Herefordshire Council

# HEREFORD TRANSPORT PACKAGE (HTP)

## Phase 2 Consultation Report

JULY 2018

Herefordshire Council

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## Phase 2 Consultation Report

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WSP
WSP House
70 Chancery Lane
London
WC2A 1AF
Fax: +44 20 7314 5111
WSP.com

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| Prepared by | Will Sanderson | Will Sanderson | Will Sanderson | |
| Signature | | | | |
| Checked by | Steve Charman | Steve Charman | Steve Charman | |
| Signature | | | | |
| WSP Authorised by | Russell Bennett | Gary Littler | Gary Littler | |
| Signature | | | | |
| BBLP Authorised by | David Neal | David Neal | David Neal | |
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# ABBREVIATIONS

| Abbreviation | Phrase |
|---|---|
| BBLP | Balfour Beatty Living Places |
| CPO | Compulsory Purchase Order |
| DCO | Development Consent Order |
| DfT | Department for Transport |
| HC | Herefordshire Council |
| HTP | Hereford Transport Package |
| NSIP | Nationally Significant Infrastructure Project |
| PIN | Planning Inspectorate |
| SWTP | South Wye Transport Package |
| WebTAG | Web-based Transport Analysis Guidance |

# EXECUTIVE SUMMARY

This consultation is the second phase of consultation for the Hereford Transport Package (HTP). It will ensure that the design of the HTP's elements are developed in light of the stakeholder's views and any problems experienced on a day to day basis. The consultation also aimed to raise awareness of travel behaviour as part of Herefordshire Council's "Choose How You Move" campaign. The second phase consulted on seven possible bypass routes and walking, cycling, bus and public realm improvements. The consultation ran from 6th February 2018 (a preview event was hosted on 5th February 2018 for key stakeholders) through to 20th March 2018.

Prior to the consultation events and during the consultation process, the consultation was advertised through a variety of media sources; newspaper, radio, leaflets and social media. Dedicated webpages were available throughout the whole consultation period. A series of letters were also sent to potentially affected residents informing them of the consultation events, and how they could feed back their views. Due to an administrative error, not all letters were sent out to affected residents. As a result, a joint letter to landowners, homeowners, businesses and partners was posted on 24th January 2018 inviting them to preview events on the 5th February 2018 as well as the public exhibitions that were taking place after this date.

Events took place at a range of locations within Hereford, including the pod at Old Market and Whitecross Hereford High School. Following the public exhibitions, the consultation materials were displayed at Hereford Library for the remainder of the consultation period. Information sessions were also held at parish council meetings. During the consultation, an Easy Read questionnaire and brochure was created and distributed, resulting in the consultation deadline being extended to 20th April 2018.

Stakeholders, businesses and all members of the public were encouraged to feedback through the questionnaire and in writing, and the responses received are summarised below:

- A total of 4624 responses were received.
- These included 4351 questionnaires and 273 written responses.
- 1317 individuals attended public exhibitions.
- The HTP website had 4474 unique visits during the consultation period.
- 110 individuals responded stating that they were representing a business or organisation and a further 31 responded with individual written responses.

Key headlines from the questionnaire and analysis are as follows:

- 2872 respondents (68% of those who responded to this question) agree that the HTP objectives will address the transport problems in Hereford and enable growth.
- 1795 respondents (59% of those who responded to this question) agree a bypass should be part of a package.
- The consultation presented seven possible routes for a bypass. Respondents were asked to rank their preference from 1 to 7, and scores were applied to each preference to provide an overall ranking.
- 1747 respondents (40%) indicated a preferred route.
- All routes received a degree of support but the results of the analysis of this question do not provide a clear overall preference for any of the shortlisted route options. This is also emphasised by the number of people who did not indicate a preference at all.
- Analysis of the comments relating to route choice highlighted a number of key themes and points for consideration common to all routes, and these will be considered in the next stage of route selection.
- Question 4 asked whether the HTP should contain walking, cycling, bus and public realm improvements. 2427 respondents (87% of those who responded to this question) agreed this should be in the package.
- Analysis of responses from respondents indicating a disability were broadly similar to the results of the overall analysis. There were significant differences in the ranking of the proposed route options, with significantly less support for routes Black 1 and Black 2.
- 31 written responses were received from other organisations. Of these, 10 outlines their support for the objectives, 9 were mixed, 11 were negative, and the Environment Agency provided a factual overview of environmental aspects of the proposals.

- Positive written responses focused on the significant economic benefits, with the bypass expected to enhance the local economy's regional connections.

Now that Phase 2 of the consultation has been completed, we have received all the feedback and our findings are contained within this Phase 2 consultation report. Further technical assessments will be carried out for both the bypass and walking, cycling, bus and public realm improvements, before the next phase of consultation.

# 1 INTRODUCTION

## 1.1 BACKGROUND

1.1.1. WSP was commissioned by Balfour Beatty Living Places (BBLP) on behalf of Herefordshire Council (HC) to assist with the design, delivery and reporting of public consultation on the Hereford Transport Package (HTP).

1.1.2. The HTP comprises a new bypass to the west of the city, and walking, cycling, bus and public space improvements. In conjunction with the Southern Link Road – a component of the conditionally funded South Wye Transport Package (SWTP), which forms the first part of the bypass being consulted upon - the bypass will provide additional network traffic capacity and a new river crossing to reduce congestion in the centre and free up road space for walking, cycling, bus and public space improvements. The bypass will also support planned homes and jobs in the region.

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

- Delays to long distance journey times:
  - Heavy congestion and unreliable journey times arising from low speeds.
  - A single river crossing struggling to cope with current traffic levels.
  - Extensive queuing on the network.
  - High numbers of short distance car journeys.
  - Large numbers of heavy goods vehicles using the key roads.
- Barriers to growth:
  - Difficulty in attracting new businesses and jobs.
  - Difficulty in retaining existing businesses.
  - Unable to build new homes.
  - Lack of opportunity leading to young people leaving the area.
- Safety:
  - Accidents and breakdowns.
  - Busy roads are difficult to cross.
  - Traffic and congestion is intimidating to pedestrians and cyclists.
- Poor local and regional connections:
  - Long distance freight travelling through the city.
  - Limitation to growth of Hereford Enterprise Zone at Rotherwas.
  - Poor connections to Wales and the Midlands.
  - Economic impact of unreliable journey times.
- Health and the environment:
  - Poor air quality and emissions due to high levels of congestion and heavy goods vehicles.
  - Barriers to safe walking, cycling and bus use.
  - Traffic noise and vibration from heavy goods vehicles.
  - Busy roads are difficult to cross.
  - Damage to our historic environment.
  - Increasing levels of obesity due to unhealthy travel habits such as short distance car use.

1.1.4. HC, as the local highway authority, will develop and submit a planning application for the scheme in due course.

1.1.5. The potential benefits of the HTP are outlined below:

- Facilitate economic growth by reducing congestion and enabling job creation within Hereford and the Enterprise Zone.
- Improve regional connectivity by having better connections with Hereford and the wider region, having more reliable journey times on the A49 and reducing the number of goods vehicles going through Hereford.
- Encourage healthier lifestyles by making walking and cycling more attractive options.
- Encourage sustainable development and healthier lifestyles and by improving the roads and public realm.
- Provide road network resilience by reducing the impact of accidents, breakdowns and maintenance work on the city's main road networks.
- Improve air quality and reduce noise by reducing the number of goods vehicles travelling through the centre of Hereford.
- Improve safety by providing safer crossings at busy roads and junctions and improving access to local facilities.

## 1.2 PLANNING

1.2.1. HC will require planning permission for the Hereford Bypass. It is unlikely that planning permission will be required for infrastructure required for the walking, cycling, bus and public realm improvements.

1.2.2. The route to secure planning consent is yet to be determined through discussion with the Department for Transport (DfT), and will be subject to further legal advice.

1.2.3. If the project is classed as a Nationally Significant Infrastructure Project (NSIP), HC would not be the determining authority for a planning application.

1.2.4. If the bypass is considered to be an NSIP, the Council must make an application for a Development Consent Order (DCO), which will be submitted to the Planning Inspectorate (PINs) and determined by the Secretary of State for Transport. There are specific requirements for public consultation associated with the submission of an application for Development Consent. These requirements have been considered by HC, WSP and BBLP when developing the consultation approach.

1.2.5. HC is undertaking three phases of public consultation during the development of the HTP project. In addition to these phases there will be on-going consultation with key stakeholders and technical reviews. The three phases are:

- Phase 1: Introduce the HTP, consult on transport problems in Hereford, issues and constraints within the Core Strategy corridor and ideas for walking, cycling and bus improvements – 4th April 2017 to 22nd May 2017.
- Phase 2: Present possible bypass routes and walking, cycling, bus and public realm improvements – 6th February to 20th March 2018 (deadline for Easy Read questionnaire extended to 23rd April 2018).
- Phase 3: Present proposed bypass route and walking, cycling, bus and public realm improvements – late 2018.

## 1.3 PHASE 1 REPORT SUMMARY

1.3.1. Feedback during Phase 1 of the consultation demonstrated broad agreement with the fact that traffic conditions in Hereford needed to be improved, with congestion identified as a key issue.

1.3.2. The principle of a bypass to address the city's transport problems received a high level of support, although the location of the Core Strategy corridor was objected to by some respondents despite it having been presented previously in HC's adopted Core Strategy.

1.3.3. Survey respondents identified the following factors as most important when deciding on bypass routes:

- The likelihood of the route to reduce traffic in Hereford, and reduce congestion.
- The impact on the landscape, such as historic buildings.
- The impact on homes.
- The potential for improved facilities for walkers, cyclists and bus users.

1.3.4. Regarding a potential bypass, many recognised the economic benefits that this would bring, while others expressed concern about the possible environmental impact.

1.3.5. Many respondents criticised poor bus routes and lack of walking and cycling infrastructure in their responses to the Phase 1 questionnaire and felt that such improvements could help address Hereford's transport problems.

1.3.6. Due to an administrative error, it was established that a number of Phase 1 written responses were not included in the Phase 1 analysis and reporting process. A separate analysis of these took place before the Phase 2 consultation period closed, to establish if the consultation process or strategy needed to be altered. In the analysis of these written responses, most of the key issues raised by respondents in Phase 1 were addressed within the report. Two areas not covered in the Phase 1 report were around funding and environmental concerns, particularly about flood zones. However, extensive engagement has continued with the Environment Agency throughout the Phase 2 consultation.

1.3.7. Following this review, it was concluded that the findings and outcomes of the Phase 1 consultation would not have substantially altered the decisions made, or the agreement to continue to Phase 2 of the consultation.

## 1.4 PHASE 2 CONSULTATION

1.4.1. This report summarises the approach and findings of the second phase of HTP consultation, after Phase 1 took place in the spring of 2017. Further details on Phase 2 can be found in Section 2 of this report.

### OBJECTIVES AND REQUIREMENTS

1.4.2. The objectives of the HTP, described during Phase 2 are:

**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

**Encouraging healthier lifestyles**
Encouraging people to walk and cycle for short distance trips in the city.

- Enabling and improving the active travel network

**Facilitating economic growth**
Reducing peak hour journey times across the city and improving access to the 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

### Improving regional connectivity

Improving local and regional connections through better and more reliable journey times on the A49.

- Better 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

### 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

1.4.3. This consultation approach was developed through consideration of the 'Gunning Principles'[1], which are used to assess expectations about what constitutes 'fair' consultation. These Principles include:

- ¡ Consultation must take place when the proposal is still at a formative stage.
  - The proposal remains at a formative stage with 7 possible bypass routes still under consideration and no preference having been stated. The views of the public will influence the final route choice.
- ¡ Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response.
  - A wide variety Information was made available throughout the consultation, within the consultation brochure, staffed public exhibitions, and on the website. In addition, when requested, additional information was made available on an individual basis if possible.
- ¡ Adequate time must be given for consideration and response.
  - The consultation ran for a statutory 6 week period. Additional time was allowed for the return of Easy Read questionnaires. Preview events were organised for key stakeholders and affected landowners/homeowners. All responses received for this consultation have been included within the report.
- ¡ The product of consultation must be conscientiously taken into account.

1.4.4. In addition, this consultation paid full regard to the following:

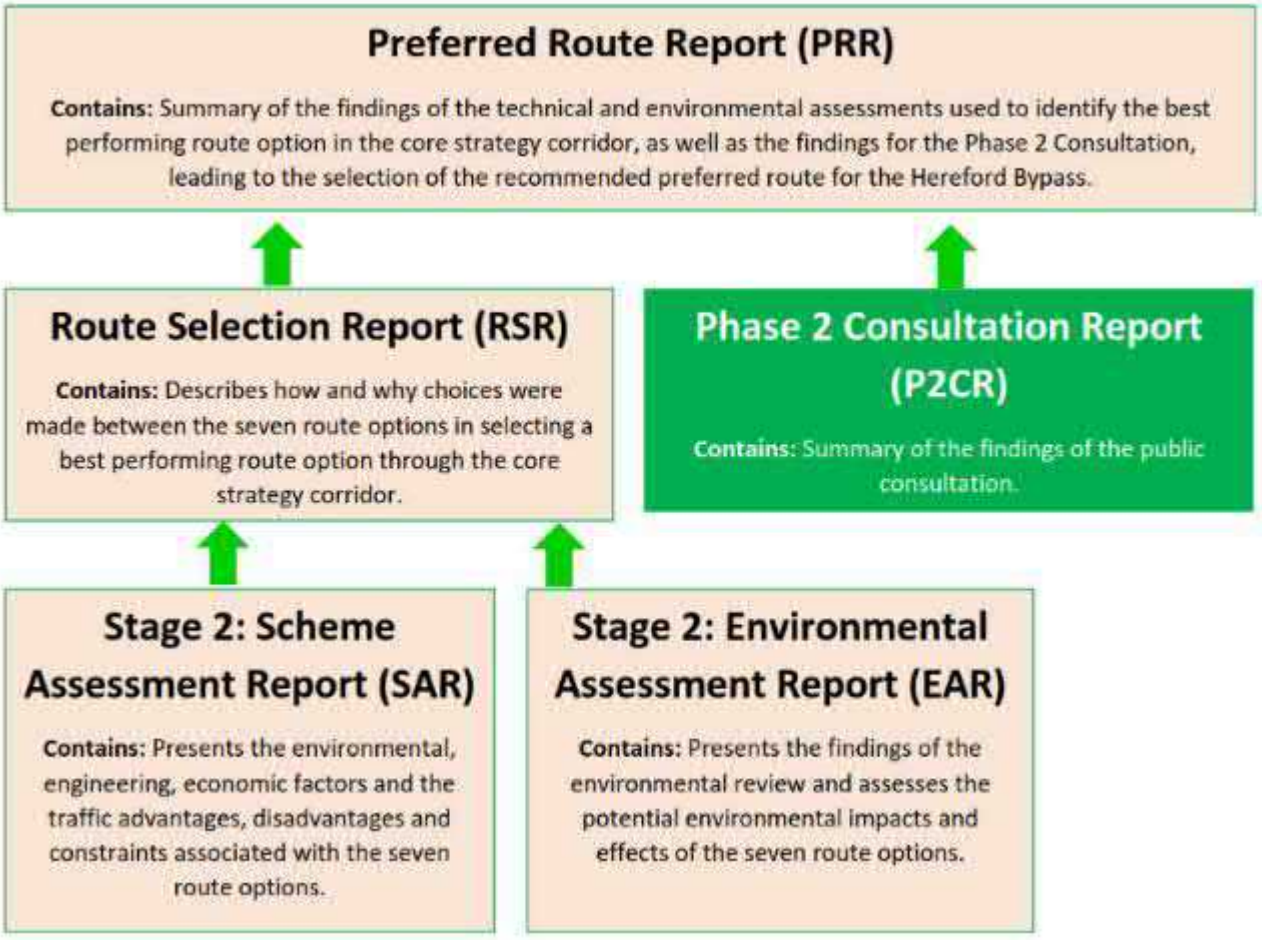
- ¡ Nationally significant infrastructure project (NSIP) consultation requirements set out in the Planning Act 2008 – although the first Phase of consultation was not a statutory Phase of consultation to NSIP consultation requirements were considered when developing the approach.
- ¡ WebTAG consultation requirements – the outcomes of the consultation need to contribute to Stages 1 (Options Development) and 2 (Selected a shortlist of options) of the WebTAG process.
- ¡ Localism Act 2011 – the need for the promoter of a 'large scheme', to undertake pre-application consultation.
- ¡ Equality Act 2010 – the general equality duty to eliminate discrimination and ensure inclusion of nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

## 1.5 REPORTING

1.5.1. Now that Phase 2 of the consultation has been completed, we have received all the feedback and our findings are contained within this Phase 2 consultation report. Further technical assessments will be carried out for both the bypass and walking, cycling, bus and public realm improvements, before the next phase of consultation.

[1] https://www.newlawjournal.co.uk/content/consultation-matters

**Figure 1 – Hereford Bypass reports.**




## 1.6 PHASE 3 CONSULTATION

1.6.1. It is anticipated that Phase 3 of the consultation will take place during late 2018. At this stage, HC will present a single preferred bypass route with walking, cycling, bus and public realm improvements to the public.

1.6.2. The process will closely mirror Phase 2 of the consultation. Key stakeholders will be further refined, while new consultation material will be developed. Following the conclusion of Phase 3, a report will be released summarising the feedback.

# 2 PHASE 2 CONSULTATION PROCESS

2.1.1. The 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 day before the consultation launch (5th February 2018), a series of preview exhibitions were held at Old Market, which focused on briefing Councillors, the media, and key stakeholders (including partners, businesses, landowners and homeowners).

2.1.2. During the consultation period exhibitions were held at a number of venues across the city, as shown below in Table 1 below.

**Table 1 – Consultation events**

| Location | Dates | Times |
|---|---|---|
| Old Market | Tuesday 6th February 2018<br>Wednesday 7th February 2018<br>Thursday 8th February 2018 | 11am-8pm |
| Whitecross Hereford High School | Tuesday 13th February 2018 | 6pm-9pm |
| Cattle Market | Wednesday 14th February 2018 | 9am-1pm |
| Hereford Library | Friday 16th February 2018 to<br>Tuesday 20th March 2018 | Library opening hours |
| Breinton Village Hall | Saturday 17th February 2018 | 11am-2pm |
| Ledbury Swimming Pool | Tuesday 6th March 2018 | 10am-3pm |
| Ross-on-Wye Swimming Pool | Wednesday 7th March 2018 | 10am-3pm |
| Halo Leominster Leisure Centre | Thursday 8th March 2018 | 10am-3pm |
| Three Counties Hotel | Friday 16th March 2018 | 5.30pm-9pm |

2.1.3. The staffed consultation events gave attendees the opportunity to discuss the project with the team and make informed comments. In addition, a staffed display exhibition was maintained at Hereford Library from Friday 16th February 2018 until Tuesday 20th March 2018. The public were able to view the exhibition during library opening hours, providing an opportunity those unable to attend the previous public exhibitions to engage with the process. The public could also interact with staff who were available for the duration.

2.1.4. Events at Old Market, Whitecross Hereford High School and Hereford Library were organised in advance of the consultation period. The remaining events were organised on an ad-hoc basis during the consultation period due to demand.

2.1.5. All consultation information and materials were made available on the consultation webpage[2] throughout the consultation period.

[2] https://www.herefordshire.gov.uk/HTP

## 2.2 PURPOSE OF CONSULTATION

2.2.1. The purpose of Phase 2 consultation was to:

- Engage with stakeholders affected by or interested in the scheme;
- Encourage involvement from all stakeholders;
- Raise awareness of the HTP and its objectives;
- Inform about the project timeline;
- Understand stakeholder concerns, issues and suggestions; and
- Receive feedback and suggestions on the possible routes as well as types and locations of and walking, cycling, bus and public realm improvements prior to further technical development of the HTP.

2.2.2. The questions asked in the questionnaire related to support for the HTP, the bypass, the walking, cycling, bus and public realm improvements and about the respondents' travel habits in and around Hereford. Each question also allowed for further suggestions and comments.

## 2.3 PHASE 2 STAKEHOLDERS

2.3.1. An initial review of possible stakeholders was undertaken, to create a database including partners, businesses, landowners and homeowners. This database was then continually updated throughout the consultation period.

# 3 PROMOTION

## 3.1 COMMUNICATION WITH STAKEHOLDERS

3.1.1. Herefordshire Council (HC) wrote on 9th January 2018 to advise residents, business owners and land owners of the planned Herefordshire Council Cabinet meeting on 18th January 2018 to consider the proposals of progression to the next Phase of bypass consultation. There was however an administrative error in the mailing process which resulted in a large proportion of the letters not being issued. A letter of apology was subsequently issued on 26th January 2018 which also set out the proposed consultation exhibition events and providing a contact number for recipients to discuss any concerns directly with the HC team.

3.1.2. After the Cabinet decision, on 26th and 27th January 2018 invitations were sent out to stakeholders to attend the preview events and a public exhibition. All letters included some contextual information about the HTP and the consultation process, as well as links to the consultation webpages for further information, should the stakeholder be unable to attend. These were sent to:

- Herefordshire, Hereford and Parish Councillors, inviting them to a preview event on 5th February 2018 between 12pm and 2pm at Old Market.
- Businesses and other statutory organisations, inviting them to a preview event on 5th February 2018 between 3pm and 4.30pm at Old Market.
- Landowners and homeowners, inviting them to a preview event on 5th February 2018 between 5pm and 7pm at Old Market.

3.1.3. In addition to the above sessions, each group was informed of the times and dates of the public exhibitions. A copy of the letters sent to stakeholders can be found in Appendix A.

3.1.4. Homeowners whose property or associated land is directly on one of the seven proposed bypass routes were included in the communications strategy and invited to specific events to discuss the routes under consideration.

## 3.2 ADVERTISING

**Posters and Leaflets**

3.2.1. Appendix B.1 shows the A4 poster produced to advertise the consultation. An A3 version of this was also printed as a leaflet.

3.2.2. These were distributed to 87 locations including 19 local shops, 15 community locations, 12 post offices and 11 libraries. A full list is included in Appendix B.2.

**Radio**

3.2.3. Free Radio FM (Herefordshire) ran radio adverts to promote the consultation between Thursday 25th January 2018 and Sunday 4th February 2018. 104 30 second adverts were aired across the 11 days.

**Newspaper**

3.2.4. Weekly adverts were placed in the Hereford Times during the consultation period, advertising the consultation. The adverts published are shown in Appendix B.3.

**Online**

3.2.5. Advertisements were also published online. These had 144,986 impressions (the number of times the advert was displayed online) and had 625 clicks (the number of interactions with the advert). Examples of the advert are shown in Appendix B.4.

**Press Releases**

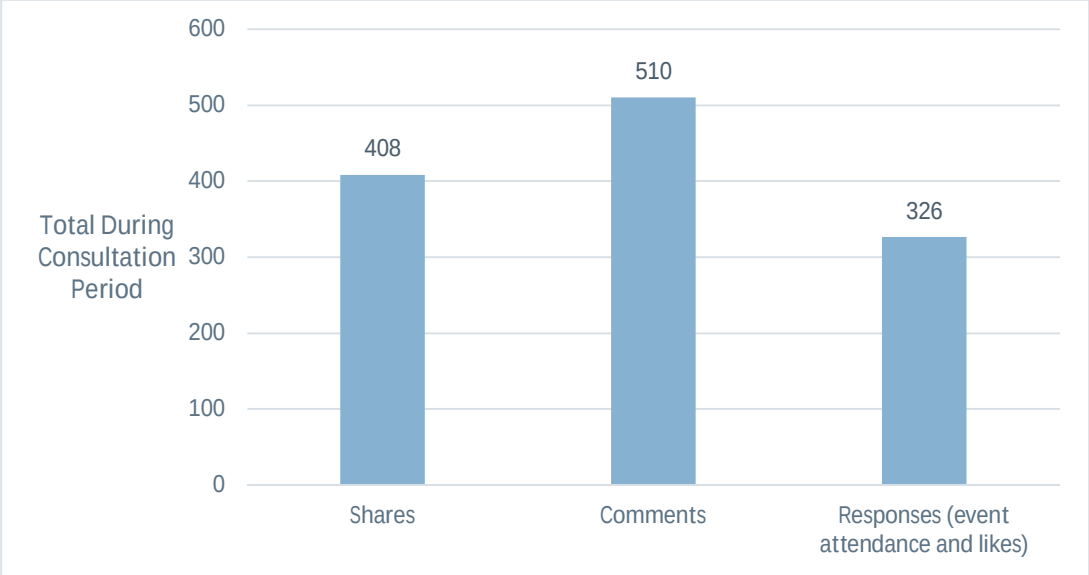
3.2.6. Herefordshire Council produced two press releases that notified the public of the start of the consultation and, a reminder before the end. These are shown in Appendix B.5.

**Social Media (Facebook and Twitter)**

3.2.7. Social media was used to advertise the consultation and public exhibitions, and to promote the online questionnaire. Statistics relating to the social media advertising are included in Appendix B.6.

3.2.8. Social media posts through Facebook proved to achieve the greatest reach, with a post on 8th March gaining a reach of 57,395. The highest reach of a Twitter post on the other hand was 2,387, achieved by a post on 19th February.

**Figure 2 – Public interaction with social media posts.**




3.2.9. Figure 2 above illustrates the high levels of interaction that the social media postings achieved. In particular, 510 comments were made on the posts, whilst these posts were also shared 408 times.

3.2.10. A major increase in the number of people responding to the questionnaire, beginning on the 22nd February, is attributed to a Facebook post on the same day.

3.2.11. Examples of the social media advertising are shown in Figure 3 and Figure 4 overleaf.

**Figure 3 – Advertising on Facebook (12th February 2018).**

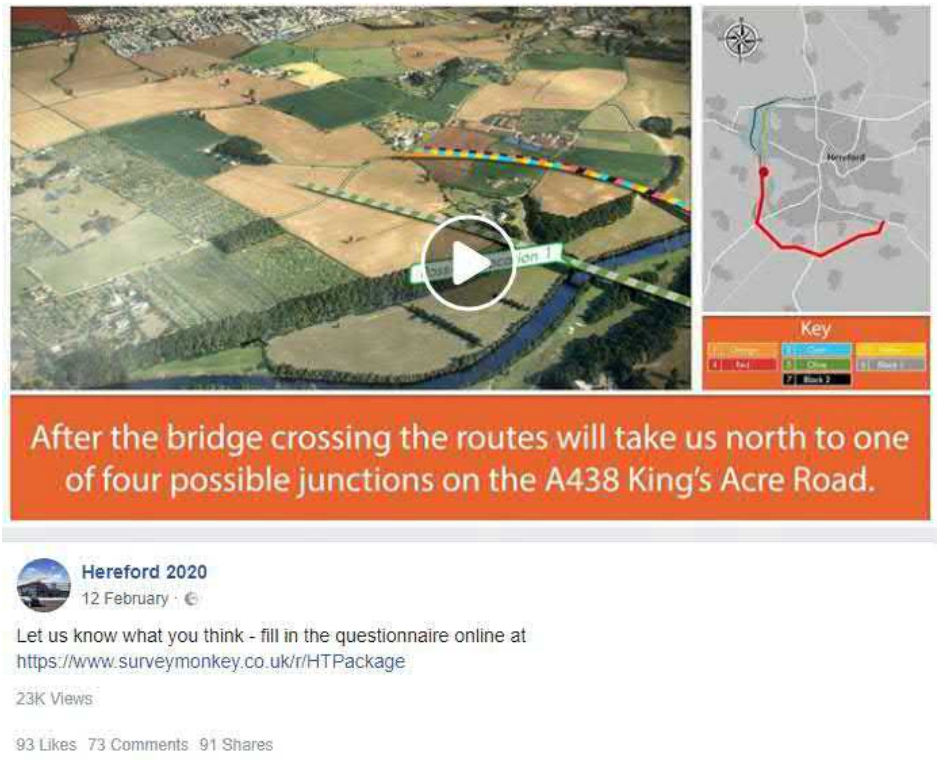



**Figure 4 – Advertising on Twitter (24th February 2018).**

# 4 CONSULTATION METHODS

## 4.1 PREVIEW EXHIBITIONS

4.1.1. A series of preview exhibitions were held to engage with selected key stakeholders about the proposals prior to information being released to the public. The previews were attended by 121 stakeholders including members of the parish councils, media, partners, businesses, landowners and homeowners. Details of the events are shown in Table 2 below. The majority of the 121 attendees visited during the landowner and homeowner preview.

**Table 2 – Preview exhibition event details.**

| Date | Event | Venue | Time | No. of Attendees Recorded |
|---|---|---|---|---|
| Monday 5th February 2018 | All members and parish council preview | Old Market Newmarket Street Hereford HR4 9HR | 12pm-2pm | 56 |
| | Media preview | | 2pm-3pm | 9 |
| | Partners and businesses preview | | 3pm-4.30pm | 57 |
| | Landowner and homeowner preview | | 5pm-7pm | |

## 4.2 PUBLIC EXHIBITIONS

4.2.1. Staffed public consultation events took place on Tuesday 6th, Wednesday 7th, Thursday 8th and Tuesday 13th February 2018. More details of these events are shown below in Table 3 overleaf. In addition, a display exhibition was in place at Hereford Library. Although originally this was to be staffed on just two occasions, the decision was subsequently made for it to be staffed throughout the consultation period. A fifth staffed public exhibition event was arranged for Wednesday 14th February 2018 at the Cattle Market.

4.2.2. At each exhibition, there were opportunities for the public to provide feedback and comments, as well as ask questions and request further information. Staff were provided with feedback/query sheets to document verbal feedback and/or questions that could not be answered on the day and required a follow-up response.

