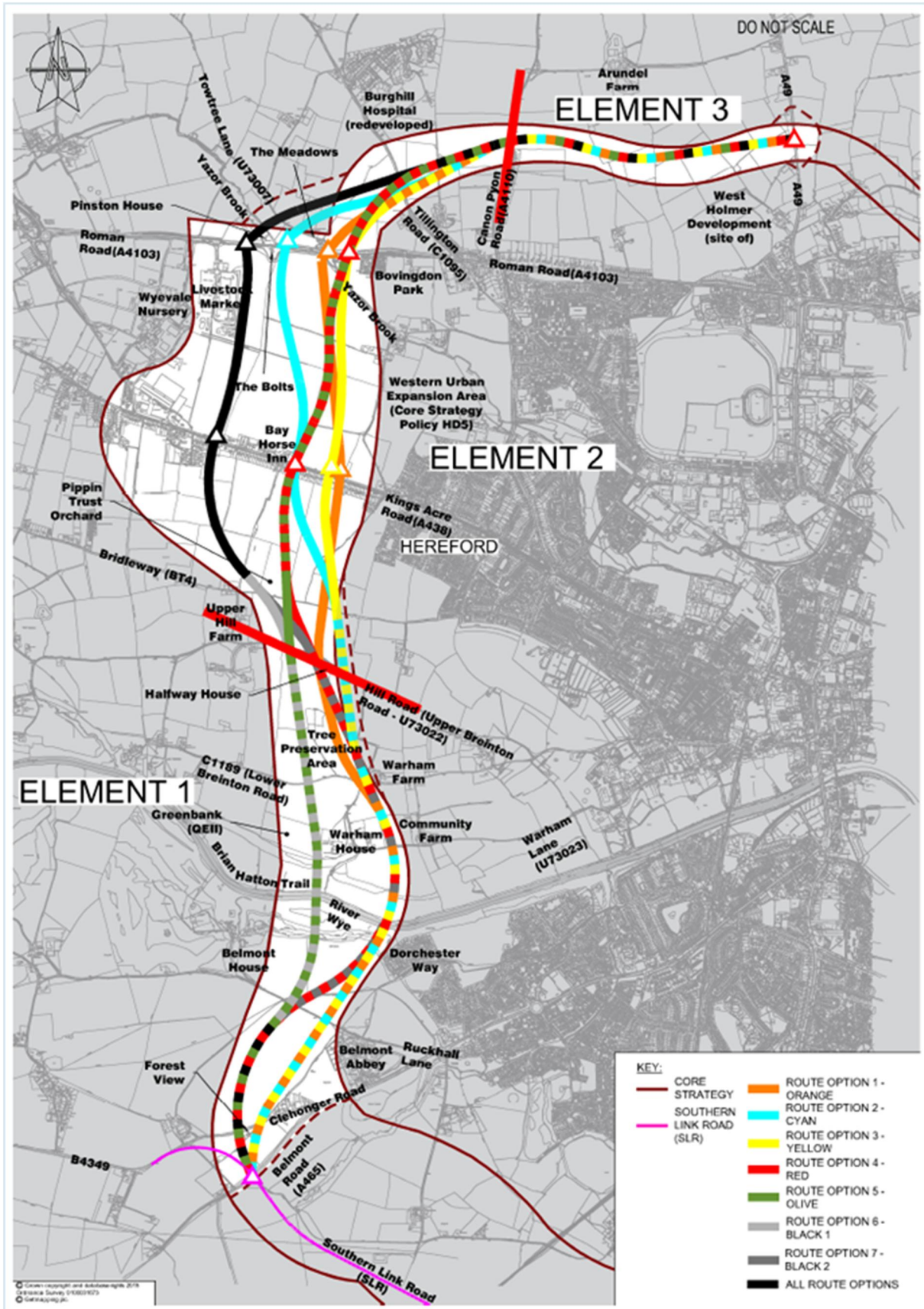
8.4 RECOMMENDED PREFERRED ROUTE

- 8.4.1. The findings of the Best Performing Route Selection Process and the Phase 2 Consultation Report were brought together to identify the recommended Preferred Route. A review was held with the relevant technical specialists and Council officers to consider all the available information.
- 8.4.2. The attendees considered the findings of the seven route corridor options assessed in the Route Selection Report along with the public consultation responses pertaining to the exhibited bypass options.
- 8.4.3. This assessment process confirmed the Red Route Corridor option was the best performing route that met the criteria and performed the best in the pair-wise comparison.
- 8.4.4. As the public consultation didn't identify a clear stated preference for any of the options it was concluded the Red Route Corridor option should be taken forward as the Preferred Route for the Hereford Bypass. See Appendix B for details of the Red Route Corridor.

