

**Written statement of a key decision**  
**Cabinet**

<b>Title</b>	<b>Hereford Transport Package (HTP)</b>
Decision maker	Cabinet Information about cabinet, including the names and contact details of the cabinet members, can be found here: <a href="http://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251">http://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251</a>
Date of decision	
Report exemption class	Open
Reason for being a key decision	<p>This is a key decision because it is likely to result in the council incurring expenditure which is, or the making of savings which are, significant having regard to the council's budget for the service or function concerned. A threshold of £500,000 is regarded as significant.</p> <p>This is a key decision because it is likely to be significant having regard to: the strategic nature of the decision; and / or whether the outcome will have an impact, for better or worse, on the amenity of the community or quality of service provided by the authority to a significant number of people living or working in the locality (two or more wards) affected.</p>
A notice was served in accordance with Part 3 (Key decisions) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.	
General exception or special urgency (as defined in the constitution)	No
Purpose	To consider: feedback to the HTP Phase 2 consultation, assessment of the shortlist of possible bypass route corridor options, the recommended preferred bypass route corridor, the development of associated walking, cycling, bus and public realm (active travel) improvements and to confirm the scope of the Phase 3 consultation.
<b>Decision</b>	To consider: feedback to the HTP Phase 2 consultation, assessment of the shortlist of possible bypass route corridor options, the recommended preferred bypass route corridor, the

development of associated walking, cycling, bus and public realm (active travel) improvements and to confirm the scope of the Phase 3 consultation.

There are a significant number of technical reports appended to this Cabinet report. There is a diagram in paragraph 25 of this report which summarises this suite of documents and explains how they relate to each other. The documents are as reported to General Scrutiny Committee on 18 July 2018. The following typographical errors have been corrected:

- Paragraph 5.7.1 of the Route Selection Report. The final sentence has been corrected to read “....slightly more intrusive....” rather than “..... slightly less intrusive.....”.
- In paragraph 4.2.7 (Table 7) of the Equality Impact Assessment Report in Appendix 7 the female population of Herefordshire has been corrected to 93,174.
- In paragraph 8.2.3 of the Preferred Route Report in Appendix 5, the compass point has been corrected.
- In Figure 4 of the Route Selection Report in Appendix 4 the compass point has been corrected.

On 18 January 2018, Cabinet approved a shortlist of seven bypass route corridors for the Hereford bypass and authorised that a phase 2 consultation be carried out on the approved shortlist of seven possible bypass route corridors and possible active travel measures to gather feedback to inform the selection of a preferred route and to enable a preferred package of active travel measures to be further developed.

The Hereford bypass, as part of the Hereford Transport Package, is a key infrastructure project that is necessary to drive the economic growth of Hereford and the region. It is identified as a priority within the council's Economic Vision, Local Plan Core Strategy (LPCS) and Local Transport Plan (LTP) and also within the Marches Strategic Economic Plan and Midlands Connect regional transport strategy.

The Hereford Transport Package will:

- Enable the delivery of future housing, employment and educational development by maintaining acceptable peak hour journey times across the city
- Enable the delivery of future housing, employment and educational development by providing attractive alternatives to the private car for journeys within the city
- Enable the improvement of regional connectivity by achieving acceptable peak hour journey times on the A49 through the city
- Ensure the transport network within Hereford is resilient

enough to provide consistent journey times throughout the day

- Encourage healthy lifestyles by encouraging more people to walk and cycle
- Reduce the impacts of transport on air quality and noise within the city
- Protect the quality of the urban realm to enhance pedestrian connectivity in the city
- Improve road safety within the city.

The phase 2 consultation on the Hereford Transport Package took place in February & March 2018 and the outcome of this consultation is summarised in this report and a detailed public consultation report (P2CR) is included in Appendix 1. Over 4300 responses were received during the consultation and the results show a majority support for the objectives identified for the Hereford Transport Package and also for the inclusion of a bypass. Not all respondents expressed a preference for a particular route for the bypass and hence the results do not show a clear overall preference for any of the seven route options. In addition, the results show strong support for the inclusion of active travel measures as part of the package.

It is recognised that proposals for a bypass have the potential to have a significant impact upon local residents and land owners directly affected by proposals. The consultation process sought to ensure those residents and landowners that were affected by the seven route corridors were fully informed of the process and potential implications. As the development of the scheme progresses, the Council will continue to engage with those who may be most affected to ensure they are treated fairly and have all the information they need.

Consultation feedback has been scrutinised in detail alongside a comprehensive technical assessment of the shortlist of possible bypass route corridors. The assessment work is summarised in this cabinet report. In addition, detailed technical reports are appended which set out the work undertaken and the conclusions. The Preferred Route Report (Appendix 5) draws together all the technical work undertaken and concludes with the recommendation that the Red Route be considered for selection as the preferred route for the bypass.

In addition to considering the route for a bypass, the technical work has also considered the development of the active travel measures which would be delivered with the bypass to form the Hereford Transport Package. This is detailed in the Active Travel Measures Report which is also appended to this cabinet report in Appendix 6.

Cabinet is asked to consider these reports and approve the further development of the bypass and active travel improvements. It is recommended that the Red Route be

	selected for further development and be subject to further consultation later this year. This Phase 3 consultation will enable stakeholders to comment on the detail of a bypass scheme based on the Red Route corridor and complementary active travel measures which would make up the package. The results of this consultation would then inform a future cabinet decision to confirm the bypass scheme and associated package measures and to authorise submission of a planning application for the scheme.
Reason for the decision	As set out in the report. Documents relating to this decision are available at <a href="http://councillors.herefordshire.gov.uk/mglIssueHistoryHome.aspx?Ild=I50026491">http://councillors.herefordshire.gov.uk/mglIssueHistoryHome.aspx?Ild=I50026491</a> [Please delete the 'I' between =I# above and delete this message]
Options considered	No decision made.
Declarations of interest (see ▪ below)	
Call-in expiry date (decisions are not subject to call-in where special urgency provisions apply)	

<p>Councillor: .....</p> <p>Cabinet member infrastructure (Councillor PD Price) / Leader of the Council (Councillor JG Lester)</p> <p>[Please amend / delete as appropriate, including this message]</p>	<p>Date</p>
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- a record of any conflict of interest declared by any executive member who is consulted by the member which relates to the decision;
- and
- in respect of any declared conflict of interest, a note of dispensation granted by the relevant local authority's head of paid service.