**Table 3 – Consultation event details.**

| Date | Event | Venue | Time | Number of Attendees |
|---|---|---|---|---|
| Tuesday 6th February 2018 | Public Exhibition 1 | Old Market<br>Newmarket Street<br>Hereford<br>HR4 9HR | 11am-8pm | 215 |
| Wednesday 7th February 2018 | Public Exhibition 2 | | | 303 |
| Thursday 8th February 2018 | Public Exhibition 3 | | | 364 |
| Tuesday 13th February 2018 | Public Exhibition 4 | Whitecross Hereford High School<br>Three Elms Road<br>Hereford<br>HR4 0RN | 6pm-9pm | 246 |
| Wednesday 14th February 2018 | Public Exhibition 5 | Cattle Market<br>Roman Road<br>Hereford<br>HR4 7AN | 9am-1pm | 67 |
| Friday 16th February until 20th March 2018 | Display Exhibition | Hereford Library<br>Broad Street<br>Hereford<br>HR4 9AU | Library opening hours | N/A* |

* This had a drop-in format meaning that a count of attendance was not possible.

## 4.3 OTHER ACTIVITIES

4.3.1. A review of events and activities took place following the first few weeks of the consultation. As a result, it was decided to arrange additional consultation events to meet demand, and these were organised during the course of the consultation period. These are shown in Table 4 overleaf.

**Table 4 – Additional consultation events.**

| Date | Event | Venue | Time |
|---|---|---|---|
| Friday 16th February until 20th March 2018 | Staffed Display Exhibition | Hereford Library<br>Broad Street<br>Hereford<br>HR4 9AU | Library opening hours |
| Saturday 17th February 2018 | Breinton Council Public Meeting | Breinton Village Hall<br>Hereford<br>HR4 7PJ | 11am-2pm |
| Tuesday 6th March 2018 | Pop Up Information Point | Ledbury Swimming Pool<br>Lawnside Road<br>Ledbury<br>HR8 2AD | 10am-3pm |
| Wednesday 7th March 2018 | Pop Up Information Point | Ross-on-Wye Swimming Pool<br>Kyrle Street<br>Ross-on-Wye<br>HR9 7DB | 10am-3pm |
| Thursday 8th March 2018 | Pop Up Information Point | Halo Leominster Leisure Centre<br>Lion Yard<br>Broad Street<br>HR6 8BT | 10am-3pm |
| Monday 16th March 2018 | Meeting Belmont Rural Parish Council | Three Counties Hotel (Herefordshire Suite)<br>Belmont Road<br>Hereford<br>HR2 7BP | 5.30pm-9pm |

## 4.4 EXHIBITION MATERIALS

4.4.1. A range of exhibition materials were developed to provide the public with the information required to provide informed feedback.

4.4.2. 10 large display panels that provided an introduction to the consultation and an overview of the current transport problems, broad objectives of the HTP, information about the improvements, and the next steps. The panel content is shown in Appendix C.1 and summarised below:

- Welcome – What is the HTP? Why are HC consulting?
- Problems – Current transport related problems in Hereford.
- Objectives – The objectives that the HTP aims to achieve.
- Package Development – Development of seven possible routes for the bypass.
- Seven Possible Routes for the Bypass – Illustration of the possible routes.
- Appraisal of Impacts – High level assessment of the environmental and local effects of each route.
- Constraints Map – Illustration of the environmental constraints.
- Constraints Aerial Map – Further illustration of the environmental constraints.
- Walking, Cycling, Bus and Public Realm Improvements – Explanation of the complementary package of possible improvements to be considered.
- Have Your Say on the HTP – Information regarding contribution of feedback.

4.4.3. Other materials (contained in Appendix C) included:

- Large maps of Hereford and the environmental constraints;
- Additional copies of the display panels in A3 and A2 size; and
- Consultation questionnaires and freepost envelopes.

4.4.4. The following figures show photos of the exhibitions.

**Figure 5 – The public exhibition at Old Market.**

**Figure 6 – The public exhibition at Old Market.**

**Figure 7 – The public exhibition at Old Market.**

**Figure 8 – Public exhibition at Whitecross Hereford High School.**

**Figure 9 – Public exhibition at Cattle Market.**

**Figure 10 – Staffed display exhibition at Hereford Library.**

## 4.5 DISTRIBUTION OF MATERIALS

4.5.1. Consultation documents, including brochures, questionnaires and prepaid return envelopes were distributed across a number of locations. These are shown in Appendix C.7.

## 4.6 WEBSITE

4.6.1. A consultation webpage, available at https://www.herefordshire.gov.uk/HTP, was set up to allow the public to access information regarding the HTP at any time. The webpage provided links to the consultation boards, maps and frequently asked questions.

4.6.2. In addition, the online questionnaire could be completed online via SurveyMonkey, as well as its Easy Read version.

4.6.3. Over the course of the consultation period, the webpage was visited by 4744 unique visitors.

4.6.4. The website also provided a link to a video showing the proposed route and river crossing options. As of 25th April 2018, the video had received 10363 views. The video is available at https://www.youtube.com/watch?v=OxHQDqiqSho.

4.6.5. During the consultation period, question and comments could be sent to the dedicated HTP email address (HerefordTransportPackage@balfourbeatty.com), while a phone number was also provided.

## 4.7 RESPONDING BY EASY READ

4.7.1. A request was made to HC for a more accessible version (Easy Read) of the consultation materials (both brochure and questionnaire). Easy Read information is designed for people with learning difficulties who like clearly written words with pictures to help them understand. It usually assumes a more basic level of reading. The council was happy to meet this request but it took longer than planned to have the required material printed. HC felt it was important that those who responded by Easy Read had the same amount of time to do this, therefore Easy Read documents were accepted in response to this consultation until Monday 23rd April 2018.

4.7.2. A copy of the Easy Read questionnaire and consultation document can be found in Appendix D.

# 5 CONSULTATION DATA

## 5.1 EXHIBITIONS

5.1.1. A total of 1317 people attended the preview exhibitions and subsequent public exhibitions during the early stages of the consultation period. This figure excludes those who attended the additional events listed in Table 4, and the staffed exhibition at Hereford Library.

## 5.2 WEBSITE

5.2.1. Throughout the consultation period, there were 4744 unique visitors to the consultation webpage www.herefordshire.gov.uk/HTP.

## 5.3 QUESTIONNAIRES

5.3.1. The main channel of feedback was the consultation questionnaire. The questionnaire included 18 questions, 9 of them relating directly to the HTP including the 7 proposed bypass routes, along with walking, cycling and public realm improvements. The remaining 9 questions related to the consultation and attendees.

5.3.2. The questionnaire was available to complete in printed format, online and also available as an Easy Read version. A pre-addressed Freepost envelope was also provided to anyone collecting a printed copy of the questionnaire to ensure they could return it to HC free of charge.

5.3.3. The council printed 5219 copies of the questionnaire and consultation brochure, and at the end of the consultation, 131 copies were collected. This gives a circulation of 5088 printed questionnaires and brochures taken by members of the public.

5.3.4. All questionnaires, including those answered on paper, were entered into the online survey platform SurveyMonkey in the following location: https://www.surveymonkey.co.uk/r/HTPackage.

5.3.5. The consultation questionnaires can be seen in Appendix C.5 and Appendix D.2.

5.3.6. The questionnaire was available for the entirety of the consultation period between Tuesday 6th February 2018 and Tuesday 20th March 2018. Time was allowed after this date for paper version of the questionnaire to arrive by post.

5.3.7. A total of 4351 questionnaires were either fully or partially completed. 3354 (77%) were online, and 997 (23%) printed copies of the questionnaire were returned to the council. 30 of the printed copies were Easy Read questionnaires.

## 5.4 OTHER FEEDBACK METHODS

5.4.1. Feedback was also received through alternative channels. Letters and emails were received by HC with comments on the HTP. Feedback forms were completed by members of staff at consultation events, as well as a considerable number of lengthy conversations, where technical experts were available to give advice and guidance to members of the public. In addition, 16 further requests were made and for individual face to face meetings, and these were undertaken by Officers from HC.

## 5.5 COMMUNITY VIEWS

5.5.1. As with all new proposals, there was a range of views being expressed within the community, which helped provide a healthy debate.

## 5.6 WRITTEN RESPONSES

5.6.1. At the beginning of the consultation, HC wrote to 665 organisations, inviting them to review the proposals and respond directly. These organisations included local businesses, statutory bodies, public services and umbrella organisations. During the consultation period, 31 responses were received as follows:

- Belmont Rural Parish Council;
- Belmont Rural Ward;
- Bloor Homes;
- Bovingdon Park Residential Park Homes;
- Breinton Parish Council;
- Burghill Parish Council;
- Campaign for Better Transport;
- CPRE Herefordshire;
- Church Commissioners for England;
- Environment Agency;
- Golf Inns Limited;
- Hereford Business Board;
- Hereford Business Improvement District;
- Hereford Cider Museum Trust;
- Hereford City Council;
- Hereford Green Party;
- Herefordshire & Worcestershire Chamber of Commerce;
- Herefordshire Ramblers;
- Herefordshire Tertiary Education Trust;
- Herefordshire Transport Alliance;
- Herefordshire Westons Cider Makers;
- Historic England;
- Holmer and Shelwick Parish Council;
- It's Our County;
- Lichfields, on behalf of The Church Commissioners;
- National Trust;
- New Model in Technology and Engineering;
- Rail & Bus for Herefordshire;
- Stagecoach; and
- Three Counties Cidermakers Association.

5.6.2. The content of these responses is summarised in section 6.3.

5.6.3. In addition, there were 6 respondents who made written responses to complement their consultation questionnaire response. Because of the length of these responses, they were coded and themed separately along with other written responses.

## 5.7 PETITIONS

5.7.1. No petitions were received by HC during the consultation period.

5.7.2. An informal petition was posted on the website 38degrees.org.uk which received 1478 responses, started as a result of information in the Hereford Times. As this was not submitted formally to HC, HC cannot be assured that those who have signed have been provided with full detail of the proposals and cannot be formally included as part of this consultation report.

5.7.3. This petition, as well as the 'Wye Ruin It?' campaign, both gave instructions on how to respond to HC's consultation in a specific way. The analysis does not suggest that this impacted on the conclusions of this report.

## 5.8 MEDIA

5.8.1. The consultation received considerable media coverage during the consultation period, helping to raise awareness and generate publicity. Publishers of content are shown below in Table 5 overleaf, with further information and examples included in Appendix E.

**Table 5 – Publishers of stories relating to the HTP.**

| Source | Number of stories |
|---|---|
| Dudley News | 9 |
| Evesham Journal | 9 |
| Halesowen News | 9 |
| Hereford Times | 9 |
| Ledbury Reporter Herefordshire | 9 |
| Redditch Advertiser | 9 |
| Tewkesbury Admag | 9 |
| Cotswold Journal | 8 |
| Ludlow & Tenbury Wells Advertiser | 8 |
| Malvern Gazette | 8 |
| Stourbridge News | 8 |
| The Droitwich Spa Advertiser | 8 |
| Worcester News | 8 |
| Hereford Times (eClips Web) | 7 |
| Kidderminster Shuttle | 7 |
| BBC News Hereford and Worcs | 1 |
| Newsy UK | 1 |
| The Ross Gazette | 1 |

## 5.9 REPORTING AND ANALYSIS PROCESS

5.9.1. Following the consultation, all outstanding data was saved and coded according to the methodology that was agreed to by WSP, BBLP and HC.

5.9.2. Questionnaire responses were downloaded from SurveyMonkey weekly and coded throughout the consultation period. Physical copies of the questionnaire were entered into SurveyMonkey and downloaded alongside online entries.

5.9.3. The coding methodology was checked internally to ensure consistency throughout the coding process. It was created to be flexible so that, upon review, codes could be adjusted to accurately reflect emerging themes. Two sets of codes were created to analyse the consultation feedback. For each question in the questionnaire there was a unique set of codes, and where appropriate they allowed for positive, neutral and negative sentiment to be captured. Codes were also created for the identification of key themes in the bespoke and written responses.

5.9.4. There were many cases where the response was not coded to a theme, but to 'other', as the response did not relate to the question asked. Where 'other' codes have been used in the analysis a breakdown of these comments has been provided within the analysis of the question.

5.9.5. After coding had begun, regular spot checks were done to ensure consistency. A peer check was carried out to ensure all coders were consistent with each other for both sentiment and key themes.

5.9.6. Once the coding exercise was completed, the key themes and sentiments could be analysed. This can be seen in Section 6.

5.9.7. All written responses have been scanned and stored for future reference for audit purposes if required.

# 6 CONSULTATION ANALYSIS

## 6.1 QUESTIONNAIRE

6.1.1. This section summarises the feedback received from the questionnaire.

6.1.2. 4351 people responded to at least one question. 1355 (31%) did not answer any of questions 4 to 14, instead only answering questions relating to the HTP objectives, the bypass and bypass route preference.

6.1.3. Percentages found in the analysis may not total to 100%, due to figures being rounded.

### WHO RESPONDED?

6.1.4. Questions regarding demographics of respondents was found at the end of the questionnaire, apart from Question 7 which is found in the middle.

**Question 7: What is your postcode?**

6.1.5. Question 7 allowed respondents to provide their postcode.

6.1.6. 2720 respondents (63%) answered this question.

6.1.7. Of these responses, 2401 (88%) were valid postcodes that could be interpreted by the mapping software, and are therefore shown in the maps on the following pages. For postcodes to be recognised, they must be provided in full, which means that postcodes like HR1 are not mapped.

6.1.8. Figure 11 overleaf shows the majority of respondents to be directly in the Hereford area or in the near outskirts of the city.

6.1.9. It also shows that many respondents were based on King's Acre Road, where all bypass routes will cross.

6.1.10. The proposed bypass routes are all to the west of Hereford, so this correlates with the post codes of respondents. Many more responses have come from those living in the west compared to those living in the east, as is evident in Figure 11.

6.1.11. Figure 12 shows that there was interest in the consultation across the wider county as a result of the promotion of the consultation. A number of respondents were from the towns of Leominster, Ledbury and Ross-on-Wye.

6.1.12. Responses were also received from postcodes outside of Herefordshire, including:

- Powys – 13 responses
- Monmouthshire – 11 responses
- Shropshire – 11 responses
- Worcestershire – 8 responses
- Gloucestershire – 6 responses
- Other areas – 15 responses

6.1.13. All responses were included in the analysis regardless of postcode response.

**Figure 11 – Postcodes of questionnaire respondents in Hereford and the surrounding area.**

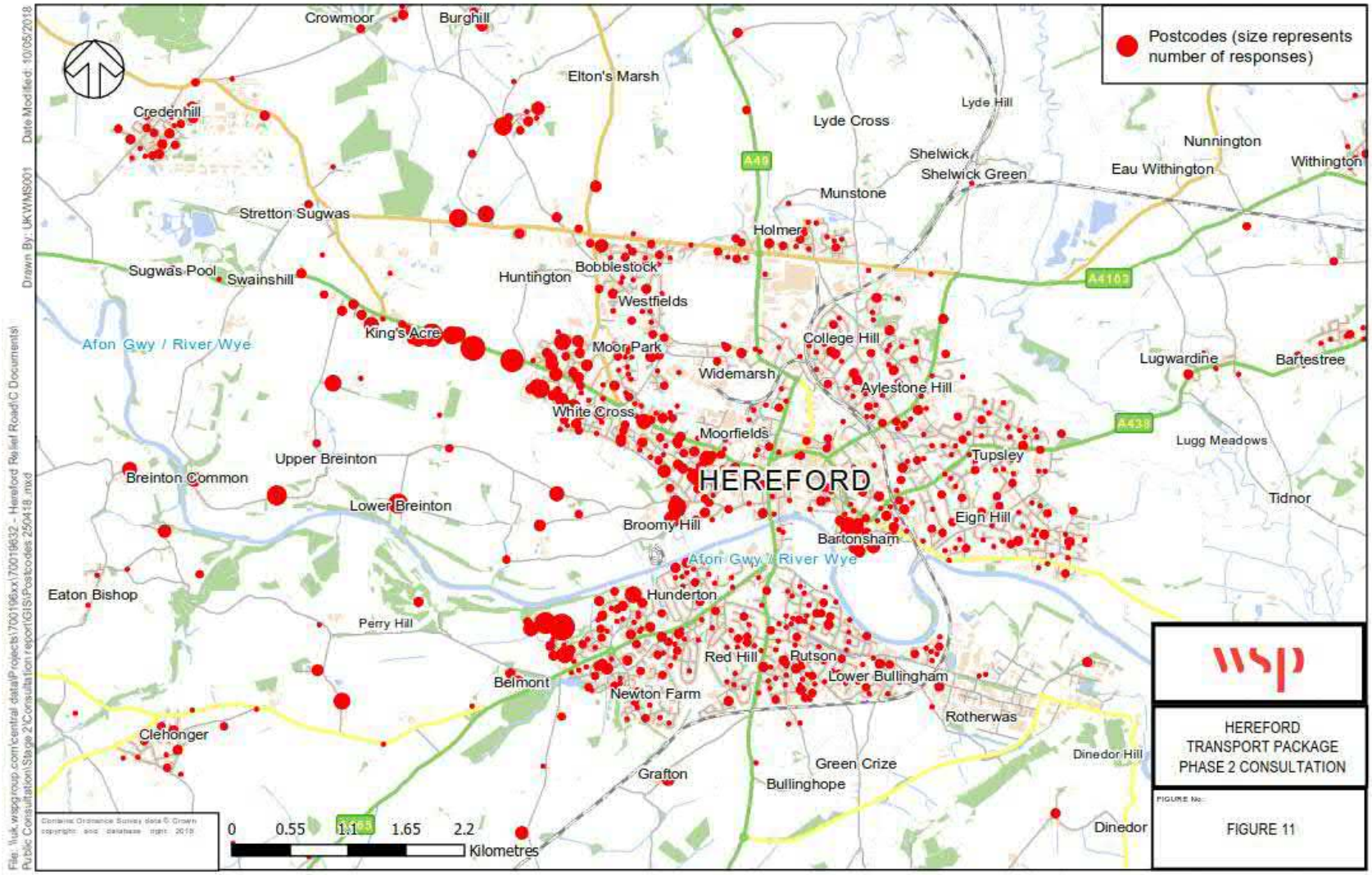
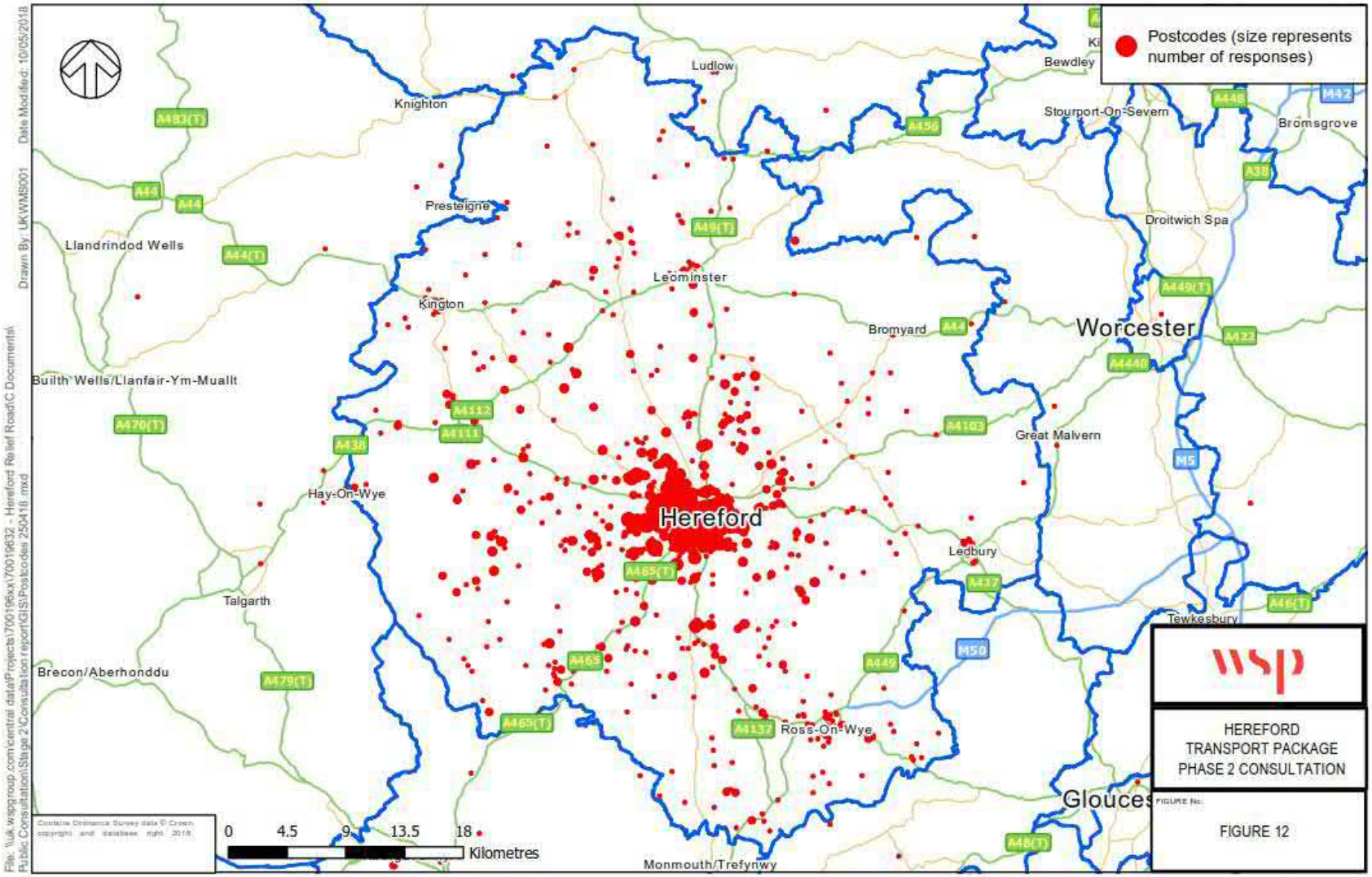


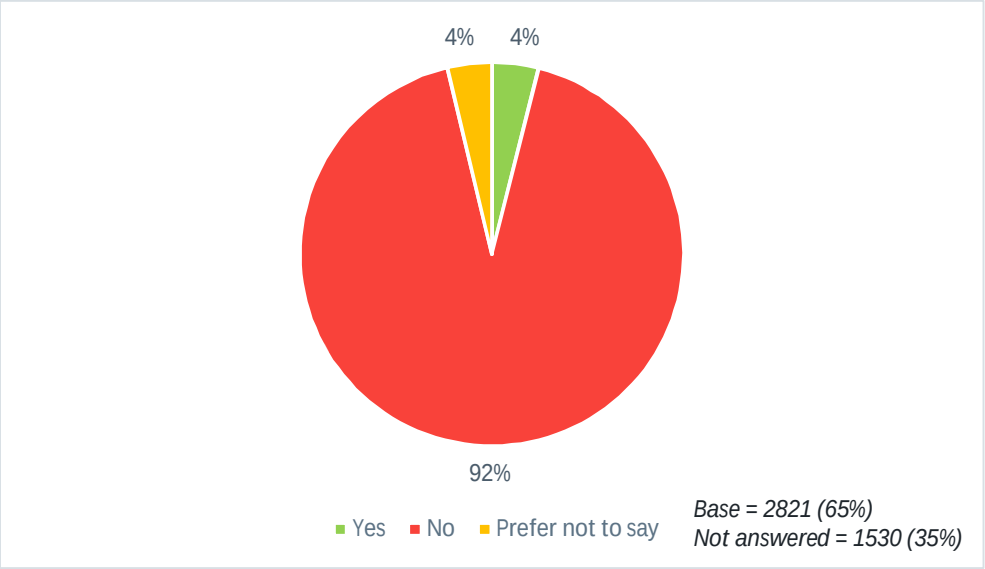
**Figure 12 – Postcodes of questionnaire respondents in Herefordshire.**



**Question 15: Are you responding to this consultation on behalf of a business or organisation?**

6.1.14. Question 15 allowed respondents to reveal whether they were responding on behalf of a business or organisation. Respondents also had the opportunity to provide more details on the organisation they were representing.

**Figure 13 – The proportion of business/organisation respondents.**



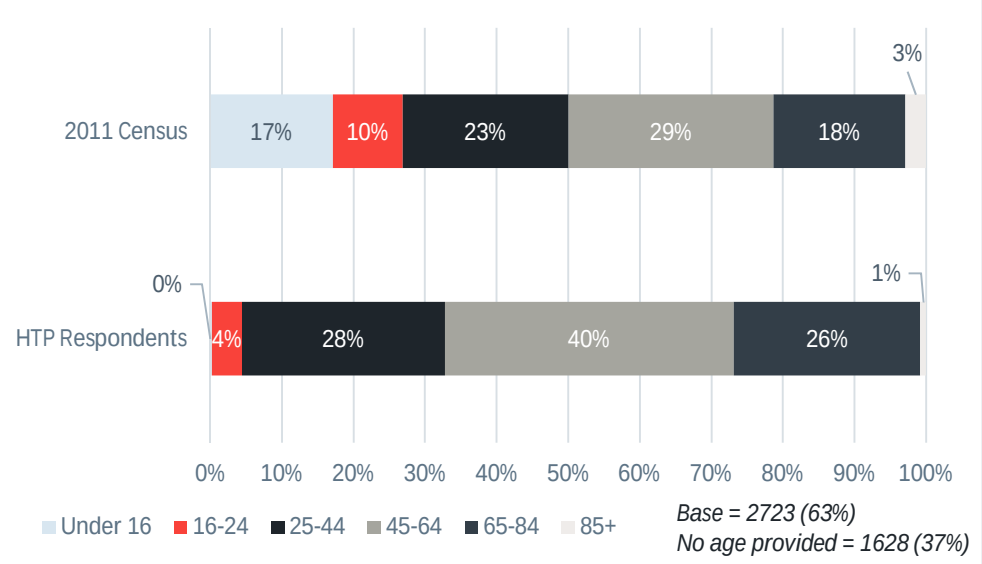

6.1.15. 2821 respondents (65%) answered this question, of which 2604 (92%) stated that they were not responding on behalf of a business or organisation. This is illustrated in Figure 13 above.

6.1.16. 86 of the 110 respondents (78%) who stated that they were responding on behalf of a business or organisation provided more detail as to who they were responding for. The Hereford Community Farm was represented by 16 respondents while 9 respondents provided feedback on behalf of Burghill Parish Council. 59 other businesses and organisations were also represented. These responses were not weighted within the analysis.

**Question 16: Which age group do you belong to?**

6.1.17. Question 16 asked respondents to select the appropriate group which represented their age.

**Figure 14 – The age breakdown of consultation respondents in comparison to the age data for Herefordshire taken from the 2011 Census.**




6.1.18. 2861 respondents (66%) answered this question, of which 138 respondents (5%) chose 'prefer not to say'. The data presented in Figure 14 therefore represents the 2249 respondents (52%) who ticket an age bracket in answer to the question.

6.1.19. Figure 14 above presents information regarding the age brackets of HTP respondents and the age bracket percentages for those living in Herefordshire according to 2011 Census data.

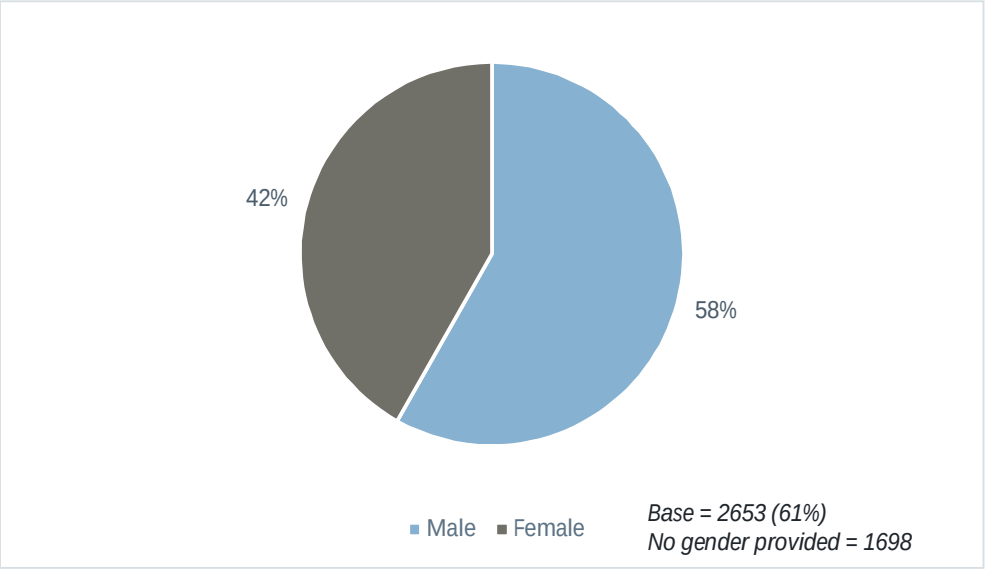
6.1.20. Figure 14 displays the 25-44, 45-64 and 65-84 age brackets as being overrepresented whereas the under 16 age bracket has been underrepresented. The 85+ age bracket is also slightly underrepresented, as is the 16-24 group.

6.1.21. It is clear that there has not been much participation from younger people and this will be reviewed as part of the planning and engagement process for Phase 3. There were 8 responses from under 16s to the Phase 2 questionnaire.