Appendix A

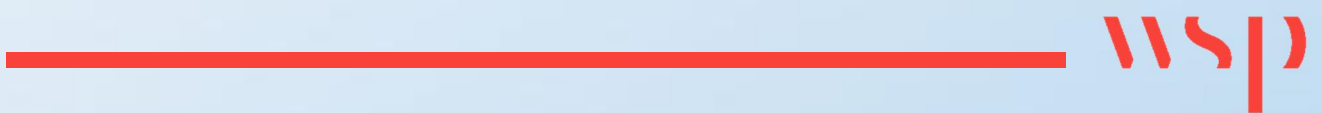
SHORT LIST OF ROUTE CORRIDOR OPTIONS

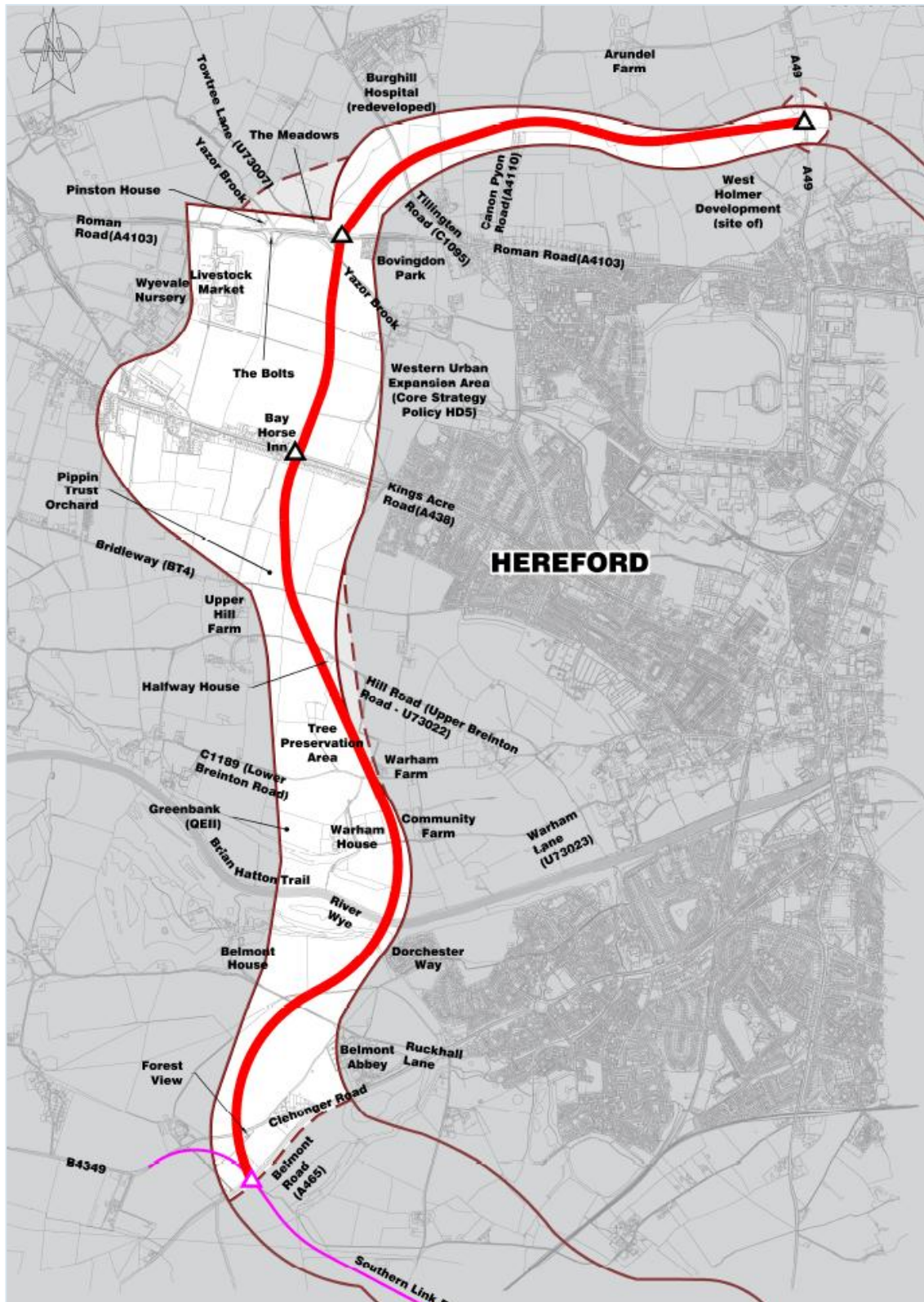




Appendix B

PREFERRED ROUTE: RED CORRIDOR







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