**Question 17: What is your gender?**

6.1.22. Question 17 asked respondents to select which gender they identified with.

**Figure 15 – Gender breakdown of respondents.**




6.1.23. 2832 respondents (65%) answered this question, of which 189 respondents (7%) chose 'prefer not to say'.

6.1.24. Figure 15 above shows the percentage breakdown of those that did provide an answer of 'male', 'female' or 'other'.

6.1.25. 1535 respondents (58%) were male, in comparison to the 1111 (42%) that stated that their gender was female.

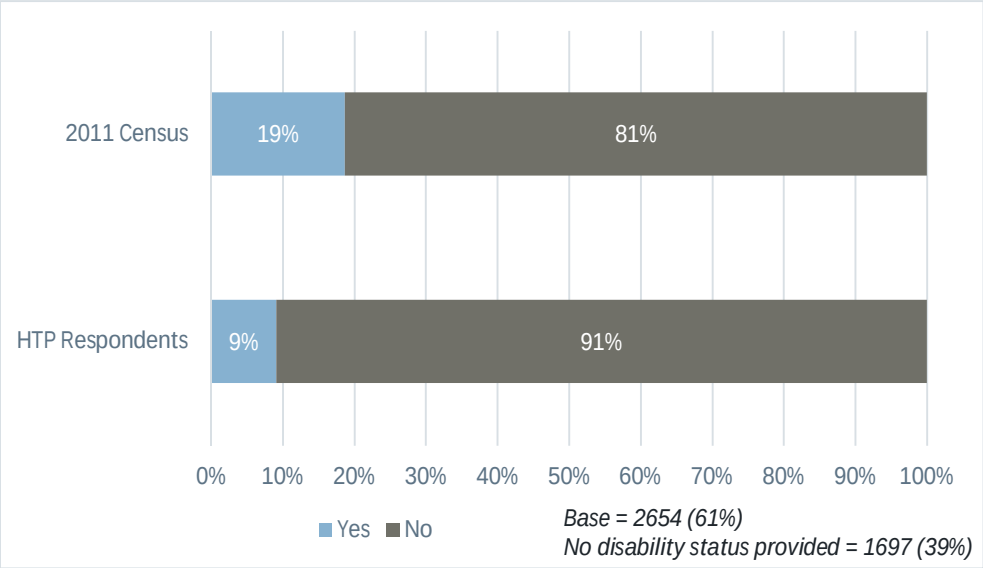
6.1.26. The gender data for survey respondents differs to the gender data provided for Herefordshire by the 2011 Census (51% male and 49% female).

6.1.27. 7 respondents (0.3%) chose 'other' as a response but this figure could not be shown in the chart above.

**Question 18: Do you consider yourself to have a disability?**

6.1.28. Question 18 required respondents to disclose whether they considered themselves to have a disability.

**Figure 16 – The disability status of HTP respondents in comparison to the 2011 Census data for Herefordshire.**




6.1.29. 2832 respondents (65%) answered this question, of which 178 respondents (6%) chose 'prefer not to say'.

6.1.30. Figure 16 above provides information on whether respondents consider themselves to have a disability. The proportion of respondents who consider themselves to have a disability is very similar to that of the Census data.

6.1.31. During the consultation process it became apparent that there were a number of stakeholders from different organisations who wished to respond and classed themselves as having a disability. HC ensured that this was possible by providing Easy Read versions of the consultation brochure and questionnaire.

## HOW DID THE PUBLIC RESPOND?

6.1.32. These questions formed the main part of the questionnaire, and were included within the opening section.

6.1.33. This section highlights the key themes discussed in responses to each question.

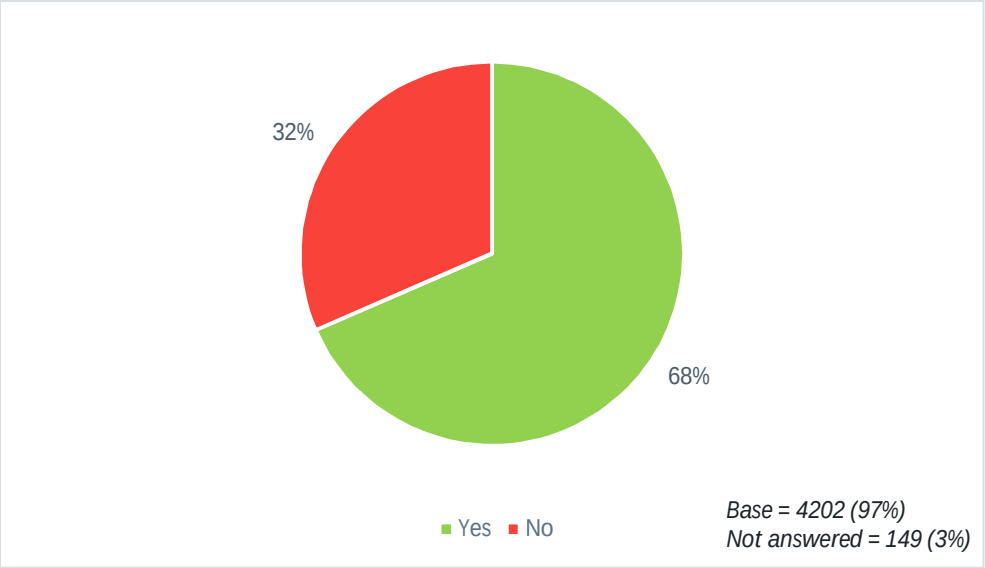
6.1.34. For some questions, a large proportion of responses had to be coded as 'other' because respondents would often refer to issues unrelated to the question. Examples of comments coded as 'other' are provided where appropriate throughout this section. It was decided not to create new codes for each of these comments, as this would have resulted in a large number of infrequently used codes.

6.1.35. Many codes were created but were not used, this is because respondents did not reply with information pertaining to the specific coded theme. Codes were initially created to be robust and cover all topics that may come up.

**Question 1: Do you agree with the Hereford Transport Package objectives to address the transport problems in Hereford and enable growth?**

6.1.36. Question 1 gave respondents the opportunity to agree or disagree with the proposed Hereford Transport Package objectives.

**Figure 17 – Respondents that chose 'yes' or 'no' to answer Question 1.**




6.1.37. 4202 respondents (97%) ticked 'yes' or 'no'. 149 respondents (3%) did not answer this question.

6.1.38. Figure 17 above shows that 2872 respondents (68%) agree with the Hereford Transport Package's objectives of addressing Hereford's transport problems and enabling growth.

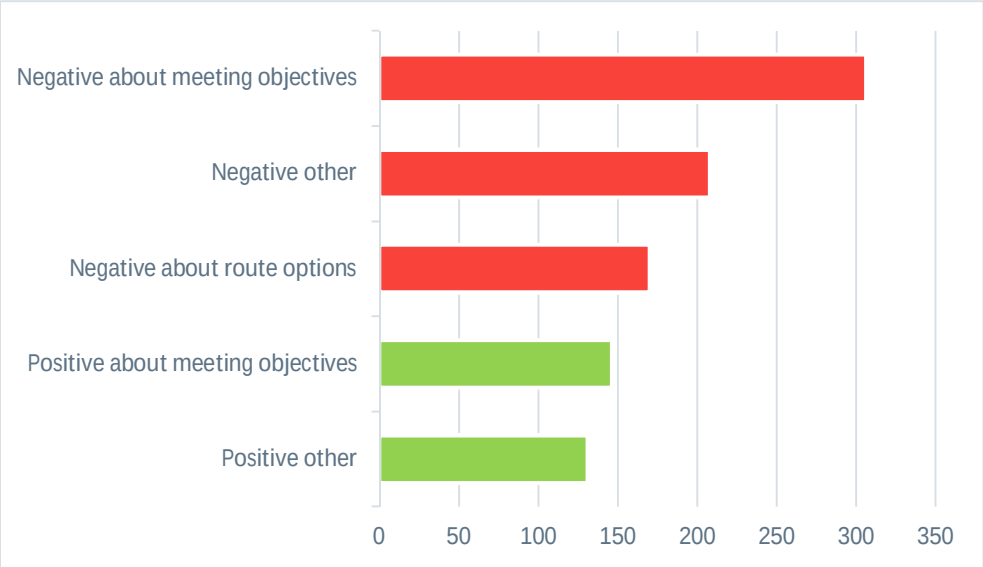
6.1.39. 1430 respondents (33%), including those who did not answer 'yes' or no', left a comment.

6.1.40. 558 (19%) of those who answered 'yes' to Question 1 left a comment signifying that the large proportion of negative comments may not be representative of all survey respondents. 788 (59%) of those who answered 'no' left a comment. Of those that did not answer 'yes' or 'no', 84 (60%) provided a comment.

6.1.41. 57 respondents (1%) did not answer either part of the question.

6.1.42. The top five themes were: 'negative about meeting objectives', 'negative other', 'negative about route options', 'positive about meeting objectives' and 'positive other'. Common themes can be seen in Figure 18 below.

**Figure 18 – The most common themes found when respondents commented on Question 1.**




6.1.43. The most common theme discussed in response to Question 1 was 'negative about meeting objectives'. Of the five most common themes found in Question 1 the most popular three were negative and the remaining two were positive.

6.1.44. 'Negative other' was the second most popular theme within Question 1 comments. This theme was applied to a variety of comments, mainly those which did not directly answer the question. For example, many comments chose to criticise the proposal of a bypass. Typical examples, taken directly from the responses, are:

- *'Don't agree with bypass'.*
- *'Bypass is a complete waste of time and money, most car trips are into town, not around it'.*
- *'This is not a bypass'.*

6.1.45. There were also a range of comments not relating to the question that were made by respondents such as:

- *'But I think more public consultation is required, the questionnaires in recent years have been less than useful, in my opinion'.*
- *'It seems to me that the entire scheme is primarily about provision of housing'.*
- *'I would prefer underpass/overpass on A49 to new roads'.*

6.1.46. 'Positive other' was also one of the top five themes found in Question 1. These included general positive comments such as:

- *'Yes - but this needs to be reconsidered looking at ALL the info' available'.*
- *'I believe the New or suppose plan should extend wider out from Hereford and not cut throw Bretton springs'.*
- *'Feel particularly that we need to reduce heavy goods vehicles through town re air quality and noise'.*

6.1.47. The 'positive other' theme was also often applied to comments which were generally positive but would make reference to the fact the scheme was overdue. This is evident from the comments below:

- *'Long time coming!!'*
- *'A bypass for Hereford is years overdue'.*
- *'About time'.*

6.1.48. The quotes below exemplify the range of comments left for Question 1:

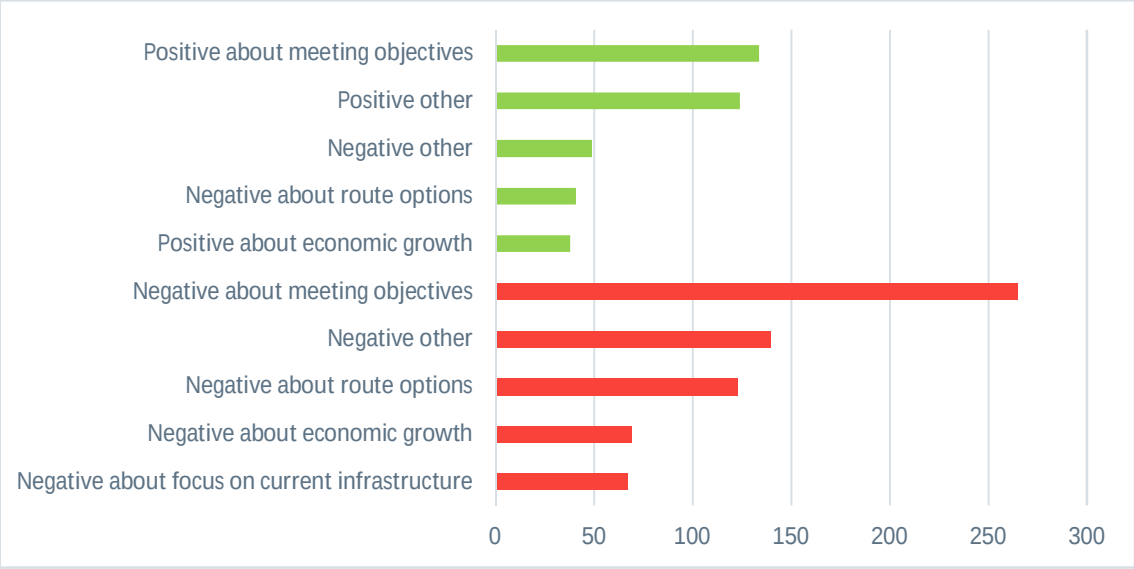
**Positive Comment:** 'A well thought out plan with clear objectives'

**Neutral Comment:** 'Providing it is cost effective and not detrimental to delivering the actual bypass'

**Negative Comment**: 'Missing any objective to address the rapidly deteriorating condition of the existing network.'

6.1.49. Figure 19 below shows the most common themes for those who answered 'yes' or 'no' to Question 1 and also left a comment.

**Figure 19 – Most common themes for those who answered 'yes' (in green) and 'no' (in red) to Question 1.**



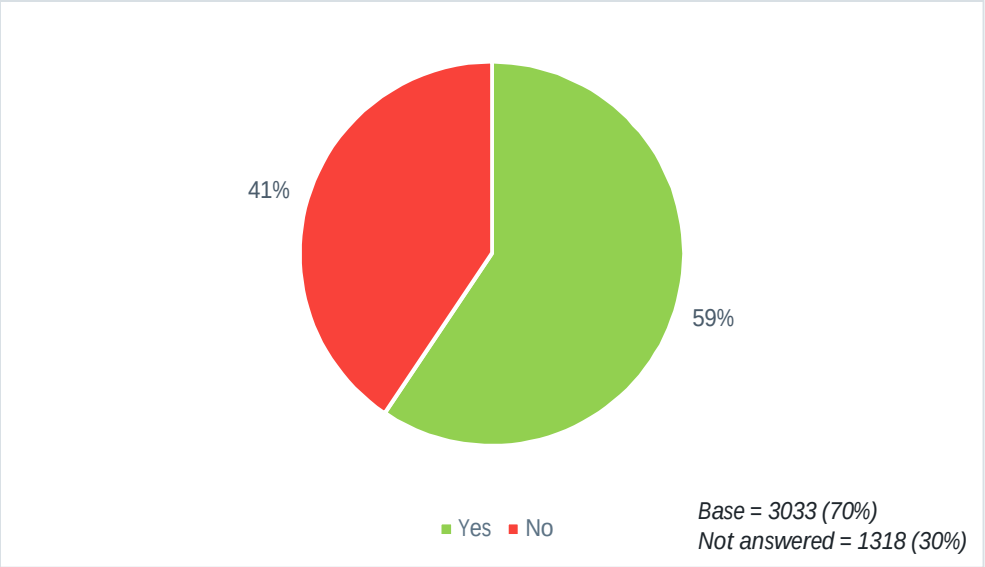

6.1.50. 'Positive about meeting objectives' was the most popular theme present in answers from respondents who answered 'yes' to Question 1.

6.1.51. 'Negative about meeting objectives' was the most popular theme present in answers from respondents who answered 'no' to Question 1.

**Question 2: Do you agree that a bypass should form part of the package?**

6.1.52. Question 2 asked respondents whether they agreed or disagreed that a bypass should form part of Hereford Transport Package.

**Figure 20 – Percentage of respondents who chose 'yes' or 'no' for Question 2.**




6.1.53. 3033 respondents (70%) ticked 'yes' or 'no'. 1318 (30%) did not provide an answer.

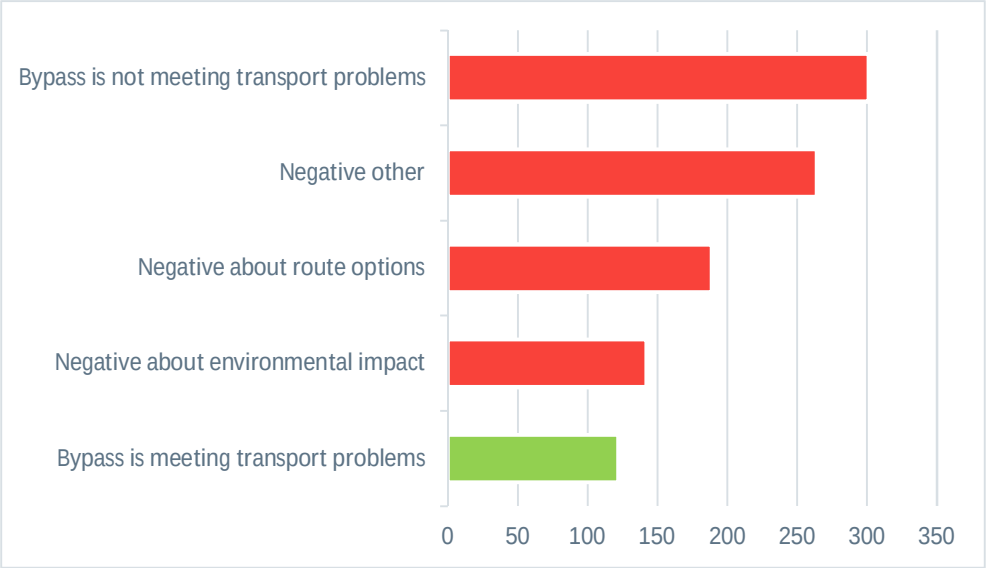
6.1.54. The majority of respondents for Question 2 agreed that a bypass should form part of the package as shown in Figure 20 above.

6.1.55. 1254 respondents (29%) left a comment for this question, including those who did not provide 'yes' or 'no' as an answer to the first part of the question.

6.1.56. 443 (25%) of 'yes' respondents left a comment, while 762 (62%) of 'no' respondents left a comment, which demonstrates that the themes identified in the comments may not be fully representative. Of the 1327 who did not tick an answer for the first part of Question 1, 49 (4%) provided a comment.

6.1.57. 1278 (29%) did not address either part of the question.

**Figure 21 – Most common themes found when respondents commented on Question 2.**



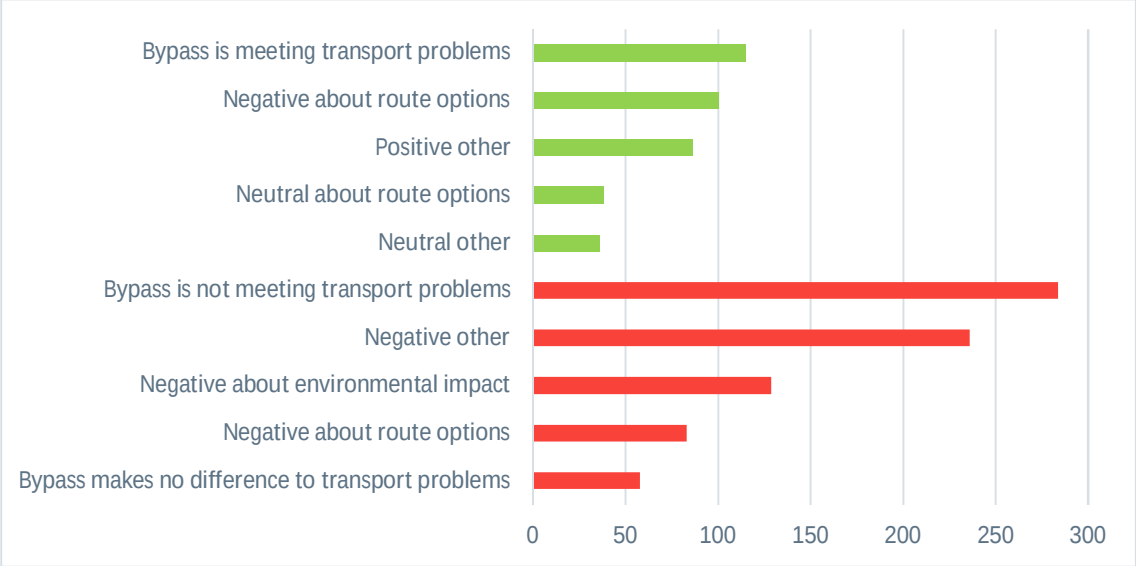

6.1.58. Figure 21 above depicts the most common themes observed from the comments provided in response to Question 2.

6.1.59. The most common theme found was 'bypass is not meeting transport problems', followed by 'negative other', and 'negative about route options'.

6.1.60. The theme 'negative other' included many generic statements that were non-specific responses, including criticism of the construction of a bypass without any further comment on the Hereford Transport Package as a whole. This theme also included comments which did not correspond with any aspect of the question. Examples of 'negative other', taken directly from the responses, are:

- *'Don't want a bypass'.*
- *'Based on flawed data'.*
- *'Not sure if all models have been fully explored'.*

**Figure 22 – Most common themes for those who answered 'yes' (in green) and 'no' (in red) to Question 2.**




6.1.61. Figure 22 above indicates the most common theme for respondents who answered 'yes' to Question 2 was that the bypass is meeting the current transport problems.

6.1.62. Many respondents who answered 'no' indicated that 'the bypass is not meeting transport problems'. Examples of comments with this theme, taken directly from the responses, can be seen below:

- *'We do not need a bypass. We need good public transport, park and ride and better cycle lanes'.*
- *'I have yet to see a traffic profiling report which sufficiently explains why a bypass would reduce traffic levels in Hereford, particularly at busy times. If anything the induced demand and extra housing would increase traffic levels'.*
- *'A bypass is not what Hereford or the wider local area needs right now, and I believe it will add to the current traffic problems due to (1) the planned 6500 new homes (bringing potentially 13000 + more cars to Hereford's roads and (2) new roads tending to attract more traffic than was there before the road-building took place.'*

6.1.63. Many respondents highlighted concerns about additional housing that is being created and the problems that this will bring in terms of traffic. Some respondents have made a link between the bypass being built and enabling the additional housing.

6.1.64. The quotes below indicate the range of comments left for Question 2:

**Positive Comment:** 'This will relieve traffic in central Hereford and bring more jobs and economic activity'

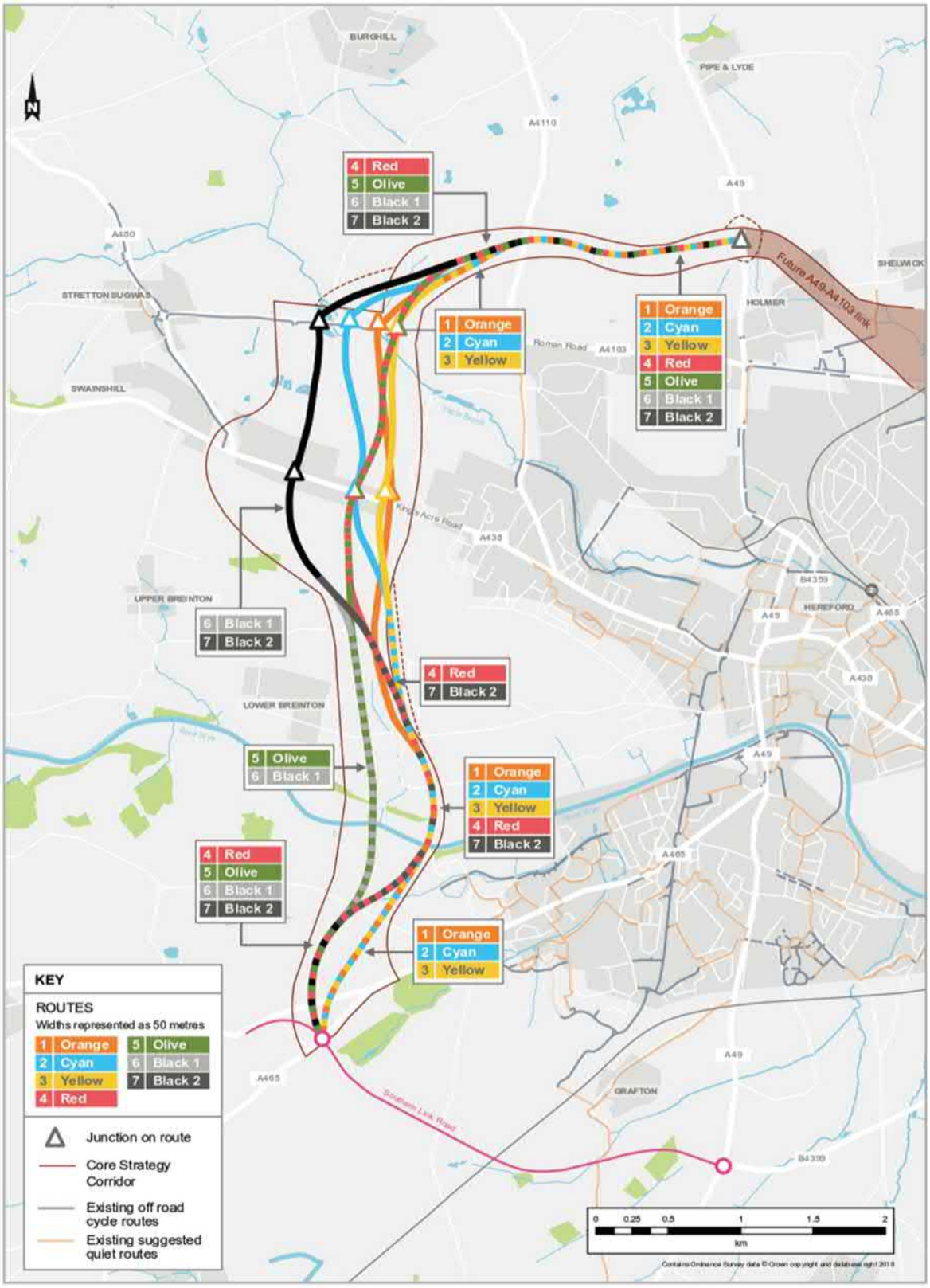
**Neutral Comment:** 'A bypass is needed but not happy that it could affect our home!'

**Negative Comment**: 'Cannot see a bypass helping Herefords problem if there are more houses to be built - more houses - more traffic!'

**Question 3: Which bypass route would you prefer?**

6.1.65. Question 3 refers to the 7 possible bypass routes, and these are illustrated below in Figure 23.

**Figure 23– Possible bypass routes.**

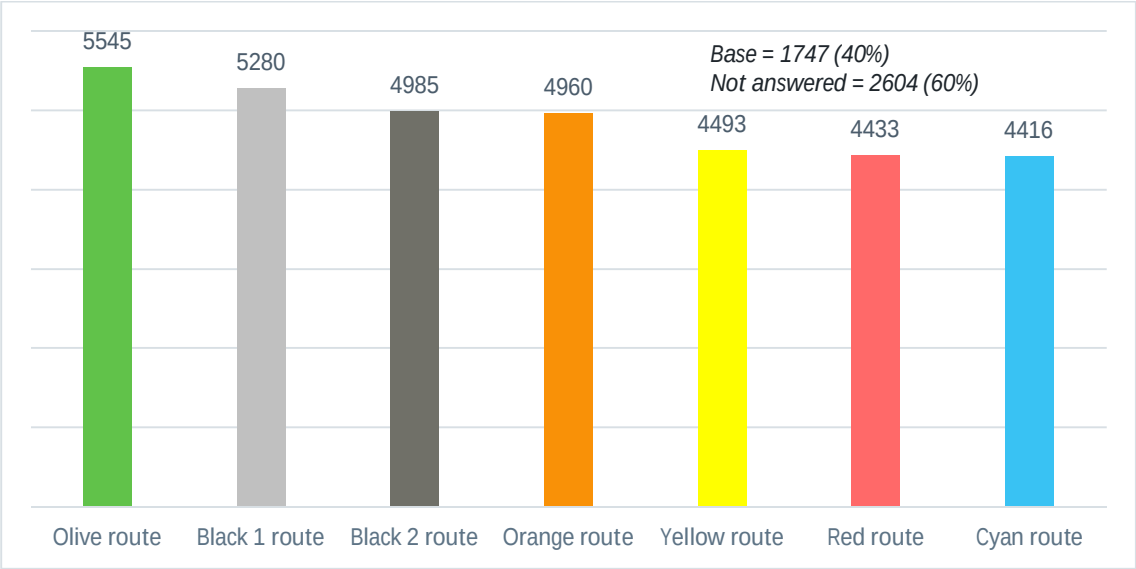


6.1.66. In Question 3, survey respondents were asked to rank their preferred routes from 1-7.

6.1.67. 1747 respondents (40%) chose at least one route for Question 3. A total of 876 (20%) chose to rank all routes, and 416 (10%) only ranked one route. 2604 respondents (60%) did not provide any ranking. Of those who did not provide any ranking, 958 (37%) left a negative comment. These comments commonly related to general opposition to a bypass and the routes being proposed.

6.1.68. This data was then converted so that a respondent's preferred route would be worth 7 points and their least preferred route would be worth 1 point. Figure 24 below represents the total score for all routes.

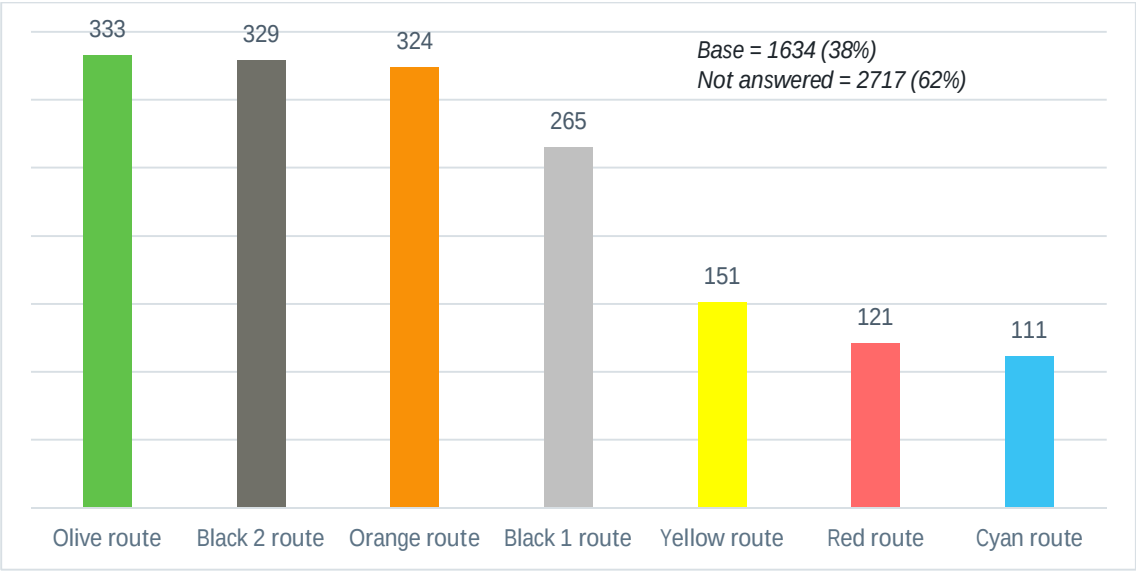
**Figure 24 – The total score for each of the seven proposed bypass routes.**




6.1.69. Figure 24 shows that, although the Olive route has a marginally higher score, there is no clear preference amongst respondents.

6.1.70. Figure 25 below illustrates the frequency of each route being chosen as a respondent's first choice.

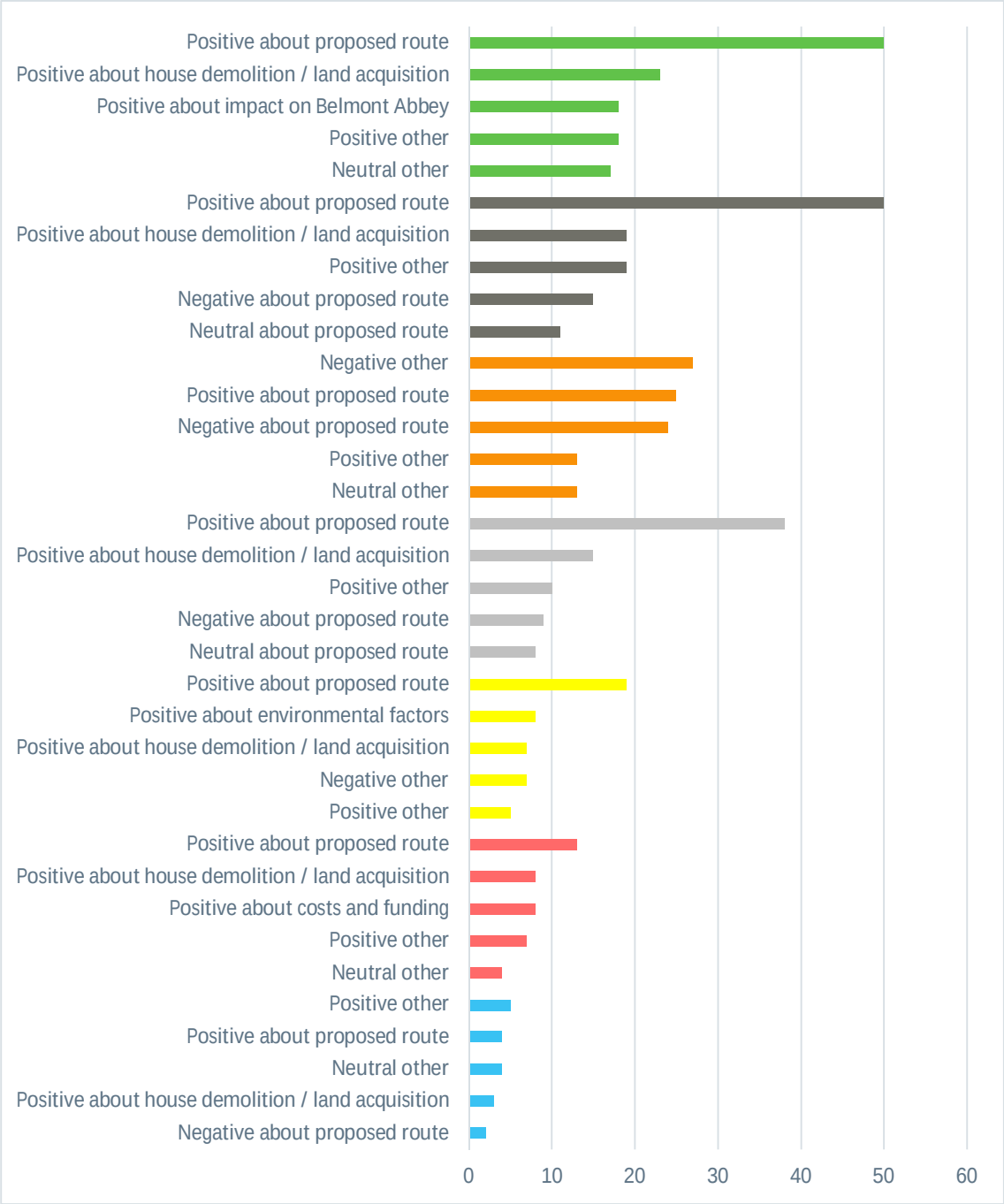
**Figure 25 – Selection of routes as first choice.**




6.1.71. As shown above, there is greater variation in preference based on first choice.

6.1.72. Figure 26 above shows the most commonly used themes relating to respondents' respective favoured routes: Olive, Black 2 and Orange.

**Figure 26 – Most common themes relating to the respective route identified by those who chose each of the routes as their first choice.**




6.1.73. The most commonly discussed theme generally was 'positive about the proposed route' which was used for comments that praised specific routes in terms of their length, location and general vicinity to the city. Respondents' comments also suggested that the level of house demolition and land acquisition was influential in their ranking of the routes.

6.1.74. Some of the comments respondents left, taken directly from the responses, are:

- *'Further away from main residential areas'.*
- *'The black routes are furthest out so allow for greater expansion of the city'.*
- *'The orange, cyan and yellow routes seem to be more direct than the others'.*

6.1.75. Example of comments with the theme positive other include:

- *'To be honest, I don't care as long as we get a bypass'.*
- *'Time to stop talking and crack on'.*
- *'Not too concerned as to which route so long as it goes ahead quickly'.*

6.1.76. Example of comments with the theme neutral other include:

- *'I have no strong preference'.*
- *'I trust the council to choose the right route for the city following consultation'.*
- *'Ensure that the bypass is kept free-flowing i.e. avoid traffic lighted junctions and roundabouts'.*

6.1.77. Example of comments with the theme negative other include:

- *'My preference is NOT to have a bypass if it means building 6500 new homes. If the homes were not part of the equation I would think differently'.*
- *'No bypass we don't need a bypass'.*
- *'I would prefer an outright ring road further out utilising existing roads'.*

6.1.78. The quotes below exemplify the range of comments left for Question 3:

**Positive Comment:** 'I think taking it further out will mean that traffic and all the associated problems would be better off giving Hereford a wider route'

**Neutral Comment:** 'I do not reside in Hereford city and therefore have no preference. It should have the least possible impact on residents and the environment even if that costs more.'

**Negative Comment**: 'My main preference, overriding all of the above, is none of the options'

6.1.79. Table 6 below provides further detail regarding how respondents ranked routes.

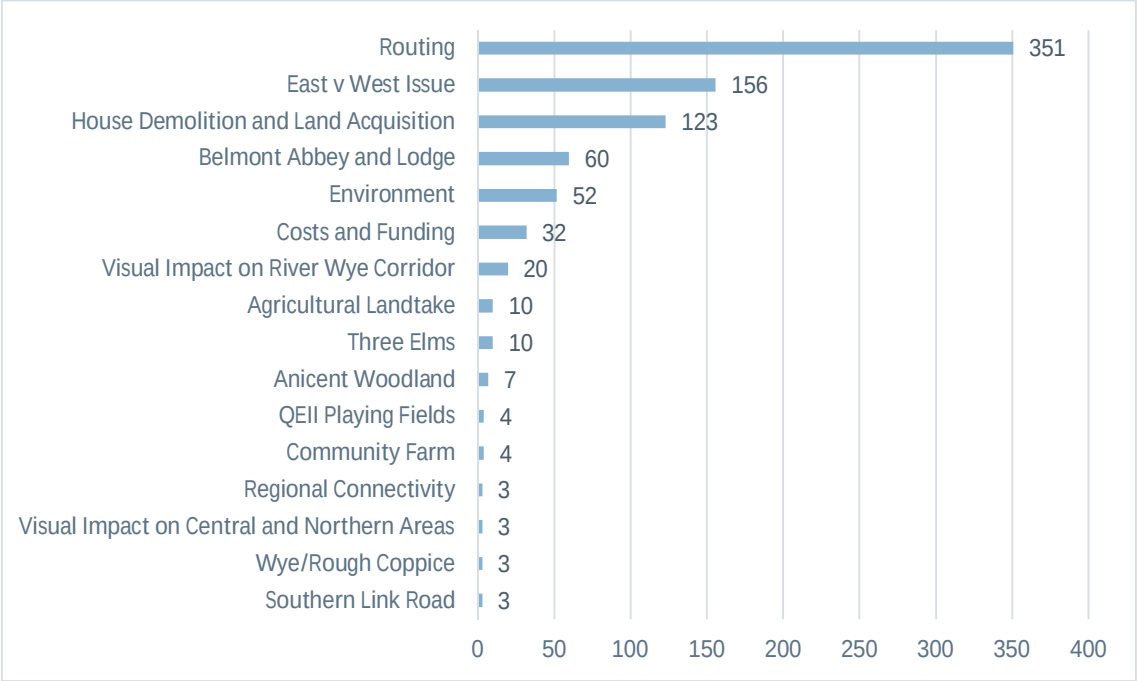
**Table 6 – Breakdown of route preference.**

| Route | 1st Preference | 2nd | 3rd | 4th | 5th | 6th | 7th Preference |
|---|---|---|---|---|---|---|---|
| Orange | 324 | 178 | 124 | 98 | 94 | 81 | 168 |
| Cyan | 111 | 224 | 208 | 121 | 152 | 125 | 65 |
| Yellow | 151 | 153 | 233 | 144 | 151 | 119 | 86 |
| Red | 121 | 112 | 140 | 395 | 137 | 81 | 61 |
| Olive | 333 | 109 | 189 | 118 | 293 | 93 | 78 |
| Black 1 | 265 | 333 | 65 | 42 | 46 | 342 | 112 |
| Black 2 | 329 | 205 | 103 | 40 | 62 | 87 | 417 |

6.1.80. This shows that although Orange, Black 1 and Black 2 were frequently chosen as respondents' first preference, they were also commonly chosen as either sixth or seventh preference. Olive, which received the most support, appears to be subject to less opposition from those who stated their preferences.

6.1.81. More generally, a number of themes were frequently discussed and these are shown below in Figure 27.

**Figure 27 – Themes identified in responses to Question 3.**

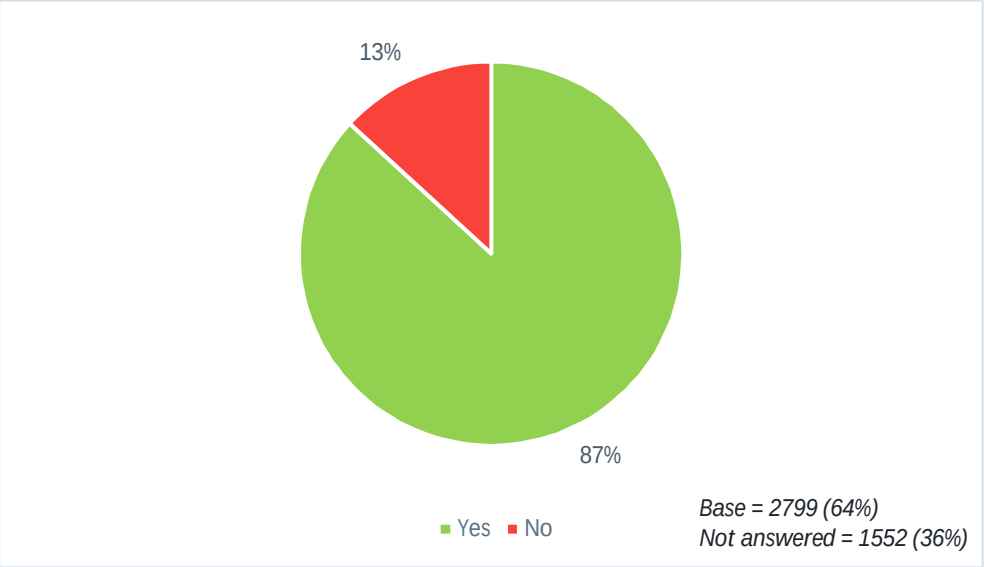



6.1.82. This illustrates that routing of the proposed bypass is a key consideration amongst respondents. This refers to the proposed routes' length, location and general vicinity to the city. The issue of the proposed routes being in the east was commonly discussed, as were house demolition and land acquisition.

**Question 4: Do you agree that the package should include possible walking, cycling, bus and public realm measures described in the consultation materials?**

6.1.83. Question 4 of the questionnaire gave respondents the opportunity to agree, disagree and comment on the sustainable transport measures which were to be included in the Hereford Transport Package.

**Figure 28 – Respondents that answered 'yes' or 'no' to Question 4.**

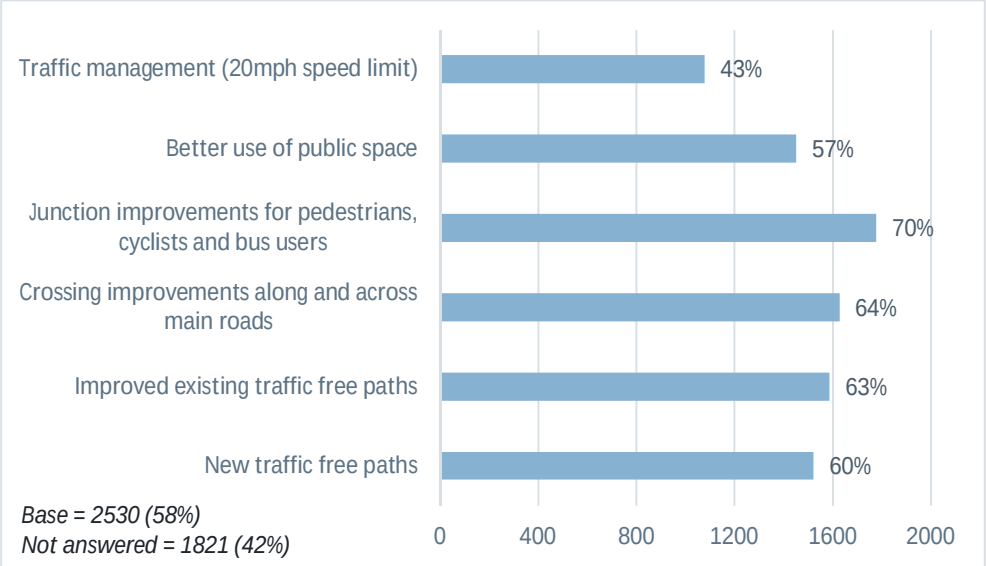



6.1.84. 2799 respondents (64%) answered this question with 'yes' or 'no'. 1552 (36%) did not answer.

6.1.85. As can be seen from Figure 28 above, 2427 respondents (87%) agreed that the package should include possible walking, cycling, bus and public realm measures.

6.1.86. Question 4 also gave respondents the opportunity to tick their preferred options for types of improvements. Respondents were able to select multiple choices. 2544 respondents (58%) ticket at least one option, while 1807 (42%) did not provide an answer.

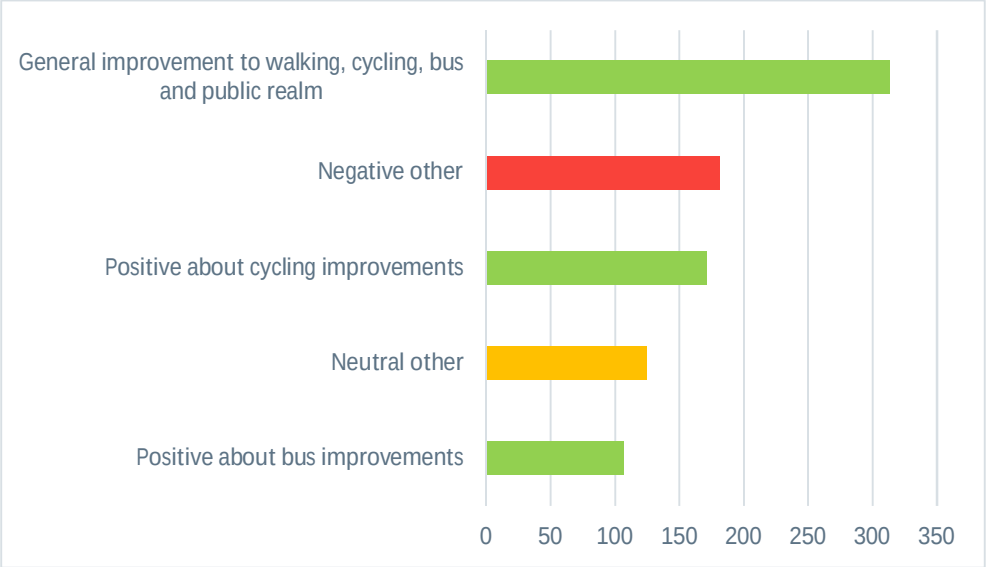
**Figure 29 – The percentage of respondents that chose each individual public realm improvement theme as suggested by the consultation materials.**




6.1.87. Figure 29 above presents 'junction improvements for pedestrians, cyclists and bus users', 'crossing improvements along and across main roads' and 'improved existing traffic paths' as the top three improvements favoured by respondents.

6.1.88. 1114 respondents (26%) chose to leave a comment on Question 4.

**Figure 30 – Most common themes found in the comment section of Question 4.**




6.1.89. Figure 30 above shows the top five themes found within the comment section of Question 4. The analysis of common themes revealed the most popular theme, was 'general improvement to walking, cycling, bus and public realm'. Examples of these comments, taken directly from the responses, include:

- *'The transport package improvements should include reducing emissions and getting people fitter with easier access for riding and walking around the city'.*
- *'Absolutely essential to promote easier non car access to the centre'.*
- *'Better public transport links along with improved cycle paths will reduce computer traffic within the city and help combat congestion and pollution'.*

6.1.90. The second most popular theme was 'negative other' which generally meant negative comments about other aspects of the Hereford Transport Package outside of the scope of the question such as:

- *'What is this question actually asking? I doubt many will be making an informed choice here'.*
- *'Again, difficult to comment as the whole concept is flawed'.*
- *'My council tax is far higher than my home in one of the best suburbs of London…for what?'*

6.1.91. Comments following the theme of 'neutral other' included:

- *'Bypass issues to be addressed on its own'.*
- *'Better use of public space" is too vague for me to answer or comment on'.*
- *'Schemes should not further restrict traffic flow'.*

6.1.92. The quotes below exemplify the range of comments left for Question 4:

**Positive Comment:** 'All listed improvements would be nice to have.'

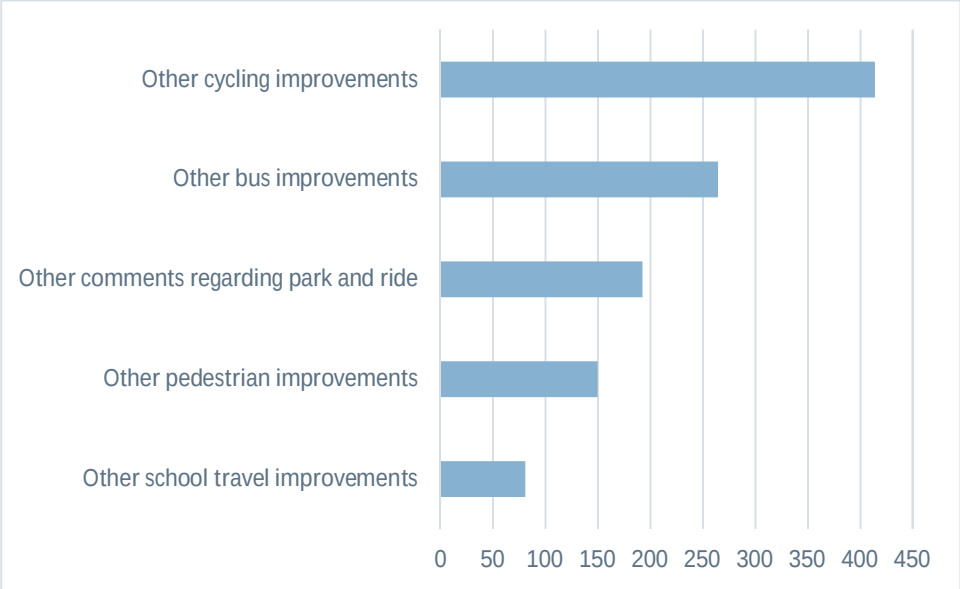
**Neutral Comment:** 'Better use of public space largely depends upon what that "better use" actually is.'

**Negative Comment**: 'Everything is inadequate at the moment. Concentrate on using the money for things that are more important, i.e. the hospital.'

**Question 5: Are there are other walking, cycling, bus and public realm improvements or locations that you think we should be considering?**

6.1.93. Question 5 asked respondents to make any further comments regarding possible considerations for walking, cycling, bus and public realm improvements.

**Figure 31 – The most common themes found within Question 5 comments.**




6.1.94. 1378 respondents (32%) chose to answer Question 5. 2973 (68%) did not answer this question.

6.1.95. Figure 31 above shows the most common themes identified within comments on Question 5. The most common theme found in Question 5, not shown in Figure 31, was 'other'. Comments that were applied this theme were generally comments that reached beyond the scope of the question or often did not relate directly to the question being asked. Such comments included suggestions to improve the city of Hereford as shown below, as taken directly from the responses:

- *'Tram line running south/ north over the old bridge would reduce congestion'.*
- *'You should repair the potholes properly to a better standard'.*
- *'Need a boating lake for recreational activities and model enthusiasts valuing with model flying fields for new local clubs'.*

6.1.96. The 'other' theme also included general comments, for example:

- *'There are more important things to be spending money on'.*
- *'No we have all these already'.*
- *'NO. Think of the motorist for once'.*

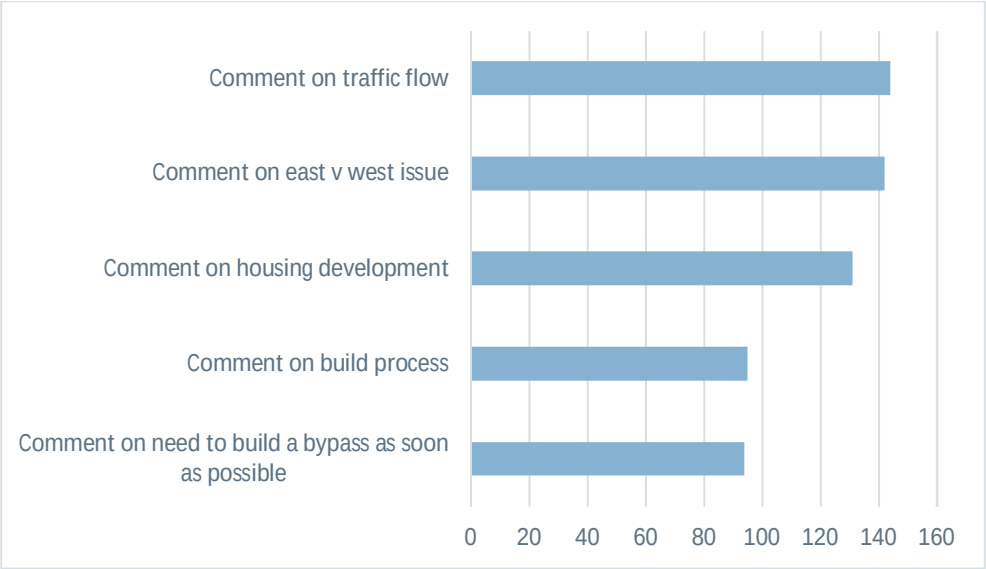
6.1.97. 'Cycling improvements' and 'bus improvements' were also frequently discussed themes within the comments showing that there is keen appetite for improvements to the public travel network within the city.

6.1.98. This question highlights that respondents feel like there are other solutions that could be explored in addition to cycling and bus improvements. Many consultation exhibition attendees asked whether park and ride would be made available, for instance.

**Question 6: Do you have any other comments about the current proposals included in the Hereford Transport Package?**

6.1.99. Question 6 provided respondents the opportunity to make further comments on the current proposals included in the Hereford Transport Package.

**Figure 32 – Most commonly found themes in Question 6 responses.**




6.1.100. 1407 respondents (32%) answered this question. 2944 respondents (68%) chose not to answer.

6.1.101. Figure 32 above shows a large number of comments related to the theme of traffic flow (144, 10%), closely followed by whether the bypass should be in the east or west of Hereford (142, 10%). Respondents also commented on future or existing housing developments (131, 9%).

6.1.102. Some of the comments, taken directly from the responses, were as follows:

- *'This is a house building exercise. It has nothing to do with congestion'.*
- *'Yes the introduction of more houses in the Belmont area will increase the traffic going into town'.*
- *'As far as I can see, the amount of housing needed to fund any bypass will add so much to the traffic problems in the city that there will be no net gain. Most people living in Hereford need to get INTO Hereford, not round it'.*

6.1.103. Many respondents raised the matter of new housing that is potentially being created within Hereford and the impact this may have on traffic flows. This is also mirrored by organisations that have left feedback using the questionnaire, which can be seen in Section 6.3.

6.1.104. Comments on the east/west issue were amongst the most common. This point was raised in several different ways throughout the consultation, in writing, at public meetings and at the exhibitions. A response was provided within the Frequently Asked Questions (shown in Appendix C.6), and in email responses to individual queries.

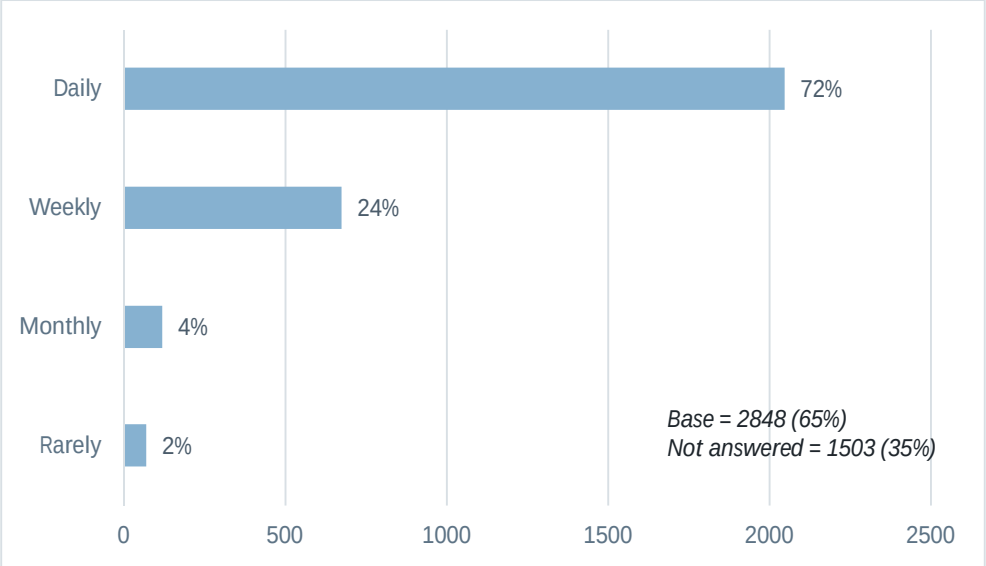
6.1.105. Some examples of these comments include:

- '*An expensive scheme which will devastate the peace and quiet of the Wye Valley. Yes, the city needs a bypass for traffic relief but this should be to the east'.*
- *'Desperate need for eastern by-pass. This should have been the priority!!'*
- *'Forget the western bypass – go east!'*

**Question 8: How often do you travel around Hereford?**

6.1.106. Question 8 allowed respondents to choose from a selection of four categories to describe how often they travelled around Hereford: daily, weekly, monthly or rarely. Multiple options could be chosen. The second part of the question gave respondents the opportunity to comment further on the nature of their travelling around Hereford.

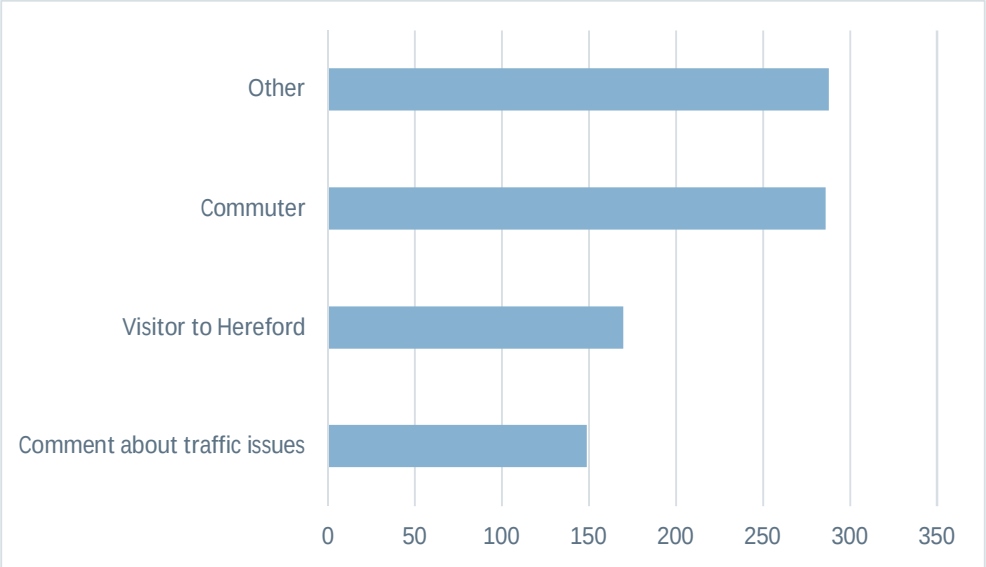
**Figure 33 – How often respondents travel around Hereford.**




6.1.107. 2848 respondents (65%) chose one of the above categories. 1503 (35%) did not tick an option.

6.1.108. Figure 33 above indicates that 2048 respondents (72%) travel around Hereford daily. 676 (24%) visit weekly 70 respondents (2%) travel around Hereford rarely. This exemplifies that most of the survey respondents are those who often travel around the city of Hereford.

**Figure 34 – The most common themes relating to how often respondents travel around Hereford.**




6.1.109. This part of Question 8 gave respondents the opportunity to make any further comments. 886 respondents (20%) chose to comment.

6.1.110. As shown in Figure 34 above, the most common themes related to commuting to, from or around Hereford. The 'other' category was the second most common and many of the comments were beyond the scope of the question. These comments included the following, taken directly from the responses:

- *'The new road from the bottom of Aylestone Hill is not much in use but has increased the number of traffic lights on Edgar Street and Widemarsh Street. Not much benefit then'.*
- *'The vast majority of drivers needs park and ride/public transport facilities'.*
- *'Since the cattle market rebuild, I often go to Leominster instead'.*

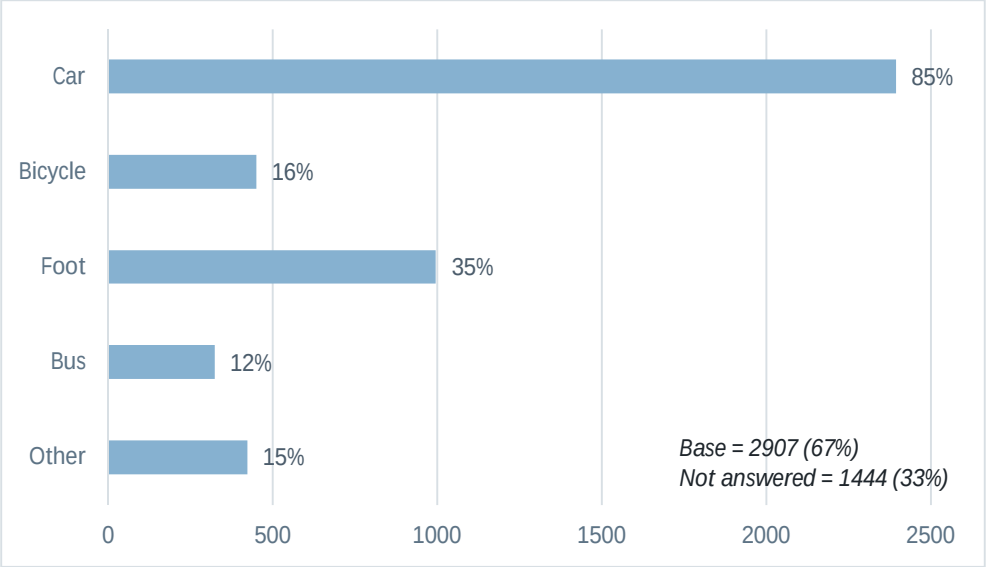
6.1.111. The 'other' theme of the comments often included remarks that were relevant to the consultation as a whole but not to this specific question. Examples of these comments include:

- *'I mainly walk or get public transport however I always pay attention to the traffic that passes through and a fast majority of vehicles are not from/staying in Hereford'.*
- *'Mainly by foot in north west quadrant. By car into town, but mainly park in Merton Meadow & walk into old centre'.*
- *'I volunteer as a driver for community transport. A better public transport service would make life much easier and cheaper for the elderly people I serve and would cut down on fuel emissions'.*

**Question 9: How do you most commonly travel around Hereford?**

6.1.112. Question 9 gave respondents the opportunity to disclose their preferred methods of travel around Hereford. Respondents were able to select multiple modes of transport.

**Figure 35 – How respondents usually travel around Hereford.**




6.1.113. 2907 respondents (67%) answered this question. 1438 respondents (33%) did not provide an answer.

6.1.114. The percentages seen in Figure 35 above are based on the responses of those that did answer this question.

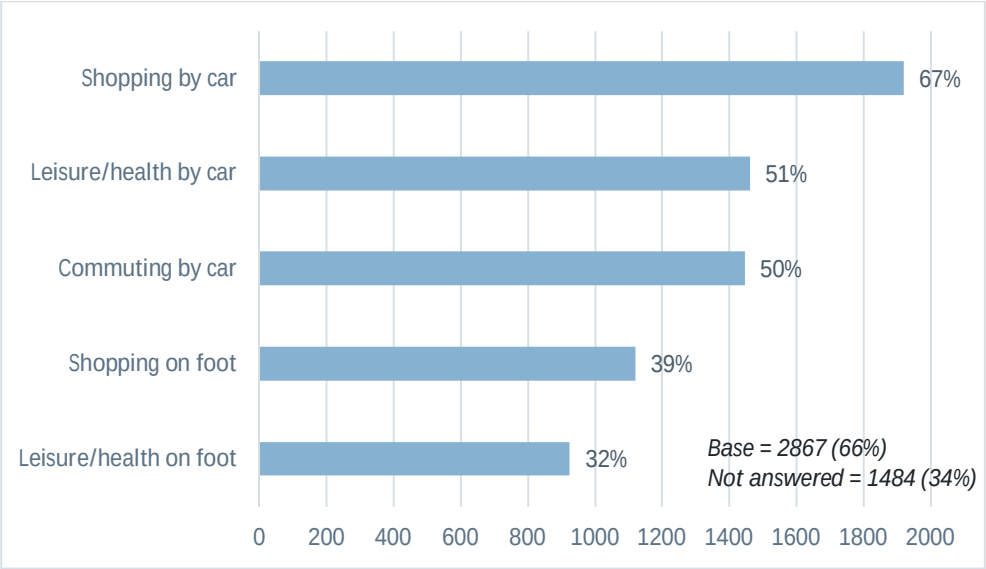
6.1.115. As can be seen from Figure 35, the most common mode of transport is a car. The second most common form of transport is on foot. Bicycle, bus and other are the three least used modes of transport according to survey responses.

6.1.116. Along with Question 8, which asks about travel habits, answers to Question 9, support the assertion that there is a scope to change travel behaviour in Hereford as per the objectives of the HTP. The vast majority of respondents who answered Question 8 travel around Hereford daily whilst Question 9 indicates that they mainly travel using a car. This highlights that one of the key contributors of traffic is the high level of private car usage.

**Question 10: What is the most common reason for your travel around Hereford?**

6.1.117. Question 10 asked respondents to choose from the options below as possible reasons for travel around Hereford. The mode of transport for these activities was also chosen. Respondents were allowed to select multiple answers.

**Figure 36 – Most common reasons to travel around Hereford.**




6.1.118. 2867 respondents (66%) answered this question. 1484 (34%) did not answer this question.

6.1.119. Figure 36 above shows 'shopping by car' to be the most popular reason for travel around Hereford. 'Leisure/ Health by car' and 'commuting by car' were also popular reasons to travel. 'Shopping' was the most common reason for travel by foot.

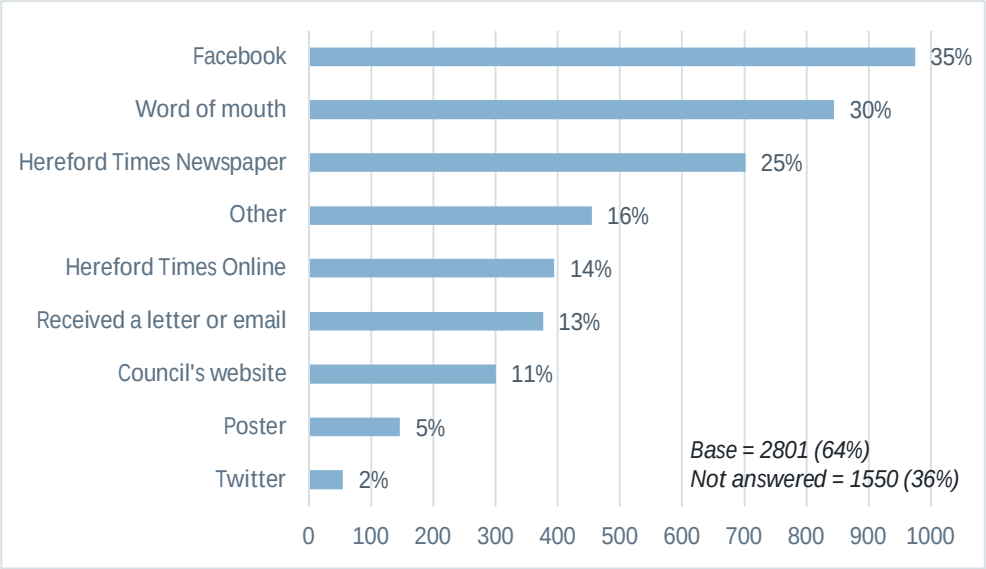
## QUESTIONS ON THE CONSULTATION PROCESS

6.1.120. Questions regarding the consultation process were asked at the very end of the questionnaire.

**Question 12: How did you hear about this consultation?**

6.1.121. Question 12 gave respondents multiple choices, as seen below in Figure 37, to explain how they heard about the Hereford Transport Package consultation.

**Figure 37 – How respondents heard about this consultation.**



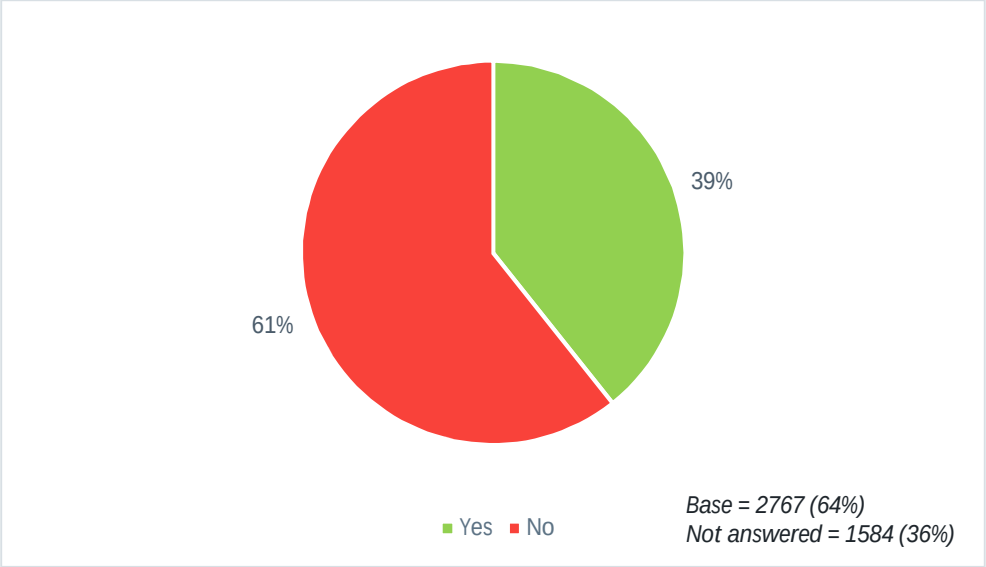

6.1.122. 2801 respondents (64%) replied to this question. The percentages included in Figure 37 are for those who did respond to this question. 1550 respondents (36%) opted not to provide an answer.

6.1.123. Facebook was the primary way respondents heard about the consultation. Word of mouth and the Hereford Times newspaper were also common ways that respondents were informed about this consultation.

**Question 13a: Did you attend a public consultation event?**

6.1.124. Question 13 gave respondents the opportunity to answer whether they attended a public consultation event and to comment on their experience.

**Figure 38 – Whether respondents attended a public consultation event.**



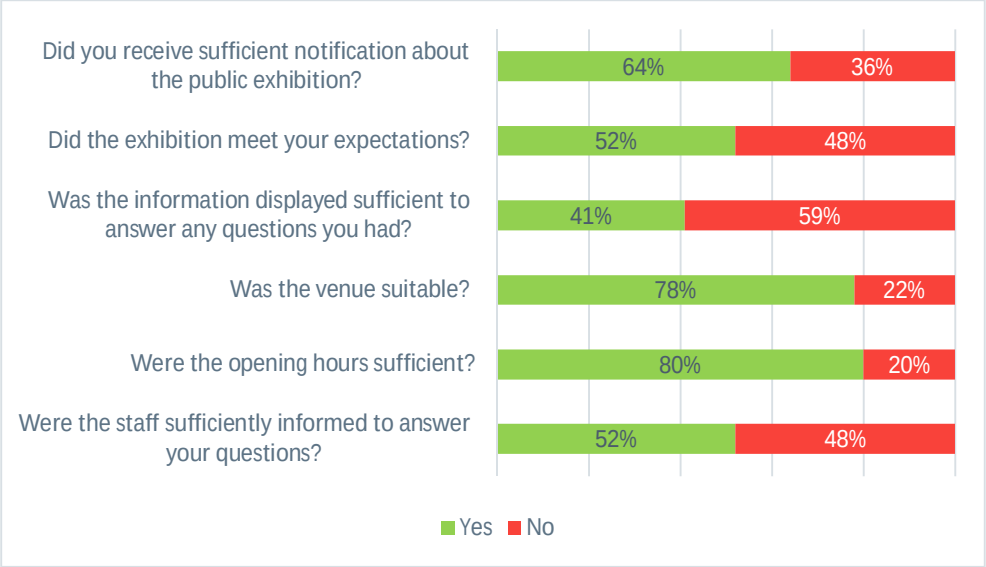

6.1.125. 2767 respondents (64%) answered this question. 1584 respondents (36%) did not answer this question.

6.1.126. 1675 respondents (61%) did not attend a public consultation event, as can be seen from Figure 38 above.

**Question 13b: The Public Exhibitions**

6.1.127. This part of Question 13 gave respondents the opportunity to provide their opinion on different aspects of the consultation events if they attended. Their responses are shown in Figure 39 below.

**Figure 39 – Respondents' reflections on different aspects of consultation events.**



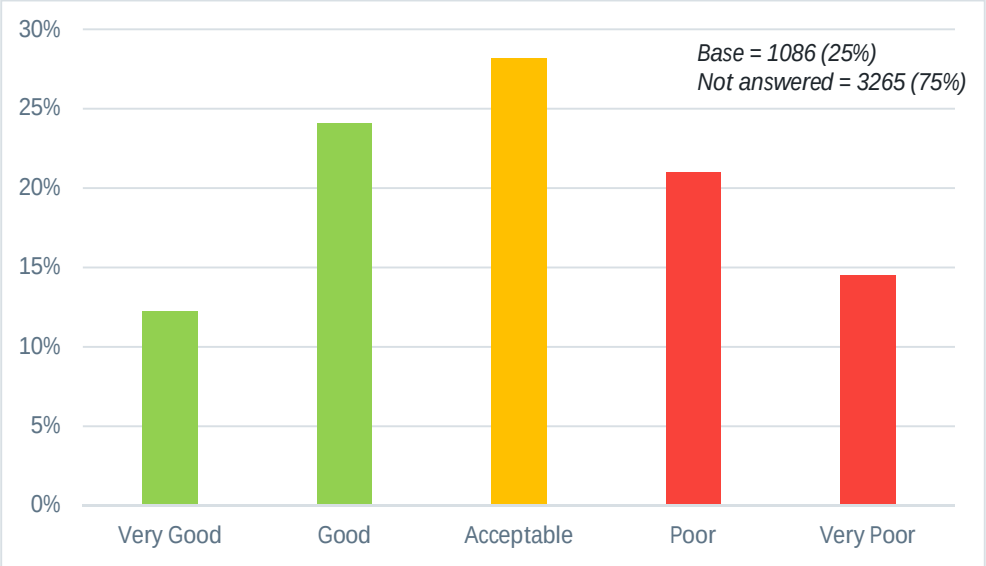

6.1.128. 22-23% of survey respondents answered each part of question 13b:

- Did you receive sufficient notification about the public exhibition? – 1022 (23%) answered and 3329 (77%) did not.
- Did the exhibition meet your expectations? – 1005 (23%) answered and 3346 (77%) did not.
- Was the information displayed sufficient to answer any questions you had? – 1003 (23%) answered and 3348 (77%) did not.
- Was the venue suitable? – 1015 (23%) answered and 3336 (77%) did not.
- Were the opening hours sufficient? – 994 (23%) answered and 3357 (77%) did not.
- Were the staff sufficiently informed to answer your questions? – 959 (22%) answered and 3392 (78%) did not.

**Question 14: How would you rate the quality of the consultation materials?**

6.1.129. Question 14 gave respondents the opportunity to comment on consultation materials.

**Figure 40 – Feedback on the consultation materials.**

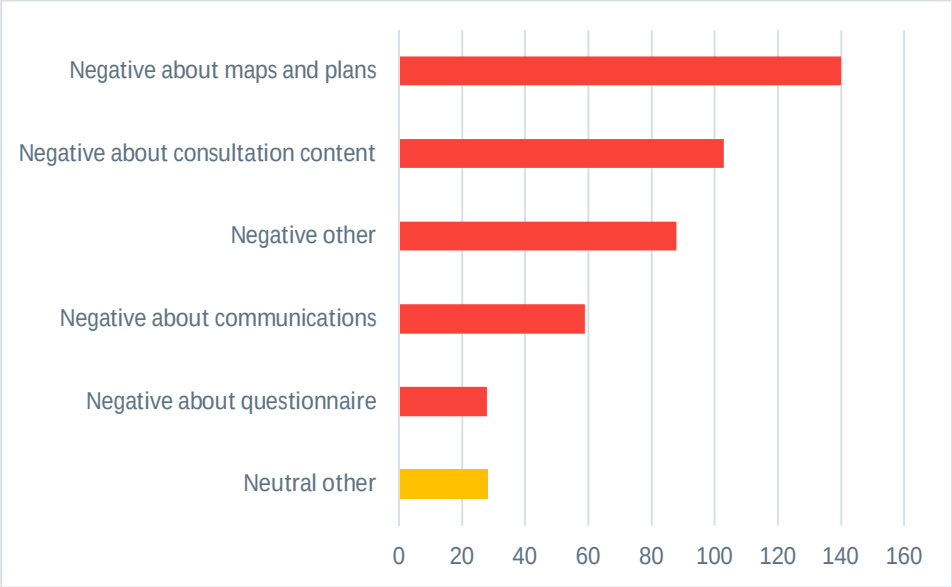



6.1.130. This question was answered by 1086 respondents (25%). 3265 (75%) did not provide an answer to this question.

6.1.131. Figure 40 above indicates that 301 respondents (28%) deemed the consultation to be 'acceptable', 256 (24%) 'good' and 129 (12%) 'very good'.

6.1.132. Only 457 respondents (11%) provided additional comments regarding the consultation materials.

**Figure 41 – The most common themes found when respondents commented on Question 14.**




6.1.133. As shown in Figure 41 above, a large number of the comments were negative and related to the quality of the maps and plans, as well as the general content of the consultation.

6.1.134. The 'negative other' theme was popular within Question 14 comments. Examples of comments using this theme, taken directly from the responses, are:

- *'As usual, outsourced & very expensive attempt at public relations for a foregone conclusion'.*
- *'There were no alternatives to the bypass'.*
- *'Could have been produced more cheaply!'*

6.1.135. The 'neutral other' theme was also popular within Question 14 comments. Examples of comments using this theme are:

- *'OK as an overview, but difficult to see the detail'.*
- *'Haven't really looked'.*
- *'What is happening at the junction with A4110?'*

## RESPONSES FROM RESPONDENTS INDICATING A DISABILITY

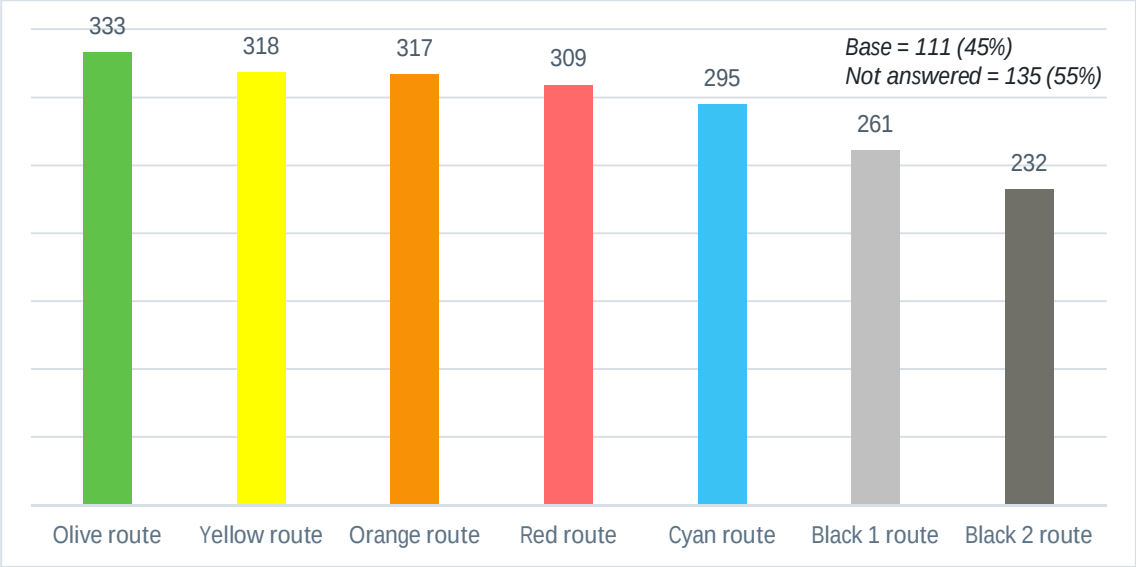
6.1.136. 246 questionnaire respondents stated that they considered themselves to have a disability. This would include those who responded by Easy Read. Although these responses have been included in the overall analysis, the following section enables the views of disabled respondents and respondents with limited mobility to be further understood.

6.1.137. 121 respondents (54% of those who provided an answer to this question) agreed that the HTP objectives would address the transport problems in Hereford and enable growth. This is compared to the 68% of all respondents, and therefore indicates a lower level of agreement. Comments provided alongside responses to this question suggested negativity about the ability to meet the HTP's objectives as well as the route options being consulted upon.

6.1.138. 125 respondents (53% of those who provided an answer to this question) agreed that a bypass should form part of the HTP. This is slightly lower than the 59% across all respondents who were in support of the proposal. Comments suggested that respondents felt that the bypass would not help in meeting objectives while there was also concern regarding the environmental impact. There was also negativity regarding the route options. Another common theme identified was that the bypass would be effective in meeting the objectives.

6.1.139. Respondents were given the opportunity to rank the proposed routes. As previously explained, these rankings were assigned scores, and the result of this is displayed below in Figure 42.

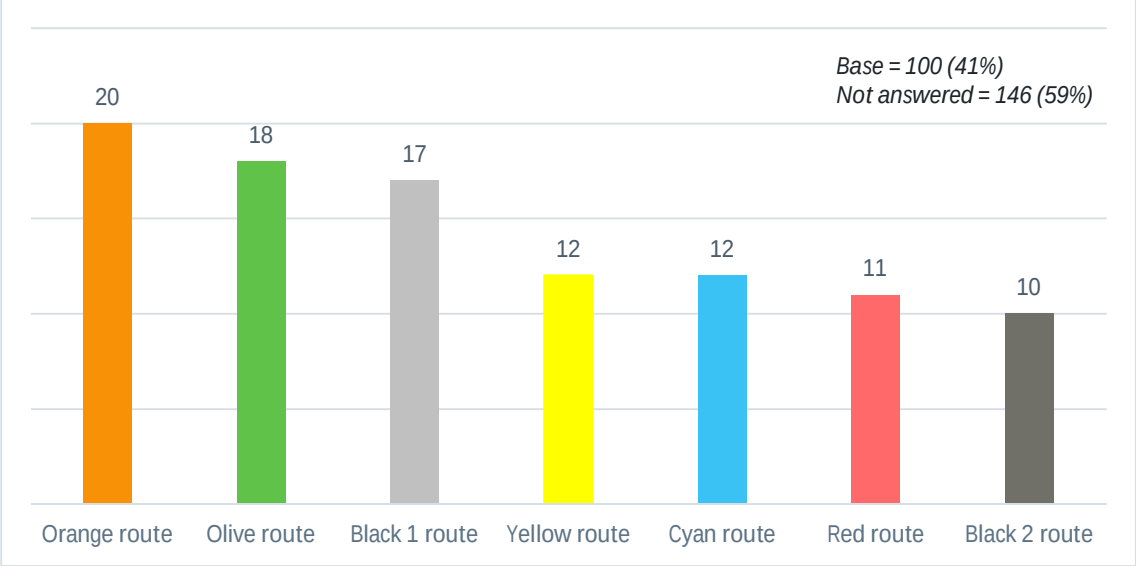
**Figure 42 – The total score for each of the seven proposed bypass routes based on responses from respondents indicating a disability.**




6.1.140. This shows that Olive remained the most popular route, followed by Yellow and Orange. Black 1 and Black 2 were least popular, despite being second and third most popular in the overall analysis.

6.1.141. Figure 43 illustrates which routes respondents indicated were their first preference.

**Figure 43 – Selection of routes as first choice by respondents indicating a disability.**




6.1.142. Orange was the most popular route option in this case, followed by Olive and Black 1. Black 2, despite being ranked second in the overall analysis, was selected as first choice by the fewest respondents in this case.

6.1.143. 195 respondents (90% of those who provided an answer to this question) agreed that walking, cycling, bus and public realm measures should form part of the HTP. This is at similar level to the 87% who were in support overall.

## 6.2 CONSULTATION ENQUIRIES

6.2.1. During the consultation process Herefordshire Council received a number of enquiries. These responses were either received at a consultation event, by email, post or phone.

6.2.2. The total of 273 individual enquiries were received. 105 of these were received by individuals attending a consultation event.

6.2.3. The enquiries were mixed in terms of content, but generally asked for further detail. Some examples, taken directly from the responses, are:

- *'Asking for a clear plan, where would the bypass cross the A49?'*
- *'What are the links in the modelling of the traffic to the other networks?'*
- *'Can comments forms/questionnaires be returned via email? If so, is it this email address they should be sent to?'*

6.2.4. All enquiries were responded to and where possible, additional information was provided. There was also a FAQ available on Herefordshire Council's website.

## 6.3 WRITTEN RESPONSES

### FROM INDIVIDUALS

6.3.1. We received 22 responses from individuals during the consultation period. Three responses sent in addition to their questionnaire responses.

6.3.2. 19 responses, taken directly from the responses receieved, were of a negative tone:

- *'A recent survey online, albeit unofficial, showed that the majority of voters didn't agree with the council's plans to build a bypass'.*
- *'The Relief Road should not be built. The money should be diverted to fund city and county-wide active travel infrastructure improvements'.*
- *'In a world where humans environmental impact is becoming increasingly damaging and detrimental isn't it important that we show some compassion and thought to our local area?'*

6.3.3. The other three responses were of a neutral or positive tone:

- *'We understand the general concerns regarding the transport needs of Hereford and agree that improvements in roads, pedestrian and cycle ways, speed limits, crossing places and bus routes are needed'.*
- '*The need for a bypass – in theory, we can see that there is a genuine need'.*
- *'We need a By-pass, the type and setting is important and should be outside the perimeter of the city NOT within 2-3 miles of the centre.'*

### FROM ORGANISATIONS

6.3.4. Responses from stakeholder organisations are provided in full in Appendix F .

6.3.5. There were 109 responses from 72 unique organisations and these have been included in the analysis found in section 6.1

6.3.6. A further 31 written responses from organisations were received in response to Phase 2 consultation.

6.3.7. Comments found below were selected to represent the range of themes discussed. These responses can broadly be summarised across the following key themes:

**Overall View on Bypass Proposal**

6.3.8. 10 respondents were in support of the proposed bypass, citing the economic benefits that it would bring to the city of Hereford. For example, Hereford Business Improvement District 'strongly supports the principle of building a bypass around Hereford' and are 'confident that whichever of the routes emerges as the most appropriate, it will help unlock growth in the local economy'. Herefordshire and Worcestershire Chamber of Commerce believe that the HTP and bypass proposal are 'vital to the economy and growth ambitions of the city'. Hereford Business Board echoed this sentiment.

6.3.9. Herefordshire Westons Cider Makers strongly supported the improved connectivity as a result of the bypass. This will in turn support 'growth in this vital part of the Midlands'.

6.3.10. The organisation New Model in Technology & Engineering also supports the construction of a bypass as they believe it will be the 'key to the reduction of heavy traffic and freight coming through town and will speed up journey times across the city'.

6.3.11. Stagecoach showed their 'strongest possible support for the earliest practical delivery of the Hereford Western Bypass'. Stagecoach stated that 'providing a suitable alternative route will relieve congestion for all road users' which would in turn lead to significant improvements in air quality.

6.3.12. Holmer and Shelwick Parish Council expressed their support for a bypass, and were particularly positive about its proposed position to the west of the city.

6.3.13. The Church Commissioners for England, and Lichfields who have also responded on their behalf, showed their route preferences to be the Red and Olive routes as they appeared to have the least impact on two of their development projects in Hereford. The Church Commissioners for England also stated that some of the proposed routes (e.g. Orange route) caused severance through their residential development.

6.3.14. The Environment Agency have commented that all options 'will cross both the River Wye and Yazor Brook. As stated in the submitted Corridor Assessment Framework development within the functional floodplain, and generally all areas within Flood Zone 4, should be safe… the scheme should also seek to provide flood risk betterment where viable.' The Environment Agency commented that they will continue to discuss the options with the Council, in particular about the Yazor Brook crossing.

6.3.15. There were, however, 11 responses that were opposed to the proposed bypass. These broadly related to the environmental impacts and the impacts the bypass would have on existing houses. Rail & Bus for Herefordshire stated that having 'such great emphasis on the bypass is contrary to local transport visions and policies which aim to promote healthy lifestyles and provide a good quality transport network for all.'

6.3.16. It's Our County dispute the claim that the bypass will help meet objectives.

**Impact on the Environment**

6.3.17. CPRE Herefordshire, Hereford Green Party and the National Trust stated in their responses that they believed the proposed bypass would cause 'significant' environmental damage.

6.3.18. Hereford Green Party stated that the proposed bypass would not deliver the claimed benefits and that the 'harm it would do to the landscape, farming capacity and heritage assets was not acceptable'. Hereford Green Party also disagreed that a bypass would reduce the number of goods vehicles routing through Hereford, finding instead that the bypass would make minimal difference in regards to this traffic.

6.3.19. CPRE Herefordshire also found the proposed bypass to be destructive environmentally. The organisation stated that 'all the proposed bypass routes destroy a large number of unique environmental and heritage assets'. CPRE Herefordshire were also concerned about the detrimental impacts that the proposed routes would have on farming businesses and the large amount of fields which would be taken and in turn destroying some of the 'highest quality agricultural land' forever.

6.3.20. Historic England commented on the impact upon heritage assets, highlighting the issues with the southern end of some of the routes. They also expressed concern that all routes would have significant negative effects to the north.

6.3.21. Lichfields, on behalf of the Church Commissioners for England, state that the Environment Agency is keen to 'reduce the flows into Hereford along Yazor Brook' and that 'there is an opportunity for the... bypass to contribute towards this objective'.

**Impact on Housing**

6.3.22. A number of organisations responded to express their support for the bypass in the context of it facilitating the construction of new homes. Herefordshire Tertiary Education Trust stated that they 'welcomed the news that the project is expected to enable the delivery in excess of 6500 new homes, 6000 jobs plus some 600 at the university'.

6.3.23. Stagecoach also expressed their willingness to work with the council in conjunction with the new housing developments to ensure that improvement opportunities for bus journey times were facilitated.

6.3.24. In contrast, Hereford City Council were concerned about the large adverse impact that was likely to be caused on existing housing by the Yellow and Orange routes.

6.3.25. Breinton Parish Council also expressed concerns over the way that many residents along the seven proposed routes had been consulted and contacted regarding the detrimental effects the bypass could have on their homes.

6.3.26. Burghill Parish Council stated their disapproval regarding 'the loss of existing homes that these routes entail. The amount of new housing proposed on either side of any routes will detract from the "bypass" effect for the city'. Burghill Parish Council also argue that all possible bypass routes would be detrimental to the residents of Kings Acre Road with some people losing their homes.

**Specific Concerns about the Bypass**

6.3.27. A number of the organisations raised more specific issues.

6.3.28. Golf Inns Limited, in their support for walking, cycling, bus and public realm improvements, are positive about the provision of a new junction on their land which will enhance connectivity to the city centre for all users.

6.3.29. Herefordshire Ramblers request that all Public Rights of Way are protected and remain useable if the bypass were to be constructed.

6.3.30. The Hereford Cider Museum Trust highlighted the need to take into account the Pippin Orchards, while the Three Counties Cidermakers Association are similarly concerned that some of the routes could have an impact on rare and significant apple varieties.

6.3.31. Bovingdon Park expressed concern that its location had been ignored, with no consideration given to its group of elderly residents.

**Walking, Cycling, Bus and Public Realm Improvements**

6.3.32. There was a significant level of support for these walking, cycling, bus and public realm improvements.

6.3.33. Bloor Homes expressed encouragement for the park and choose scheme by stating 'incorporating park and choose facilities to encourage the transfer of car based journeys, enables access to more sustainable modes of travel including car share, bus travel, walking and cycling'.

6.3.34. New Model in Technology & Engineering also supported the walking, cycling, bus and public realm improvements stating that 'improved connections to the city centre for pedestrians and cyclists means it will be easier and safer to travel along and across the city's roads'. The New Model in Technology and Engineering organisation also stated that they themselves will help in the promotion of walking cycling and public transport use to their students and staff.

6.3.35. Stagecoach expressed their strong support for the walking, cycling, bus and public realm improvements by praising the need to 'maximise benefits to public transport and non-motorised users within the city'.

6.3.36. Herefordshire Transport Alliance and the Campaign for Better Transport felt that the HTP needed more emphasis on walking, cycling, bus and public realm improvements, while the Sustainable Transport Group wanted these measures to be prioritised.

6.3.37. It's Our County feel that, like the bypass, these improvements will not help in meeting the objectives of the HTP.

# 7 CONCLUSION

## 7.1 EFFECTIVENESS OF CONSULTATION

7.1.1. The consultation will help HC to better understand whether it is meeting the objectives of the HTP and the public's view on this.

7.1.2. The consultation reached a wide range of landowners, businesses, residents and community members, with 4351 responding to the consultation questionnaire, achieving the consultation objective of engaging with stakeholders. This compares to the 671 which responded to HTP questions in the Phase 1 questionnaire, representing a significant increase in the number of responses.

7.1.3. 1317 members of the public attended public exhibitions 1-5, while the consultation website had 4474 unique visits during the consultation period.

7.1.4. Postcode mapping suggested that respondents came from all parts of the city, as well as the wider area.

7.1.5. The consultation responses were broadly representative in terms of gender and age, although under 16s, expectedly, were underrepresented. Although an accessible Easy Read brochure and questionnaire were created, disabled respondents and respondents with limited mobility were underrepresented.

7.1.6. 1082 questionnaire respondents (39%) attended a public exhibition, and these respondents provided mixed responses to questions regarding the events. There were criticisms of the information on display, however positive feedback was received regarding the venues and opening hours. The consultation materials were deemed to be of an acceptable standard.

## 7.2 SUMMARY OF RESULTS

7.2.1. The majority of questionnaire respondents approve of the HTP objectives and the bypass:

- 2872 respondents (68% of those who responded to this question) agree that the HTP objectives will address the transport problems in Hereford.
- 1795 respondents (60% of those who responded to this question) believe a bypass should form part of the HTP.

7.2.2. 1430 respondents (33%) left a comment for Question 1 which was about HTP and its objectives, and the most common theme within the comments regarding the HTP was 'negative about meeting objectives'.

7.2.3. 1254 respondents (29%) left a comment for Question 2 which asked about the bypass, and the most common theme identified within the comments related to the fact that the 'bypass is not meeting transport problems'.

7.2.4. The consultation presented seven possible routes for a bypass. Respondents were asked to rank their preference from 1 to 7, and scores were applied to each preference to provide an overall ranking. 1747 respondents (40%) indicated a preferred route. All routes received a degree of support but the results of the analysis of this question do not provide a clear overall preference for any of the shortlisted route options. This is also emphasised by the number of people who did not indicate a preference at all.

7.2.5. Analysis of the comments relating to route choice highlighted a number of key themes and points for consideration common to all routes, and these will be considered in the next stage of route selection.

7.2.6. Question 4 asked whether the HTP should contain walking, cycling, bus and public realm improvements. 2427 respondents (87% of those who responded to this question) agreed that they should form part of the package. This question also allowed respondents to select possible improvements, 2544 respondents selected at least one option. From these respondents, 1782 (70%) selected 'junctions should be improved for walking and cycling', 1624 (64%) chose 'crossing improvements along and across the main roads' and 1587 (62%) want 'improved existing traffic free paths'.

7.2.7. 1114 respondents (26%) left a comment for Question 4. The most common theme was regarding 'general improvements to walking cycling, bus and public realm improvements' where respondents made improvement suggestions for the council to consider. This is expanded upon in Question 5 which asked for suggestions of alternative improvements. 1378 respondents (32%) provided answers detailing possible solutions that were not mentioned in the Phase 2 consultation.

7.2.8. 1407 respondents (32%) answered Question 6 which asked for additional comments, and from these respondents 30% of respondents raised concerns about traffic flow, the bypass location in the west and possible future home construction.

7.2.9. 2848 respondents (65%) answered Question 8, which asked individuals to choose often they travelled around Hereford. 2048 (72%) selected daily.

7.2.10. 2907 respondents (67%) answered Question 9, which asked how respondents travelled around Hereford. Of these respondents, 2394 (82%) travelled through Hereford by car, while 996 (34%) travelled by foot. Respondents could choose multiple answers.

7.2.11. 31 responses were received from organisations outside of the questionnaire. 10 of the responses were positive about the objectives of the HTP and the construction of a bypass, while some organisations believe that building a bypass will unlock economic growth. 11 responses were negative, raising concerns about the impact of the bypass on the local environment, and in particular, some of the key heritage assets. A further 9 provided mixed views on the HTP alongside the Environment Agency, which provided a factual response.

7.2.12. Eight respondents provided direct comments on improvements to the walking, cycling, bus and public realm improvements. These organisations believed that this should be a priority of the scheme and should be encouraged.

## 7.3 NEXT STEPS AND CONSIDERATIONS

7.3.1. The feedback from Phase 2 of consultation will be used in planning the next, and final, stage of consultation within this process. This is planned for late 2018.

7.3.2. Phase 2, along with further technical appraisal, will influence the selection of a single route for Phase 3. The option presented will be required to meet technical requirements and address the key outcomes of this report and other constraints of the project.

7.3.3. A timeline for next steps can be seen in Figure 44. A final consultation is scheduled for late 2018 to present the preferred bypass route and walking, cycling, bus and public realm improvements.

**Figure 44 – HTP project timeline.**

# Appendix A

COMMUNICATIONS WITH

STAKEHOLDERS

# Appendix A.1

ORGANISATION LIST

2gether NHS Foundation Trust

2gether NHS Foundation Trust Headquarters

A B Planning

A J Lowther & Son Ltd

AA

ABE Ledbury Ltd

Adlington

Advantage Business Supplies Ltd

Age UK

Aggregate Industries

AJ & CI Snell

Alan Pickford Consultancy

Alcocks Chartered Surveyors

Alder King

Alzheimer's Society

AMA Waste

AMEC Environment & Infrastructure UK Ltd

Amethyst Planning

Amey Group - Environmental & Waste

Andrew Morris & Co

Anthony Aspbury Associates Ltd.

Archdiocese of Cardiff

Architype Ltd

Arctic Circle Ltd

Arcus Consultancy Services Ltd

Arena Lettings

Arkwright Owens

Arriva Trains Wales

Asbri Planning Ltd

ASDA Hereford

Astons Coaches

Auto Cycle Union

AVRA

Axis

Aylestone Business and Enterprise College

Baha'I Faith

Balfour Beatty

Balfour Beatty Living Places

Balfours

Balfours Chartered Surveyors

Balfours with Berringtons

Ballast Phoenix

Banner Homes Group Plc

Barratt Homes

Barrs Court Engineering

Barrs Court School

Barry Bufton Estate Agents

Barton Willmore

BBLP (on behalf of Herefordshire Council)

BBR Optometry Ltd

BECK Group

Beech House Nursery School

Bell Cornwell

Belmont Abbey

Bernard Eacock Ltd

Better Transport for Everyone

Better Transport for Hereford

Biddle Property

Biologic Design Ltd

Bishop & Smith Stainless Fabrication Ltd

Blackmarston School

Bloor Homes

Blue Cedar Homes

Blue Cedar Homes Limited

BNP Paribas Real Estate

Border Oak

Bovingdon Park Home Estate

Bovis Homes Ltd

Bowyers Coaches

Boyer Planning Ltd

Braes Hall

Brecon Beacons National Park Authority

Breedon Aggregates

Brett Group

Brett Southern Aggregates Division

Brian Griffin Planning & Countryside Consultants Ltd

British Aggregates Association

British Driving Society

British Horse Society

British Waterways

Broadlands Primary School

Broadmeadow Caravan Park

Bromford Housing Group

Bromyard & District Local History Society

Bromyard and Bryngsty Conservative Branch - Chair

Bromyard CT

Bromyard Omnibus Company

Bruton Knowles

BT

Building Design Practice

Bulmer Foundation

Burghill Community Academy

Burghill Neighbourhood Plan Steering Group

Burgoynes (Lyonshall) Ltd

Burrows-Hutchinson Ltd

Byways and Bridleways Trust

C. G. Property

Caird Consulting

Campaign for Real Ale (CAMRA)

Campaign for Real Ale Ltd

Campaign to Protect Rural England

Camping and Caravanning Club

Canon Bridge Fishery

Care Quality Commission

Carter Jonas LLP

Castle Dell

Castle Street & District Residents Association

Cathedral

Catholic Association for Racial Justice

CBI West Midlands

CENTRO

CF Real Estate Advisory

Chairman - Preservation of Rural Beauty

Chartered Surveyor

Christopher Hulls Architect

Churches Network for Gypsies, Travellers and Roma

Churches Together in Ross & District

Civil Aviation Authority

CLD Youth Counselling Trust

Clyro Community Council

Cobrey Farms

Collier & Brain

Collins Engineering

Commission for Architecture and the Built Environment

Community First

Community Law Partnership

Community Voluntary Action

Community Wheels Leominster District

Connells Land and Planning

Council for British Archaeology

County Land and Business Association

Courtyard, Hereford

CP Bigwood

CR Planning Solutions

Cranford Developments

Crowdy and Rose Solicitors

Crucorney Community Council

Cycle Hereford

Cycling UK

D.J. Hyett Architect,

D2 Planning Ltd

Damage Limited

Danter Property Services

David Walters Building Surveyor

David Wilson Homes Mecia

Deaf Direct

Dean-Walker Bateman Architects

Defence Infrastructure Organisation

Department for Communities and Local Government - Local Plans Team

Department for Transport

Dialogue Communicating Planning

Diamond Bus

Diocese of Hereford

Disability Employment Advisors

Disabled Persons Transport Advisory Committee

Doorbars

Dore Community Transport

Dore CT

DPDS Consulting

DPP Planning Ltd

Draycott Developments

DRE Group Ltd

DRM Coaches

DTZ Investors

Dwr Cymru Welsh Water

Eco-Architecture and Permacultural Planning CIC

EE, Corporate & Financial Affairs Dept

EJ Planning Ltd

Ellis Properties

English Heritage

Environmental Services Assocation

ETL Systems Ltd

EWS Construction

FACE Values

Federation of Small Business

Festival Housing Group

First Key Scope

Fisher German LLP

Flint & Cook Estate Agents

Flomac Solutions

FM Conway

Forest of Dean District Council

Forestry Commission

Foxley Tagg Planning Ltd

Framptons

Freight Transport Association

Friends of the Earth

Friends, Families and Travellers

FTA - Freight Traffic Association

G. Herbert Banks

Garden History Society

Garner Southall Partnership

Gas; National Grid

GB Liners Ltd

Geoff Jones Architect

George Youngs Coaches

GL Hearn Planning

Gladman Developments

Glendinning

Gloucestershire County Council

Gloucestershire Housing Association

GP Planning Ltd

Great Designs

Green Planning Solutions LLP

Greenapple Sludge Ltd

Greenflag

Greenlanes Association

Greenpeace

Grosmont Community Council

Grow your Own Home

GVA Grimley

GWP Architecture

H&H Coaches

H.J. Pugh & Co

Hallam Land Management Limited

Halls Worcester LLP

Halo Leisure

Halo Leisure Centre

Hanson Aggregates

Harmers Ltd

Harris Lamb Ltd

Hay & District Dial a Ride Office

Hean Studio Ltd

Heaton Planning

Heine Planning

Here for Hereford

Hereford & Worcester Fire Brigade

Hereford & Worcester Probation Service

Hereford Allotments and Leisure Gardeners

Hereford and District Anglers Association

Hereford and District Driving Group

Hereford and District Driving Instructors Association (HADDI)

Hereford and District Wheelers Club ( Cycling)

Hereford and Worcester FWAG

Hereford and Worcester Scout County

Hereford Area Ramblers' Association

Hereford Baptist Church

Hereford Business Board

Hereford Business Improvement District

Hereford Cathedral School

Hereford Citizens Advice Bureau

Hereford City Council - HAP Ref Group

Hereford City PCCG Vice Chairman Able Rep

Hereford Civic Society

Hereford College of Art

Hereford College of Technology Nursery

Hereford Community Farm

Hereford Community Land Trust

Hereford Crematorium

Hereford Dial-a-Ride

Hereford Enterprize Zone

Hereford Growing Point

Hereford Kayak Club

Hereford Library Users Group

Hereford Macular Disease Group

Hereford Make CIC

Hereford Mountain Club

Hereford Orchards

Hereford Pedicargo

Hereford Racecourse

Hereford Rank Taxis

Hereford Road Action Group

Hereford Rowing Club

Hereford Sixth Form College

Hereford Stroke Club

Hereford Trades Council

Hereford Tree Forum

Hereford Tri Club

Herefordshire & Worcestershire Chamber of Commerce

Herefordshire & Worcestershire Earth Heritage Trust

Herefordshire Aero Club

Herefordshire and Gloucestershire Canal Trust

Herefordshire and Ludlow College

Herefordshire and Worcestershire Chamber of Commerce

Herefordshire Association of Local Councils

Herefordshire Carers Support

Herefordshire Cattle Society

Herefordshire CC, Additional Needs Service

Herefordshire CCG

Herefordshire Conservation Area Committee

Herefordshire Council

Herefordshire Council - Minerals & Waste

Herefordshire Disability United

Herefordshire Federation of Womens' Institute

Herefordshire Fungus Survey Group

Herefordshire Group Training Association

Herefordshire Growing Point

Herefordshire Headway

Herefordshire Housing

Herefordshire Housing Ltd

Herefordshire Industrial Assoc

Herefordshire Interfaith Group

Herefordshire Jewish Community

Herefordshire Local Access Forum

Herefordshire Mammal Group

Herefordshire Mencap

Herefordshire Ornithological Club

Herefordshire Rural Hub

Herefordshire Sport

Herefordshire Tertiary Education Trust

Herefordshire Trades Council

Herefordshire Voluntary Organisations Support Service

Herefordshire Wildlife Trust

Herefordshire Witness Service

Herefordshire Women's Aid

Hfds Fibromyalgia Info & Support Service/Hfds Service User Network

Highways England

Hinton Community Centre

Hintons Country & Garden

Historic England

Holme Lacy College of Agriculture

Holmer & Shelwick NDP Steering Group

Holmer Church of England Academy

Home Builders Federation Ltd

Home Group Ltd

Homes and Communities Agency

Homestart Herefordshire

Hope for Children and their Families

Housing Ambition Group

Hunter Page Planning

Huntley Film Archives

Huntsmans Quarries Limited

I & S Coaches

Iceni Projects Limited

Index Property Information

Indigo Planning

Ingstone Associates

Interplan Architects

Irish Traveller Movement

J Harper and Sons (Leominster) Ltd

James Bevan (Iydney) Coaches ltd

James Spreckley ARICS FAAV

Jane Holland Architects

JCPC Ltd Planning Consultancy

Jigsaw Planning and Development Ltd

Job Centre Plus

John Kendrick Ltd

John Kyrle High School

John Matthews Town Planning and Dev Consultant

John Parry Estate Agency

June Griffiths (local resident)

Keepmoat

Keepmoat Ltd

Kingspan Insulation Ltd

Kington & District North Hereford Chamber Commerce

Kington Local Environment and Energy Network

Kirkwells - town planning & sustainable development consultants

Knight Frank

Lake View Nursery

Lambert Smith Hampton

Landmap Info Group Ltd

Leadon Vale Ramblers/Ledbury Allotments Assoc.

Ledbury & District Civic Trust Limited

Ledbury and District Sports Federation

Ledbury Community Association

Ledbury Youth First

Leominster and District Community Assoc

Leominster Area Neighbourhood Plan

Leominster Civic Society

Leominster Historical Society

Leominster Shopmobility

LJM Associates Ltd

Llanigon Community Council

Local Nature Partnership (Herefordshire)

Lockett & Co Accountants

Lollipops Nursery & Creche

Loncliffe Quarries Ltd

Longlands Farm

Lord Scudamore Academy

Lovell Johns

Lovell Partnerships Ltd - Midlands Region

Lower Hope Livestock & Fruit

Lower Severn Internal Drainage Board

Ludlow Rail Users

Lugg & Arrow Fisheries Association

Lugg Valley Priomrose travel Ltd

M & S Coaches of Herefordshire Ltd

Malary Environmental Ltd

Malcolm Scott Consultants Ltd

Malvern Hills AONB Joint Advisory Committee

Malvern Hills Conservators

Malvern Hills District Agenda 21 Coordinating Group

Malvern Hills District Council

Malvern Hills District Footpath Society

Malvern Town Council

Marcher Apple Network

Marches Conservation Services

Marches Family Network

Marches LEP Board

Marches Line Users Association

Marches Rail Users Alliance (MRUA)

Marine Management Organisation

Marlbrook Primary School

Marsten Developments

Marwalk Developments Ltd

Mayglothling Waste Ltd

Maylord Shopping Centre

McCartneys

Meals on Wheels

Merry Go Round @ Green Croft Centre

Merry Go Round @ Our Lady's

Merry Go Round @ Riverside

MF Freeman Ltd

Michael Rose & Co. Property Consultants

Midlands Architecture and Designed Environment

Midlands Connect

MIND Herefordshire

Mineral Products Association

Ministry of Defence

Monmouth Town Council

Monmouthshire County Council

Montagu Evans LLP

Morbaine Ltd

Morris Bricknell

Motor Neurone Disease Association

MPA Cement

MS Society

Nathaniel Lichfield and Partners

National Express

National Farmers Union

National Federation of Bus Users

National Federation of Gypsy Liaison Groups

National Grid

National Trust

Natural England

Natural Resources Wales

Nature After Mineral - RSPB

Network Rail (West)

New Earth Solutions Group Ltd

New Model in Technology & Engineering (NMiTE)

Newbury Coaches

Newent Town Council

Newton Farm Community Association

NHS - England

NHS - Herefordshire Clinical Commissioning Group

Nicholas Pearson Associates

Nigel Gough Associates Ltd

No5 Chambers

Norris and Miles

North Herefordshire Green Party

Northern Herefordshire Area

Northern Trust

Oakchurch Farm

Octaga Security Services

Off the Wall

Offa's Dyke Association

Office of Rail and Road

Old Market

Olleco

Open Spaces Society

Owen Bros Commercials

Past and Present

Paul Bainbridge Planning Consultancy

Paul Dunham Associates

Peacock & Smith

Pegasus Planning Group

Pembroke House

Persimmon Homes South Midlands

Peter Draper Associates

Peter Evans Partnership Ltd

Pippin Trust / Gillian Bulmer Trust

Plan B Waste Management Solutions

Plan Info News

Plan Info Research Team

Planning and Environmental Services Ltd

Planning Issues

Planning Potential

Planning Prospects Ltd

Planware Ltd

PMW Lettings

Police and Crime Commissioner

Polytec Holden

Pontrilas Timber; Pontrillas Group

Powells Chartered Surveyors

Powys County Council

Pre-Entry Guidance Worker for Higher Educ.

Presteigne & Norton Town Council

PRP Consultants

Public Health - Herefordshire Council

R.G. & R.B. Williams Chartered Surveyors

R.P Joinery

RAC

Radnorshire Arts and Crafts Foundation

Rail for Herefordshire

Rail Property Ltd

Rainbow Nursery

RCA Regeneration

Really Use-less group, Ledbury

Redrow Homes (South Wales) Ltd

Rep. Private Sector Landlords

RH & RW Clutton LLP

RHA - Road Haulage Association

River Lugg Internal Drainage Board

River Wye Preservation Trust

Riverside Primary School & Nursery

Riverside Training

Robert Hitchins Ltd

Robert Owen Academy

Robert Owen Society

Roger Oates Design Ltd

Ross & District Civic Society

Ross Action Committee

Ross Country Cars

Ross Group Ramblers Association

Ross on Wye Angling Club

Ross on Wye Comm Dev Assoc.

Ross-on-Wye District Community Assoc

Roy Brown Coaches

Royal College for the Blind

Royal Mail Legal Services (Property Law)

Royal National College for the Blind

Royal Voluntary Service

RPS Planning

RPS Planning & Development Ltd

RPS Planning and Development

RRA Architects

RSPB Midlands

Rural Media Company

Rural Solutions

Ruston Planning Ltd.

RWE Npower Renewables Limited

S & A Group Holdings Ltd

Salter's Hill Charity

Sanctuary Housing Group

Sargeant Brothers coaches

SAS

Savills

Savills (L&P) Ltd

Saxon Hall Community Centre off Hoarwithy Road

Seed Homes Ltd

Sequani

Services for Independent Living

Severn Trent Water Ltd

Shropshire Housing Group

Skylon Park

SLR Consulting Ltd

Smith Woolley

Smiths Gore

Society for the Protection of Ancient Buildings

South Shropshire Housing Association

South Wales Canal and River Trust

South Worcestershire Development Plan

South Wye Community Association

South Wye Regeneration Partnership

Sport England

SSA Planning Ltd

St James and Bartonsham Community Association

St Martins Bowling Club

St Paul's CE Primary School

St Thomas Cantilupe CofE Academy

Stage Coach in South Wales

Stagecoach in Wye & Dean

Stagecoach West

Stewart Ross Associates

Stonewater (4) Ltd

Straight Home

Stretton Sugwas Church of England Academy

Strong Young Minds

Strutt & Parker LLP

Sunderlands and Thompsons LLP

Supported Housing Young People's Project

Sustainability & Resilience for Herefordshire

Sustrans

Sutton Polymers Ltd

T1 Taxis (County Taxis)

Tarmac

Taylor Lane Timber Frame Limited

Taylor Wimpey South Wales

Taylor Wimpey UK Ltd

Telford and Wrekin Council

Teme Valley Youth Project

Tenbury Tourism Association

Tenbury Wells Tourism Group

Tenbury Wells Town Council

Terence o Rourke plc

Tetlow King

The Bishop of Hereford's Bluecoat School

The Brookfield School

The Coal Authority

The Craswell Community Project

The Environment Agency

The Environment Agency (West Area, Midlands)

The Friends of Castle Green

The Georgian Group

The Grafton to Belmont Relief Road Group

The Gypsy Council

The Hereford Academy

The Hereford and Worcester Gardens Trust

The Land Use Consultancy

The Ledbury Area Cycle Forum

The Pilgrim Hotel

The Planning Inspectorate

The Showmen's Guild of Great Britain

The Theatres Trust

The Victorian Society

The Wrekin Housing Trust Ltd

The Wye Nursery

Thomas Eggar LLP

Three

Three Counties Orchard Project

Three Counties Planning Consultancy

Tomhead Ltd

Top Garage

Town Planning

Trade and Foreign Direct Investment

Transgender

Transition Hereford/Interface Group on Climate Change

Traveller Law Reform Project

Traveller Movement

Travellers Support Group

Travellers' Times

Trial Riders Fellowship

Trinity Primary School

Trionic Joinery and Building Co Ltd

Tufnell Town & Country Planning

Two Rivers Housing

United Living

Unity Garden

University College Worcester

Veolia

Vision Links

Visit Herefordshire

Vodafone and O2

Voluntary Sector Assembly

W J Holden and Associates

Walford Parish Residents Association

Walking for Health Herefordshire

Walking in Hereford

Warren Benbow Architects

Welsh Government

West Mercia Area Probation

West Mercia Police

West Mercia Womens Aid

West Midlands Ambulance Service

West Midlands Canal and River Trust

West Midlands Conservancy

West Midlands Waterways

Western Power Distribution

Westons Cider

White Young Green

White Young Green Planning

Whitecross Hereford

Whittern Farms Ltd

Wiggly Wigglers

WM Housing Group

Woodland Trust

Woolhope Club (Natural History/ Heritage)

Woolhope Naturalists Field Club

WS Atkins Planning Consultants

Wychavon District Council

Wye & Usk Foundation

Wye Valley Area of Outstanding Natural Beauty

Wye Valley NHS Trust

Wye Valley Runners

Wye Valley Society

Wye Valley Tourism Association

Wyebridge Sports College

Wyedean Canoe Club

Wyedean Housing Association

Wyenet Ltd

Wyeside Day Nursery and Out of School Care

WYG

Wyvale Garden Centres Ltd

Yarranton Brothers

Yeomans Canyon Travel Ltd

# Appendix A.2

PRE-DECISION LETTER

**Cllr P Price**
**Cabinet Member Infrastructure**

Businesses and Partners

Your Ref:
Our Ref: PP/RB//ML
Please ask for: Mr P Price
E-mail: pprice@herefordshire.gov.uk

Enter Date

Dear

**HEREFORD TRANSPORT PACKAGE (HTP) CONSULTATION**

As a key organisation in Hereford I am writing to let you know that Herefordshire Council's cabinet will consider a report on the Hereford Bypass project at its meeting on Thursday 18 January 2018. At this meeting cabinet will assess feedback from the first phase of consultation, which was held in 2017 and subsequent assessment work on possible routes for a bypass.

These assessments have resulted in a shortlist of route corridors which cabinet will consider on 18 January, and subject to the making of a decision to approve this shortlist we will begin a further round of consultation next month.

As a partner or business with special interest in the scheme I wanted to make you aware that the cabinet report and appendices can be viewed online from Thursday 11 January at www.herefordshire.gov.uk/HTPcabinet

If cabinet approves the consultation on Thursday 18 January, the consultation will begin on Tuesday 6 February 2018. Before that there will be a preview event for partners and businesses between 3pm and 4.30pm on Monday 5 February in the pod next to The Coffee Corner at Old Market, Hereford. I would like to invite you to come to view the proposals at this time when there will be staff available to meet you and answer any questions you may have. If you cannot attend at this time further sessions as set out below will follow and you are welcome to attend at any of these times.

Public exhibitions will then follow on the 6, 7 and 8 of February 2018 between 11am and 8pm at the pod at Old Market. There will also be an evening session on Tuesday 13 February 2018 from 6pm to 9pm at Whitecross High School.

The exhibition will move to Hereford Library on Friday 16 February where it will remain for the duration of the consultation period, until Tuesday 20 March. The exhibition can be viewed during normal library opening hours and staff will be available to answer questions on Saturday 24 February and Saturday 10 March between 11am and 2pm.

If you have any questions before the preview event please call the project team on 01432 261800 or email HerefordTransportPackage@balfourbeatty.com

Yours sincerely

**CLLR P PRICE**
**CABINET MEMBER – INFRASTRUCTURE**

**Cllr P Price**
**Cabinet Member Infrastructure**

Landowners

Your Ref:
Our Ref: PP/RB//ML
Please ask for: Mr P Price
E-mail: pprice@herefordshire.gov.uk

Enter Date

Dear

**HEREFORD TRANSPORT PACKAGE (HTP) CONSULTATION**

I am writing to let you know that Herefordshire Council's cabinet will consider a report on the Hereford Bypass project at its meeting on Thursday 18 January 2018. At this meeting cabinet will assess feedback from the first phase of consultation, which was held in 2017 and subsequesnt assessment work on possible routes for a bypass.

These assessments have resulted in a shortlist of route corridors which cabinet will consider on 18 January, and subject to the making of a decision to approve this shortlist we will begin a further round of consultation next month.

As a landowner with special interest in the scheme I wanted to make you aware that the cabinet report and appendices can be viewed online from Thursday 11 January at www.herefordshire.gov.uk/HTPcabinet

If cabinet approves the consultation on Thursday 18 January, the consultation will begin on Tuesday 6 February 2018. Before that there will be a preview event for homeowners and landowners between 5-7pm on Monday 5 February in the pod next to The Coffee Cart at Old Market, Hereford. I would like to invite you to come to view the proposals at this time, when there will be staff available to meet you and answer any questions you may have. If you cannot attend at this time further sessions as set out below will follow and you are welcome to attend at any of these times.

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If you have any questions before the preview event please call the project team on 01432 261800 or email HerefordTransportPackage@balfourbeatty.com

Yours sincerely

**CLLR P PRICE**
**CABINET MEMBER – INFRASTRUCTURE**

**Cllr P Price**
**Cabinet Member Infrastructure**

Homeowners

Your Ref:
Our Ref: PP/RB//ML
Please ask for: Mr P Price
E-mail: pprice@herefordshire.gov.uk

Enter Date

Dear

**HEREFORD TRANSPORT PACKAGE (HTP) CONSULTATION**

I am writing to let you know that Herefordshire Council's cabinet will consider a report on the Hereford Bypass project at its meeting on Thursday 18 January 2018. At this meeting cabinet will assess feedback from the first phase of consultation, which was held in 2017 and subsequesnt assessment work on possible routes for a bypass.

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The cabinet report and appendices can be viewed online from Thursday 11 January at www.herefordshire.gov.uk/HTPcabinet

You may already be aware that your home falls within the core strategy corridor and after further assessment, may be directly affected by one of the shortlisted routes. I appreciate that you will have questions about what this might mean for you, so please call a member of the project team on the number below if you would like to make an appointment to meet to discuss this in more detail.

If cabinet approves the consultation on Thursday 18 January, the consultation will begin on Tuesday 6 February 2018. Before that there will be a preview event for homeowners and landowners between 5-7pm on Monday 5 February in the pod next to The Coffee Cart at Old Market, Hereford. I would like to invite you to come to view the proposals at this time when there will be staff available to meet you and answer any questions you may have. If you cannot attend at this time further sessions as set out below will follow and you are welcome to attend at any of these times.

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If you have any questions before the preview event please call the project team on 01432 261800 or email HerefordTransportPackage@balfourbeatty.com

Yours sincerely

**CLLR P PRICE**
**CABINET MEMBER – INFRASTRUCTURE**

**Cllr P Price**
**Cabinet Member Infrastructure**

Parish Councils /
Councillors

Your Ref:
Our Ref: PP/RB//ML
Please ask for: Mr P Price
E-mail: pprice@herefordshire.gov.uk

Enter Date

Dear

**HEREFORD TRANSPORT PACKAGE (HTP) CONSULTATION**

I am writing to you following the decision made by Herefordshire Council's cabinet on Thursday 18 January regarding the Hereford Transport Package, including the Hereford Bypass. I can confirm that the HTP phase 2 consultation was approved and that the consultation will be going ahead.

I would like to invite you to a preview event on 5 February for Councillors and parish councils between 12pm and 2pm in the pod next to the Coffee Corner at Old Market, Hereford. There will be staff available to meet you and answer any questions you may have, you will also be able to leave feedback on the bypass should you wish.

Following this, public exhibitions will be held on 6, 7 and 8 February 2018 between 11am and 8pm in the pod. One evening session will be held on Tuesday 13 February from 6pm to 9pm at Whitecross Highschool. If you are unable to attend the preview event please feel free to attend any of these events, staff will be available.

The exhibition will then move to Hereford Library on Friday 19 February where it will remain for the duration of the consultation period, until Tuesday 20 March. The exhibition can be viewed during normal library opening hours and staff will be available to answer questions on Saturday 24 February and Saturday 10 March between 11am and 2pm.

If you have any questions before the preview event please call the project team on 01432 261800 or email HerefordTransportPackage@balfourbeatty.com

Yours sincerely

**CLLR P PRICE**
**CABINET MEMBER – INFRASTRUCTURE**

# Appendix A.3

POST-DECISION LETTER

**Cllr P Price**
**Cabinet Member Infrastructure**

Businesses and Partners

Your Ref:
Our Ref: PP/RB//ML
Please ask for: Mr P Price
E-mail: pprice@herefordshire.gov.uk

Enter Date

Dear

**HEREFORD TRANSPORT PACKAGE (HTP) CONSULTATION**

I am writing to you following the decision made by Herefordshire Council's cabinet on Thursday 18 January regarding the Hereford Transport Package including the Hereford Bypass. I can confirm that the HTP phase 2 consultation was approved and that the consultation will be going ahead.

I would like to invite to a preview event we are hosting on 5 February for stakeholders between 3pm and 4.30pm in the pod next to the Coffee Corner at Old Market, Hereford. There will be staff available to meet you and answer any questions you may have, you will also be able to leave feedback on the bypass should you wish.

Following this, public exhibitions will be held on 6, 7 and 8 February 2018 between 11am and 8pm in the pod. One evening session will be held on Tuesday 13 February from 6pm to 9pm at Whitecross Highschool. If you are unable to attend the preview event please feel free to attend any of these events, staff will be available.

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If you have any questions before the preview event please call the project team on 01432 261800 or email HerefordTransportPackage@balfourbeatty.com

Yours sincerely

**CLLR P PRICE**
**CABINET MEMBER – INFRASTRUCTURE**

**Cllr P Price**
**Cabinet Member Infrastructure**

Landowners

Your Ref:
Our Ref: PP/RB//ML
Please ask for: Mr P Price
E-mail: pprice@herefordshire.gov.uk

Enter Date

Dear

**HEREFORD TRANSPORT PACKAGE (HTP) CONSULTATION**

As a landowner with special interest in this scheme I am writing to you again following the decision made by Herefordshire Council's cabinet on Thursday 18 January regarding the Hereford Transport Package including the Hereford Bypass. I can confirm that the HTP phase 2 consultation was approved and that the consultation will be going ahead.

I would like to invite you to attend a preview event we are hosting on 5 February for landowners between 5 and 7pm in the pod next to the Coffee Corner at Old Market, Hereford. There will be staff available to meet you and answer any questions you may have, you will also be able to leave feedback on the bypass should you wish.

Following this, public exhibitions will be held on 6, 7 and 8 February 2018 between 11am and 8pm in the pod. One evening session will be held on Tuesday 13 February from 6pm to 9pm at Whitecross High School. If you are unable to attend the preview event please feel free to attend any of these events, staff will be available.

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If you have any questions before the preview event please call the project team on 01432 261800 or email HerefordTransportPackage@balfourbeatty.com

Yours sincerely

**CLLR P PRICE**
**CABINET MEMBER – INFRASTRUCTURE**

**Cllr P Price**
**Cabinet Member Infrastructure**

Homeowners

Your Ref:
Our Ref: PP/RB//ML
Please ask for: Mr P Price
E-mail: pprice@herefordshire.gov.uk

Enter Date

Dear

**HEREFORD TRANSPORT PACKAGE (HTP) CONSULTATION**

I am writing to you again following the decision made by Herefordshire Council's cabinet on Thursday 18 January regarding the Hereford Transport Package including the Hereford Bypass. I can confirm that the HTP phase 2 consultation was approved and that the consultation will be going ahead.

As you know, your home falls within the core strategy corridor and may be directly afftected by the shortlisted routes. Should you have questions, please phone a member of the project team on the number below to make an appointment to discuss this in more detail. We are also hosting a preview event on 5 February for homeowners and landowners between 5pm and 7pm in the pod next to the Coffee Corner at Old Market, Hereford. There will be staff available to meet you and answer any questions you may have, you will also be able to leave feedback on the bypass should you wish.

Following this, public exhibitions will be held on 6, 7 and 8 February 2018 between 11am and 8pm in the pod. One evening session will be held on Tuesday 13 February from 6pm to 9pm at Whitecross High School. If you are unable to attend the preview event please feel free to attend any of these events, staff will be available.

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If you have any questions before the preview event please call the project team on 01432 261800 or email HerefordTransportPackage@balfourbeatty.com

Yours sincerely

**CLLR P PRICE**
**CABINET MEMBER – INFRASTRUCTURE**

# Appendix B

ADVERTISING

# Appendix B.1

CONSULTATION POSTER

Herefordshire Council

# Don't let it pass you by...

# Have your say on the Hereford Bypass

## Hereford Transport Package Consultation

Have your say on proposed routes and related walking, cycling, bus and public realm improvements

**Come and view the exhibition at Hereford Library until 20 March 2018 (during normal library opening hours).**

Staff will be available to answer questions on Saturday 24 February and Saturday 10 March between 11am-2pm.

To view the consultation online and to take part in the survey go to Herefordshire.gov.uk/HTP or call us on 01432 261800 to request a brochure and questionaire

Balfour Beatty Herefordshire Council
Working for Herefordshire

wsp

Hereford 2020

Midlands Connect
Powering the Midlands Engine

hfdscouncil

herefordshire.gov.uk

# Appendix B.2

## POSTER DISTRIBUTION LIST

| Business Name | Address | Postcode |
|---|---|---|
| All Saints Church | High Street, Hereford | HR4 9AA |
| Apple Green | Ross Rd, Hereford | HR2 7RJ |
| Asda Service Station | Belmont Road, Hereford | HR2 7JE |
| Asda Supermarket | Belmont Road, Hereford | HR2 7JE |
| Bartestree Stores | Bartestree, Hereford | HR1 4BA |
| Bartonsham Stores | 57 Green St, Hereford | HR1 2QW |
| BBLP | Thorn Business Park, Rotherwas | HR2 6JT |
| Belmont Community Centre and Library | Eastholme Ave, Hereford | |
| Belmont Library | | |
| BOSS | Thorn Business Park, Rotherwas | HR2 6JT |
| Breinton Village Hall | Breinton | HR4 7PJ |
| Bromyard Library (+ Halo Leisure Centre) | | |
| Café Miro | 43 St Owen's St, Hereford | HR1 2JB |
| Caffe Nero | 8 Eign Street, Hereford | HR4 0AB |
| Candy Castle | 4A St Martin's Ave, Hereford | HR2 7RQ |
| Canon Pyon PO and Stores | Canon Pyon | HR4 8NU |
| Clehonger Post Office | Clehonger, Hereford | HR2 9SL |
| Coffee#1 | 4-5 High St, Hereford | HR1 2AA |
| Colwall Library | | |
| Costcutter | 20-22 Belmont Rd, Hereford | HR2 7JW |
| Cotterell Street Stores | 87 Cotterell St, Hereford | HR4 0HJ |
| DeVaco café | Vincent Carey Road, Hereford | HR2 6FE |
| Dinedor Village Hall | Dinedor, Hereford | HR2 6LQ |
| Edisons Coffee Shop | Thorn Business Park, Rotherwas | HR2 6JT |
| Esso | Ledbury Rd, Hereford | HR1 2TB |
| Evans Easy Space | Vincent Carey Road, Hereford | HR2 6FE |
| Express Bathrooms | Thorn Business Park, Rotherwas | HR2 6JT |
| Friends of Castle Green | The Pavillion, Castle Green, Hereford | HR1 2NW |
| Halo Leisure Pool | St Martins Avenue, Hereford | HR2 7RQ |
| Harvest Service Station | Commercial Rd, Hereford | HR1 2BG |
| Hereford Library | Broad Street, Hereford | HR4 9AU |
| Hereford Post Office | 12 - 14 St Peters Street, Hereford | HR1 2LD |
| Hereford Rural Enterprise Centre | Vincent Carey Road, Hereford | HR2 6FE |
| Hereford Town Hall | St Owen Street, Hereford | HR1 2PJ |
| Hereford United Football Club | Edgar Street, Hereford | HR4 9JU |
| Herefordshire Council | Plough Lane, Hereford | HR4 0DE |
| Hinton Community Centre | 21 Ross Rd, Hereford | HR2 7RJ |
| Holmer Store | Belle Bank Aveune, Holmer, Hereford | HR4 9RL |
| Kindle Centre | Belmont Road, Hereford | HR2 7JE |
| Kindle Medical Centre | Belmont Road, Hereford | HR2 7JE |
| Kings Acre Road Post Office | 95 Kings Acre Road, Hereford | HR4 0RQ |
| Kington Library | | |
| Lady Emily Community Hall | 16 School Rd, Tarrington, Hereford | HR1 4EX |
| Ledbury Library | | |
| Leintwardine Library | | |
| Leominster Library | | |
| Lock's Garage & Post Office | Allensmore, HEREFORD | HR2 9AS |
| Marden Post Office | Paradise Green, Marden | HR1 3EW |

| Business Name | Address | Postcode |
|---|---|---|
| Marden Village Hall | Paradise Green, Marden | |
| Moreton On Lugg Post Office | Moreton-on-Lugg | HR4 8DG |
| Newton Farm Community Association | 21-23 The Oval, Hereford | HR2 7HG |
| Northolme Community Centre | Northolme Rd, Hereford | HR2 7SP |
| One Stop Stores | 18-20 Meadow Dr, Credenhill, Hereford | HR4 7EF |
| Oval PO & Stores | The Oval, Hereford | HR2 7HG |
| Peterchurch Library | | |
| Premier Express | Hoarwithy Road, Hereford | HR2 6HA |
| Putson Post Office | Holme Lacy Rd, Hereford | HR2 6BZ |
| Ross-on-Wye Library and Customer Service Centre | | |
| Rotherwas Service Station | Holme Lacy Rd, Hereford | HR2 6BQ |
| Sainsbury's Supermarket | Barton Yard, Hereford | HR4 0AG |
| Saxon Hall Putson Community Association Ltd | Hoarwithy Road, Hereford | HR2 6HE |
| Shire Hall | St Peters Square, Hereford | HR1 2HX |
| SPAR | College Green Post Office, 33-35 College Green, Hereford | HR1 1HW |
| Stokes Stores | 4 Hoarwithy Rd, Hereford | HR2 6HA |
| Tesco Esso Express | Ledbury Rd, Hereford | HR1 2TB |
| Tesco Express | Holme Lacy Rd, Hereford | HR2 6BY |
| Tesco Express | Buckingham Inn, 141 Whitecross Rd, Hereford | HR4 0LS |
| Tesco Supermarket | Abbotsmead Road, Hereford | HR2 7XS |
| Tesco Supermarket | Bewell Street, Hereford | HR4 0BW |
| Texaco | Ledbury Rd, Hereford | HR1 2SZ |
| Texaco & Co-op store | Holmer Rd, Hereford | HR4 9RX |
| The Co-operative Food | 1 College Rd, Hereford | HR1 1EE |
| The Co-operative Food | 250 Ledbury Rd, Tupsley, Hereford | HR1 1QD |
| The Co-operative Food | 77-79 Holme Lacy Rd, Hereford | HR2 6DF |
| The Corner Stores | 14 Chilton Square, Hereford | HR1 1PS |
| The Herefordshire Community Foundation | The Fred Bulmer Centre, Wall Street, Hereford | HR4 9HP |
| The Three Counties Hotel | Belmont Rd, Hereford | HR2 7BP |
| Tupsley Post Office & Store | Old Eign Hill, Hereford | HR1 1UA |
| Weobley Library | | |
| West End Stores & PO | Fownhope | HR1 4NN |
| West Hereford Service Station | Whitecross Rd, Hereford | HR4 0DG |
| Westfields PO & stores | 90 Grandstand Road, Westfields, Hereford | HR4 9PQ |
| Whitehall PO and Stores | Rosemary Lane, Madley | HR2 9LS |
| Withington PO and Stores | 6 Springfield Rd, Withington | HR1 3RU |
| Wyevale garden centre | Kings Acre Road Hereford | HR4 0SE |

# Appendix B.3

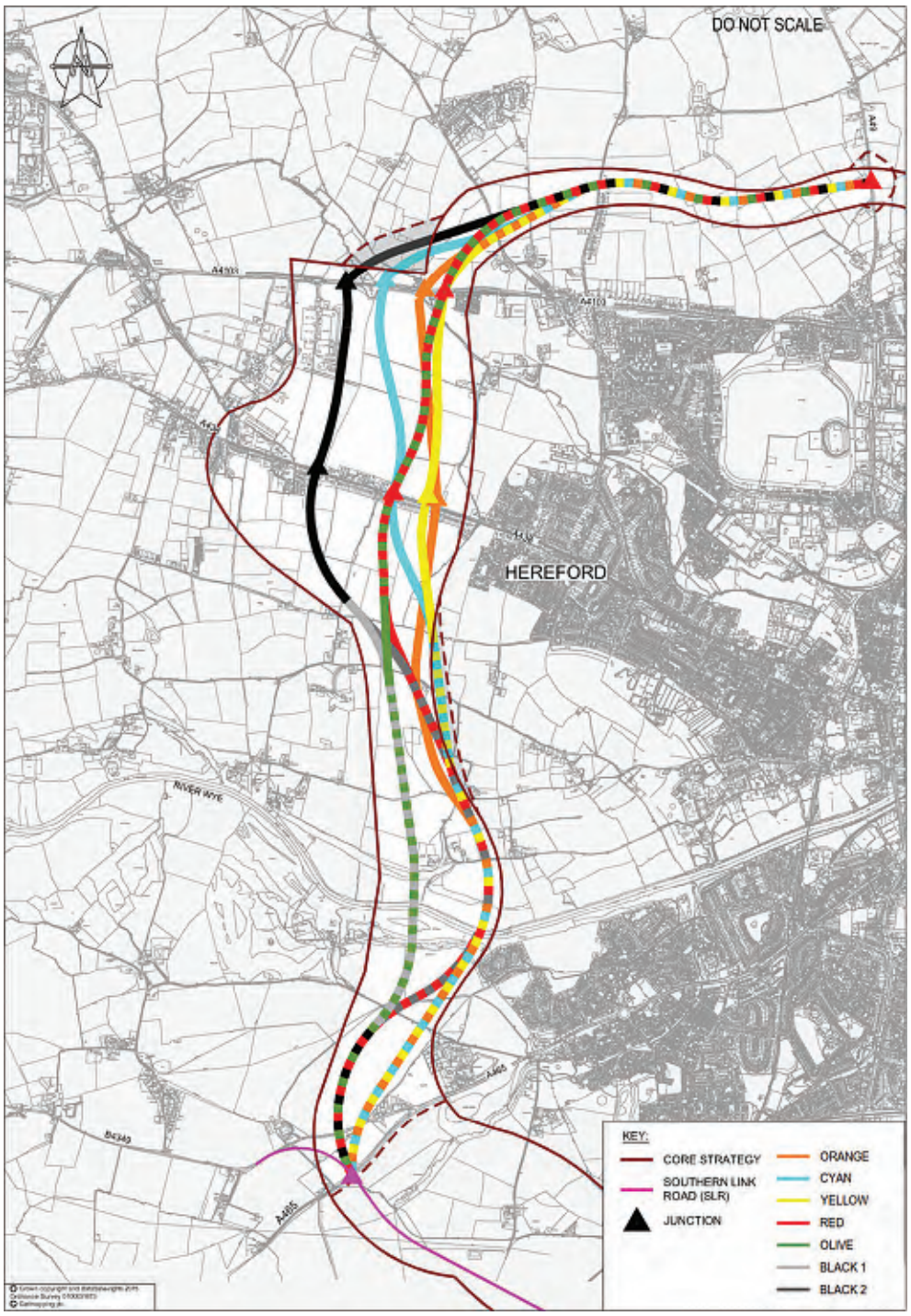
NEWSPAPER ADVERTISEMENTS

Herefordshire Council

**Have your say Old Market 6th, 7th, 8th Feb**

# Hereford Bypass

## Hereford Transport Package Consultation Exhibition




There has been talk of a bypass for Hereford for as long as I can remember. In 2018, there is a real appetite, both locally and regionally, to improve connectivity to the West Midlands, South Wales and consequently, the rest of the UK, to create the infrastructure to facilitate business growth, build new housing, develop better options for walking and cycling and alleviate Hereford's traffic congestion problems.

There is no denying that having a major trunk road through the heart of our city is harming our communities as well as the environment and can no longer be sustained. Our communities are frustrated at motorists using unsuitable country lanes in an attempt to beat traffic congestion on city routes and those living in the city are forced to walk their children to school along main roads which suffer from poor air quality.

We hear from our businesses that expansion is hindered by poor transport links, citing unreliable journey times and a lack of resilience with just one major river crossing in the city as the reason they can locate or expand their business in Hereford. Indeed we will not be able to fully develop the county's prestige enterprise zone without new infrastructure – a cap on any further development is fast approaching at that site.

We cannot deliver the number of homes and jobs that we set out in our Core Strategy without new infrastructure. We will only be able to deliver half of the homes we need which will have a devastating impact on the vibrancy of this city and our ability to retain young people here. Without new infrastructure we will have no chance of delivering our ambitious plans to establish a world class university in this city with all the benefits this would bring to the city and county economy.

I wholeheartedly believe that the Hereford Transport Package will improve the lives of all of our residents and create the environment for economic growth.

I am delighted that the HTP is a priority for the Marches LEP and Welsh Government. The Hereford Bypass is also priority for the Midlands Connect regional transport strategy. We are working closely with Highways England and Department for Transport as the bypass would provide an alternative to the A49 through Hereford

We are some way down the path to delivering the first stages of the bypass. The Rotherwas Access Road was the first phase and the Southern Link Road, which is due for construction in 2019 marks the second phase.

Extensive work has taken place to develop the next phase of the bypass to complete the link to the north of Hereford since we consulted on the scheme in April 2017.

We are now able to consult on a short list of proposed routes for the bypass and possible improvements which would form part of a package of complementary measures and this consultation will be an opportunity for all to shape how we move forward.

*Councillor Price*

Herefordshire Council

# Don't let it pass you by...
# Have your say on the Hereford Bypass

## Hereford Transport Package Consultation Exhibition

Have your say on proposed routes and related walking, cycling, bus and public realm improvements

**Public Exhibitions at Old Market (Pod by Coffee Corner), Hereford,**
**Thursday 8 February; 11am - 8pm Or at Whitecross High School**
**Tuesday 13 February; 6 - 9pm**

**View the flythrough, exhibition and give us your views at herefordshire.gov.uk/HTP**

The exhibition will also be available to view from **Friday 16 February - Tuesday 20 March 2018** (during normal opening hours) in the lobby at **Hereford Library**. Staff will be available to answer questions on Saturday 24 February and Saturday 10 March between 11am-2pm or email HerefordTransportPackage@balfourbeatty.com.

For more information contact the team on 01432 261800

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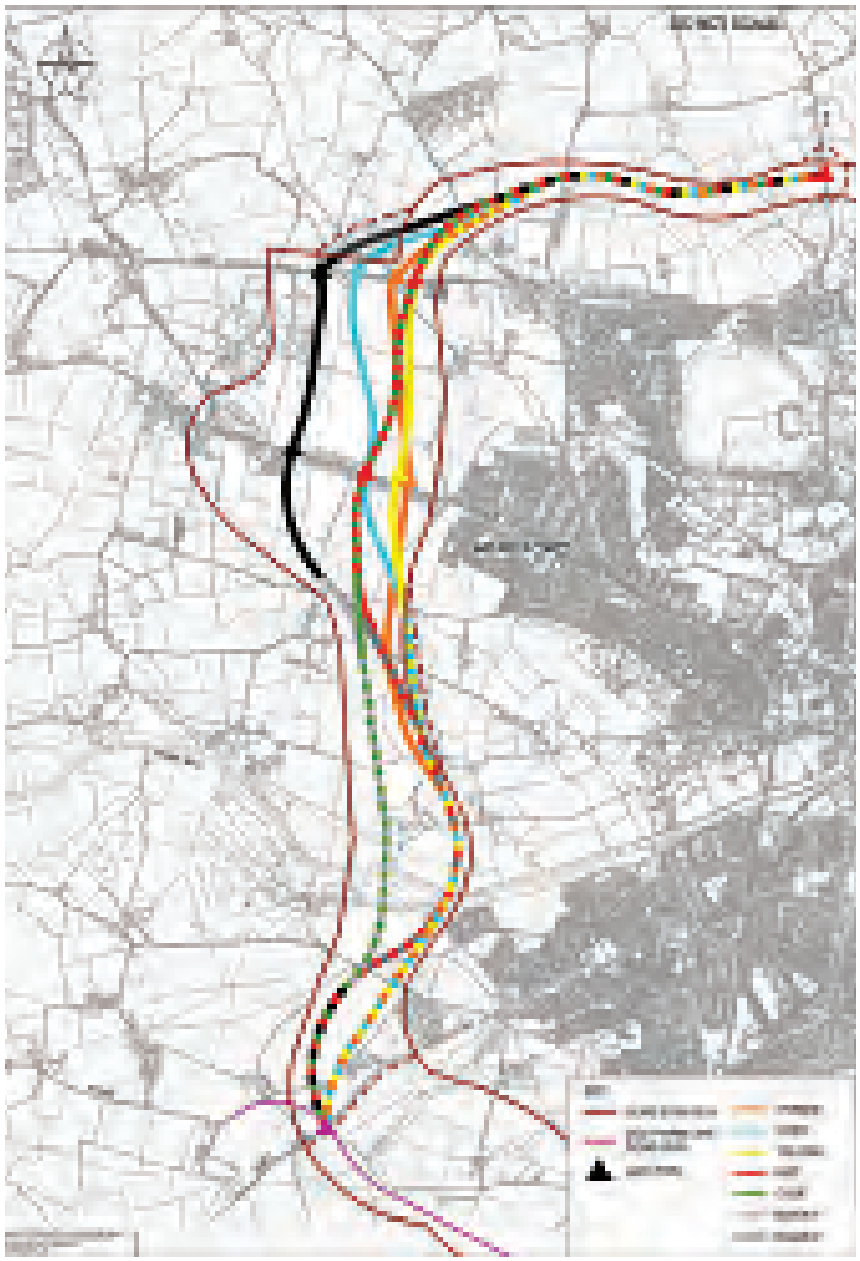
Powering the Midlands Engine

Herefordshire Council

# Don’t let it pass you by... Have your say on the Hereford Bypass



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Have your say on proposed routes and related walking, cycling, bus and public realm improvements

**From Fri 16th Feb the exhibition will be in lobby at Hereford Library, during normal opening hours.**

**Staff will be available at the library to answer questions on Sat 24 Feb and Sat 10 March 11am - 2pm.**

**View the flythrough, exhibition and give us your views at herefordshire.gov.uk/HTP**

Herefordshire Council

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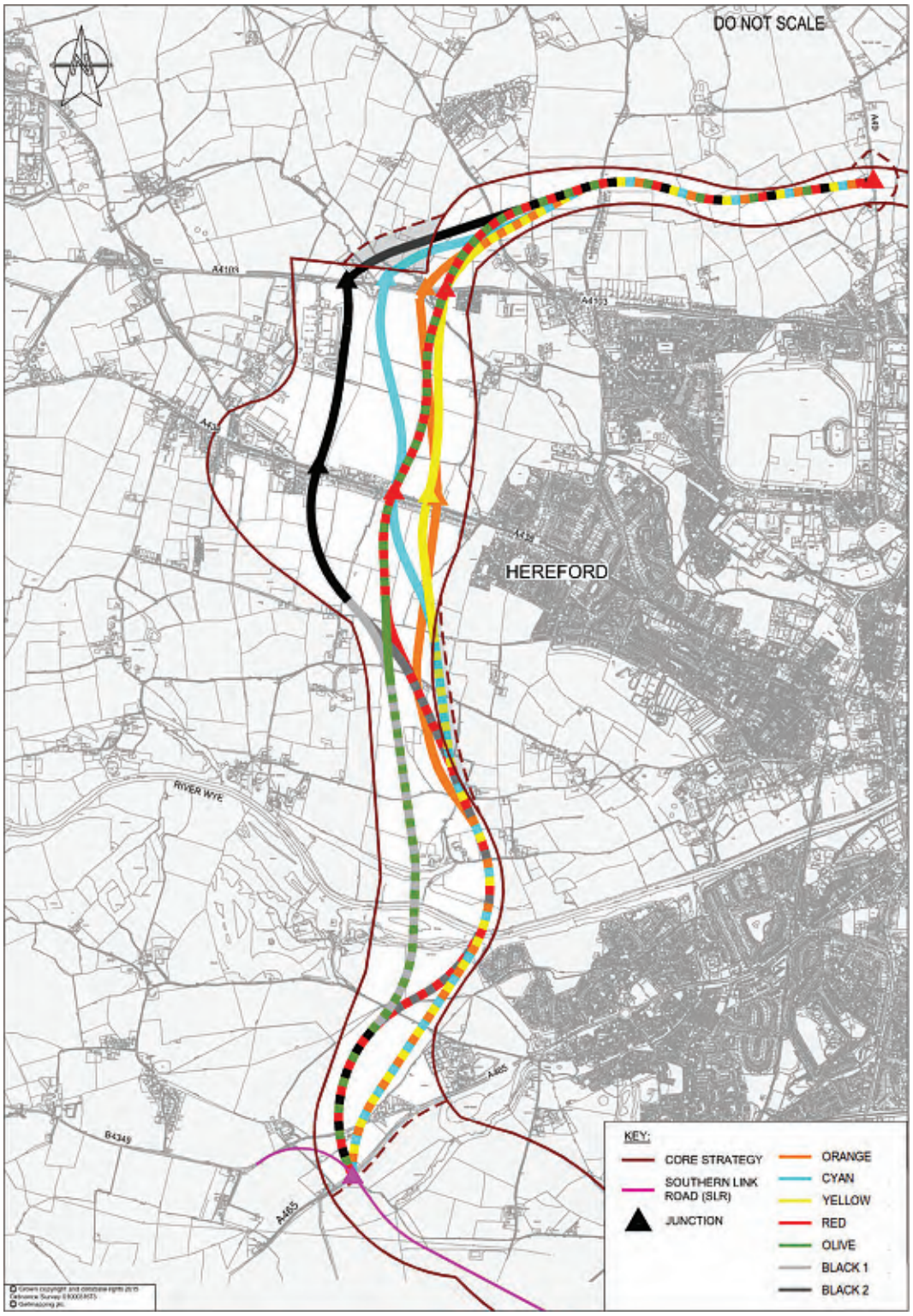


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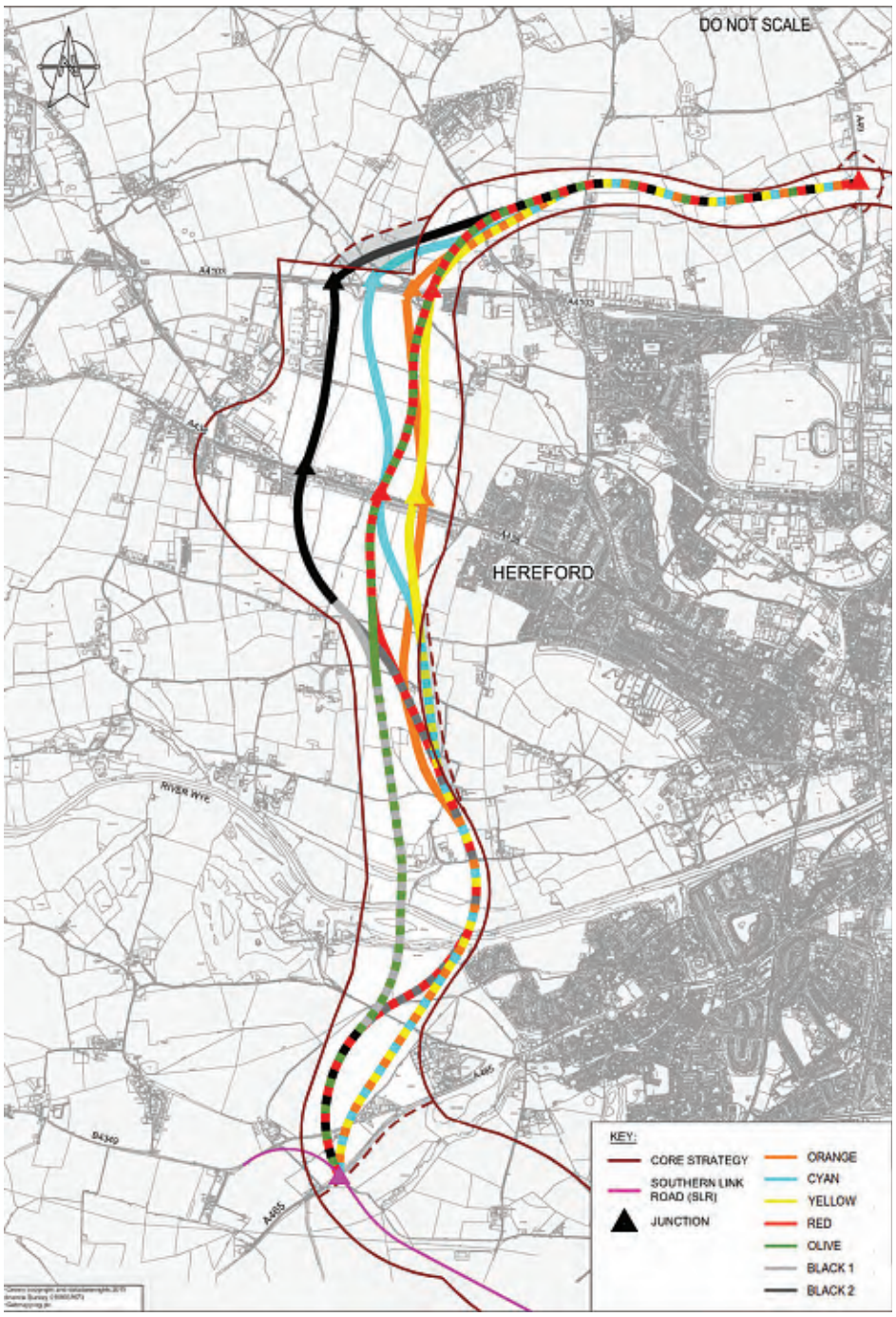


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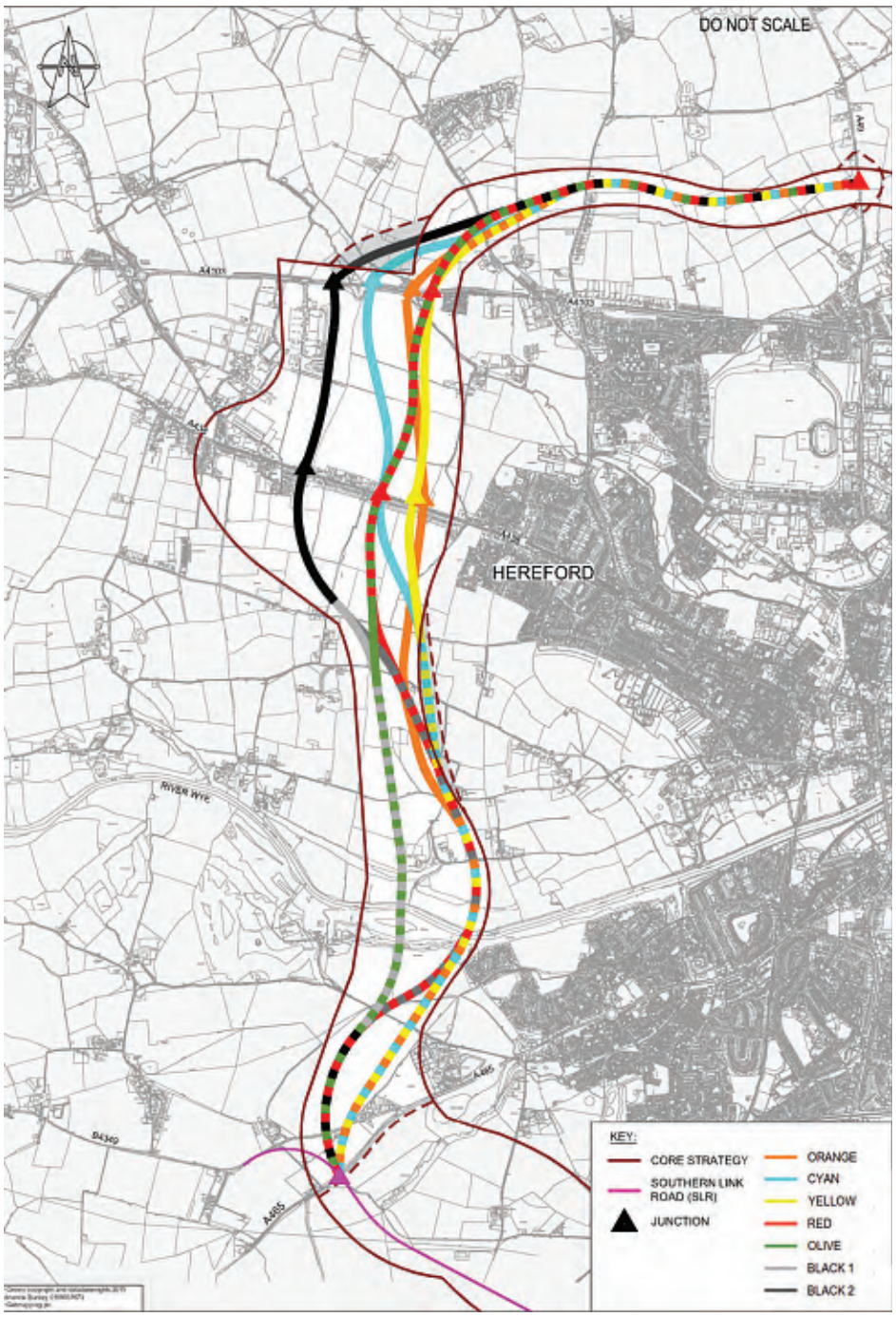
**View the flythrough, exhibition and give us your views at herefordshire.gov.uk/HTP**

Herefordshire Council

# Don’t let it pass you by... Last chance to have your say on the Hereford Bypass




## Hereford Transport Package Consultation Exhibition

Have your say on proposed routes and related walking, cycling, bus and public realm improvements

**The exhibition will be in lobby at Hereford Library, during normal opening hours until next Tuesday 20th March.**

**Last chance to see this exhibition!**

**View the flythrough, exhibition and give us your views at herefordshire.gov.uk/HTP**

# Appendix B.4

ONLINE ADVERTISEMENTS

Frame 1

Frame 2

Frame 3

# Appendix B.5

PRESS RELEASES

Herefordshire Council

# News release

**PR 014/17** **29 January 2018**

# Don’t let it pass you by. Have your say on the Hereford Bypass

## Hereford Transport Package consultation begins on 6 February

Plans for the Hereford Transport Package – the Hereford Bypass and associated walking, cycling, bus and public realm improvements will be exhibited on the 6, 7 and 8 of February 2018.

The exhibition will be available for public view between 11am and 8pm in the pod next to The Coffee Corner at Old Market.

There will also be an evening session on Tuesday 13 February 2018 from 6pm to 9pm at Whitecross High School.

Councillor Philip Price, Cabinet Member Infrastructure said:

“In 2018, there is a real appetite; both locally and regionally to improve connectivity to the West Midlands, South Wales and consequently, the rest of the UK, to create the infrastructure to facilitate business growth, build new housing, develop better options for walking and cycling and alleviate Hereford’s traffic congestion problems.”

“Extensive work has taken place since we first consulted on the scheme in April 2017. The core strategy corridor has been surveyed and assessed. As a result of this work we will be consulting on seven shortlisted routes.”

This is an opportunity for the public to shape how we move forward.”

“I do hope that people will take the time to come and talk to us at Old Market or one of the other venues we’ll be visiting during the consultation period.”

The Hereford Bypass was identified as one of the early priorities of Midlands Connect’s 25 year transport strategy for the region, published in 2017. Since then Midlands Connect has been supporting Herefordshire Council and other partners on these proposals.

Sir John Peace, Midlands Connect Chairman, said:

“We’re supporting these proposals because we believe the Hereford Bypass will benefit the wider Midlands region as well as Hereford itself, improving connectivity between the Midlands, the South West and Wales and helping to power the Midlands Engine.

“Reliable transport links are essential for businesses like Herefordshire’s world-famous food and drink producers to thrive and stay competitive, as well as supporting new job sites such as the Hereford Enterprise Zone and stimulating vital new house building.

“We will continue to work with Herefordshire Council, Highways England and The Marches Local Enterprise Partnership to secure the funds from central government to make these plans a reality.”

The exhibition will move to Hereford Library on Friday 16 February where it will remain for the duration of the consultation period, until Tuesday 20 March.

The exhibition can be viewed during normal library opening hours and staff will be available to answer questions on Saturday 24 February and Saturday 10 March between 11am and 2pm.

The exhibition and film showing the route corridors will be available to view on the council’s website Herefordshire.gov.uk/HTP from Tuesday 6 February.

**Ends**

Michelle Morgan (Communications Officer, Major Projects): 01432 383404

**Editors Notes**

The second HTP Consultation is a non-statutory consultation; phase 1 consultation took place in April 2017. The timeline for further activity and consultation is below:

| Date | Activity |
|---|---|
| 2017/18 | Engineering, environmental surveys, further traffic surveys, development and assessment of bypass routes, identify and assess walking, cycling, bus and public realm improvements |
| February 2018 | Phase 2 public consultation to present the possible bypass routes and walking, cycling, bus and public realm improvements |
| 2018 | Further technical survey and design work. Preferred bypass route development and assessment. Development and assessment of walking, cycling, bus and public realm improvements |
| Autumn 2018 | Phase 3 public consultation to present the proposed bypass route and walking, cycling, bus and public realm improvements |
| Early 2019 | Preferred bypass route confirmed |
| 2019 | Prepare and submit planning application for bypass and walking, cycling, bus and public realm improvements |
| 2020 | If approvals given, construction commences |

**Midlands Connect**, in collaboration with central government, brings together local authorities and local enterprise partnerships from across the Midlands. Together, the

Midlands Connect Partnership and the Department for Transport have developed a transport strategy that identifies the major infrastructure projects needed to improve the connectivity of our region's key locations so we can help drive economic growth and power the Midlands Engine.

The Midlands Connect Strategy can be downloaded here:
https://www.midlandsconnect.uk/publications/

Herefordshire Council

# News release

**PR 040/18** **12 March 2018**

# Last chance to have your say on Bypass route

## Hereford Transport Package consultation closes Tuesday 20 March

Herefordshire Council is urging residents to take part in the consultation on the Hereford Transport Package (HTP), including the Hereford Bypass.

The HTP Consultation has been running since Tuesday February 6 and will finish on Tuesday March 20, and includes seven possible routes for the bypass and walking, cycling and public space improvements.

Councillor Philip Price, cabinet member infrastructure said:

“I have been encouraged by the number of people attending the exhibitions and taking part in the online questionnaire; we now have over 2500 responses and this number is growing by the day. I urge anyone who hasn’t taken part, or who has had a paper survey but hasn’t filled it in yet, to take a few minutes out of their day to let us know what they think.

The Hereford Transport Package affects everyone living, working and visiting Hereford City and I would like to see as many people’s opinions considered when we select a preferred route for the bypass, which includes where we make improvements for people who walk and cycle.”

The consultation exhibition can be viewed at Hereford Library during normal opening hours up until Tuesday 20 March.

The exhibition panels, information and a link to the consultation questionnaire can be found at www.herefordshire.gov.uk/HTP

**Ends**

Michelle Morgan (Communications Officer): 01432 383404

# Appendix B.6

## SOCIAL MEDIA STATISTICS

Social media statistics – HTP Consultation

| Date | Platform | Type | Reach | Shares | Comments | Responses | Link |
|---|---|---|---|---|---|---|---|
| Jan 18 | FB | Event | 26,684 | | | 312 (interested or going) | https://www.facebook.com/events/1291633370937117/ |
| Feb 6 | FB | Post film | 5,600 | 74 | 85 | | https://www.facebook.com/Hereford2020/videos/1708129815915116/ |
| Feb 12 | FB | Post link to survey | 22,836 | 91 | 73 | | https://www.facebook.com/Hereford2020/videos/1714197915308306/ |
| Feb 22 | FB | Post link to survey | 43,658 | 79 | 146 | | N/A |
| 5 March | FB | Promotion Ledbury Swimming Pool | 6,171 | 3 | 1 | | https://www.facebook.com/Hereford2020/videos/1736406566420774/ |
| 6 March | FB | Promotion Ross Swimming Pool | 6,889 | 3 | 21 | | https://www.facebook.com/Hereford2020/photos/a.976410022420436.1073741829.965452156849556/1736429846418446/?type=3&theater |
| 7 March | FB | Promotion Leominster Swimming Pool | 5,964 | 1 | 6 | | https://www.facebook.com/Hereford2020/photos/a.976410022420436.1073741829.965452156849556/1736431896418241/?type=3&theater |
| 8 March | FB | Link to webpage | 57,395 | 115 | 173 | | N/A |
| 20 March | Twitter | Link to survey | 966 | 2 | 0 | | Have your say \| Today is the last day to give your views in our online survey on the proposed bypass routes, take part and make sure your voice is heard : http://socsi.in/ZQz4I |
| 10 March | Twitter | Link to survey | 1,140 | 2 | 0 | | Get your voice heard \| Take part in our online survey on the proposed bypass routes or visit the exhibition at the library during normal opening hours: http://socsi.in/6d5h9 |
| 7 March | Twitter | Promotion - Ledbury | 1,981 | 2 | 0 | | Have Your Say\| Staff will be at Halo Leominster Leisure Centre (Coningsby Street) on Thursday 8 March to talk to people about the Hereford Transport Package, including the Hereford Bypass between 10am and 4pm. |
| 6 March | Twitter | Promotion - Ross | 1,120 | 0 | 0 | | Have Your Say\| Staff will be at Ross-on-Wye Swimming Pool on Wednesday 7 March to talk to people about the Hereford Transport Package, including the Hereford Bypass between 10am and 4pm. |
| 5 March | Twitter | Promotion – Ledbury | 1,355 | 1 | 0 | | Have Your Say\| Staff will be at Ledbury Swimming Pool on Tuesday 6 March to talk to people about the Hereford Transport Package, including the Hereford Bypass between 10am and 4pm. |
| 28 Feb | Twitter | Link to survey | 667 | 0 | 0 | | Get your voice heard \| Take part in our online survey on the proposed bypass routes or visit the exhibition at the library during normal opening hours: http://socsi.in/rJWJW |
| 24 Feb | Twitter | Link to survey | 827 | 2 | 2 | | Get your voice heard \| Take part in our online survey on the proposed bypass routes or visit the exhibition at the library during normal opening hours: http://socsi.in/YLxaM |
| 19 Feb | Twitter | Link to survey | 2,387 | 9 | 1 | 4 (likes) | Get your voice heard \| Take part in our online survey on the proposed bypass routes. View the video, see the plans then make up your mind: http://socsi.in/42DbA |
| 16 Feb | Twitter | Link to webpage | 1,876 | 10 | 0 | 4 (likes) | Make sure your voice is heard on the bypass consultation via our online survey or at one of our events. Other online polls & surveys don't count & views will be lost. For all the info & a short video: http://socsi.in/TqWUO |
| 14 Feb | Twitter | Link to webpage | 2,363 | 9 | 1 | 3 (likes) | Make sure your voice is heard on the bypass consultation via our online survey or at one of our events. Other online polls & surveys don't count & views will be lost. For all the info & a short video: http://socsi.in/T34sw |
| 7 Feb | Twitter | Promotion of exhibition | 1,323 | 5 | 1 | 3 (likes) | The public consultation for the Hereford Transport Package continues at Old Market 11am - 8pm today and tomorrow. Have your say on the Hereford bypass as well as public realm improvements. There are experts on hand to answer all of your questions. |

# Appendix C

EXHIBITION MATERIALS

# Appendix C.1

## CONSULTATION DISPLAY BOARDS

# Welcome



**Welcome to the second public consultation exhibition for the Hereford Transport Package.**

## What is the Hereford Transport Package (HTP)?

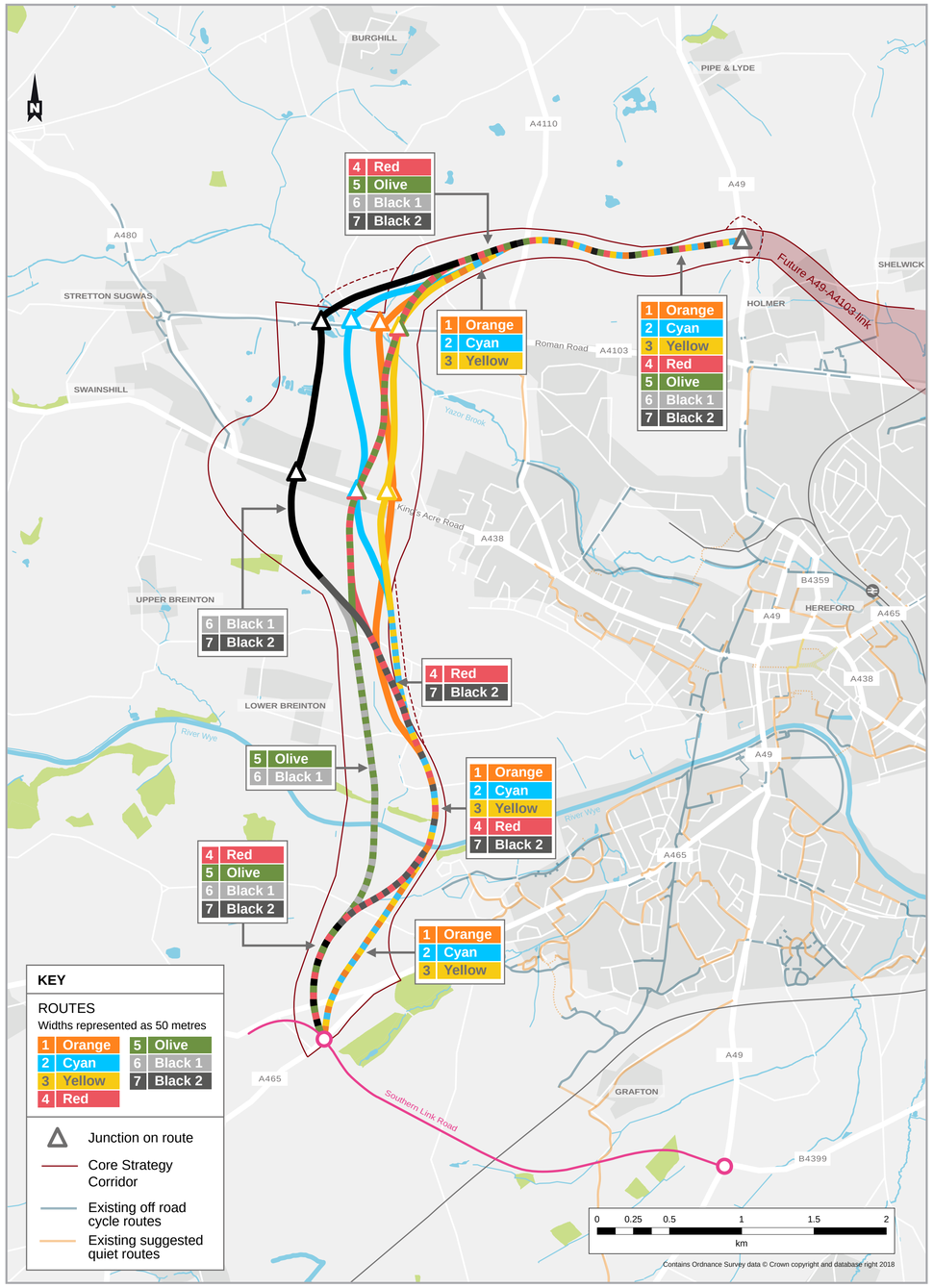
The Hereford Transport Package (HTP) is a suite of transport and infrastructure improvements that form a key part of the vision and objectives in the Local Transport Plan and Core Strategy. As well as addressing the key transport challenges in Hereford, the HTP is also designed to provide significant benefits to the Marches region and the wider economy. The HTP includes:

### A Hereford Bypass

The bypass is a new road to the west of Hereford with a crossing of the River Wye. It would offer an alternative route to the existing A49 between Grafton in the south and Holmer in the north, extending the Southern Link Road north of the A465. The bypass would support the delivery of 6500 new homes, 6000 jobs, a new university and the expansion of the Hereford Enterprise Zone at Rotherwas.

### Walking, Cycling, Bus and Public Realm Improvements

A series of proposed improvements in Hereford to increase walking, cycling and bus use for short distance journeys.




## Why are we consulting? To help us design the HTP, we would like your thoughts on:

The seven possible routes for the bypass

The types and locations of walking, cycling, bus and public realm improvements

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# Problems



**There are a number of reasons why we need the Hereford Transport Package.**

## Delays for long-distance journeys

- Heavy congestion and unreliable journey times arising from low speeds
- A single river crossing struggling to cope with current traffic levels
- Extensive queuing on the network
- High numbers of short distance car journeys
- Large numbers of heavy goods vehicles using the key roads

## Barriers to growth

- Difficulty in attracting new businesses and jobs
- Difficulty in retaining existing businesses
- Unable to build new homes
- Discouraging young people leaving the area

## Safety

- Accidents and breakdowns
- Busy roads are difficult to cross
- Traffic and congestion is intimidating to walkers and cyclists

## Poor local and regional connections

- Long distance freight travelling through the city
- Limitation to growth of Hereford Enterprise Zone at Rotherwas
- Poor connections to Wales and the Midlands
- Economic impact of unreliable journey times

## Health and the environment

- Poor air quality and emissions due to high levels of congestion and heavy goods vehicles
- Barriers to safe walking, cycling and bus use
- Traffic noise and vibration from heavy goods vehicles
- Busy roads are difficult to cross
- Damage to our historic environment
- Increasing levels of obesity due to unhealthy travel habits such as short distance car use

Heavy congestion and unreliable journey times arising from low speeds

Long distance freight travelling through the city

Barriers to safe walking, cycling and bus use

Difficulty in attracting new businesses and jobs

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# Objectives



**In our initial consultation we included five objectives for the HTP.**

Since then we have identified and considered:

- Your feedback, constraints and opportunities provided by the bypass and a wider package of walking, cycling, bus and public realm improvements
- The current conditions including the existing network
- Future conditions, travel demands and changes in land use.

This has enabled us to develop these original objectives into the eight given on this board.

## 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

## Encouraging healthier lifestyles

Encouraging people to walk and cycle for short distance trips in the city.

- Enabling and improving the active travel network

## Facilitating economic growth

Reducing peak hour journey times across the city and improving access to the 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

## Improving regional connectivity

Improving local and regional connections through better and more reliable journey times on the A49.

- Better 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

## 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

## Improving safety

Improve safety for all road users.

- Rerouting heavy goods vehicles to the bypass
- Safer crossings at busy roads and junctions
- Fewer collisions on Hereford's roads
- High safety standards on the bypass

# Package Development



## Public Consultation 1 - Your Feedback

Our first consultation on the HTP took place between April and May 2017. As well as seeking views on the current transport challenges in Hereford, we also introduced the HTP and asked for feedback on the proposed bypass corridor and ideas for walking, cycling, bus and public realm improvements.

The full consultation report can be viewed at: **www.herefordshire.gov.uk/HTP**

## HTP Development

Over the past year, we have undertaken a selection process to identify and validate potential options that would contribute towards meeting the objectives of the package. To do this, we went through the following steps:

**Step 1**
A corridor for a bypass was defined by the Core Strategy and adopted in 2015.

We reviewed the transport conditions in Hereford along with the feedback from past consultations to identify what would encourage more people to walk and cycle in Hereford.

**Step 2**
An assessment was undertaken within the Core Strategy corridor and we identified 24 possible bypass routes.

We considered a number of walking, cycling, bus and public realm improvements within the city.

A total of 15 environmental surveys completed in 2017

Air quality and noise monitoring surveys completed in 2017

- Traffic counts
- Bus and rail surveys
- Car park surveys
- Road side interviews
- Walking and cycling surveys

**Step 3**
24 routes were assessed to identify a list of 7 viable routes to take to public consultation.

All routes were assessed for their impacts on homes and businesses.
All routes cross King's Acre Road and Roman Road and we have tried to choose crossings with the least impact on homes and businesses at these locations.

Routes that impacted the Ancient Woodland and showed poor connectivity with the Southern Link Road (from A49 to A465) were rejected.

A detailed report of the assessment is set out in the Corridor Assessment Framework (CAF) and is available online at **www.herefordshire.gov.uk/HTP**

The walking, cycling, bus and public realm improvements that best meet the package objectives have been identified for consultation.

Air quality monitoring completed at 23 locations in 2017

A field survey and desktop survey for heritage assets completed

Tree surveys completed which allowed us to plot Orchard, Ancient, Veteran and notable trees

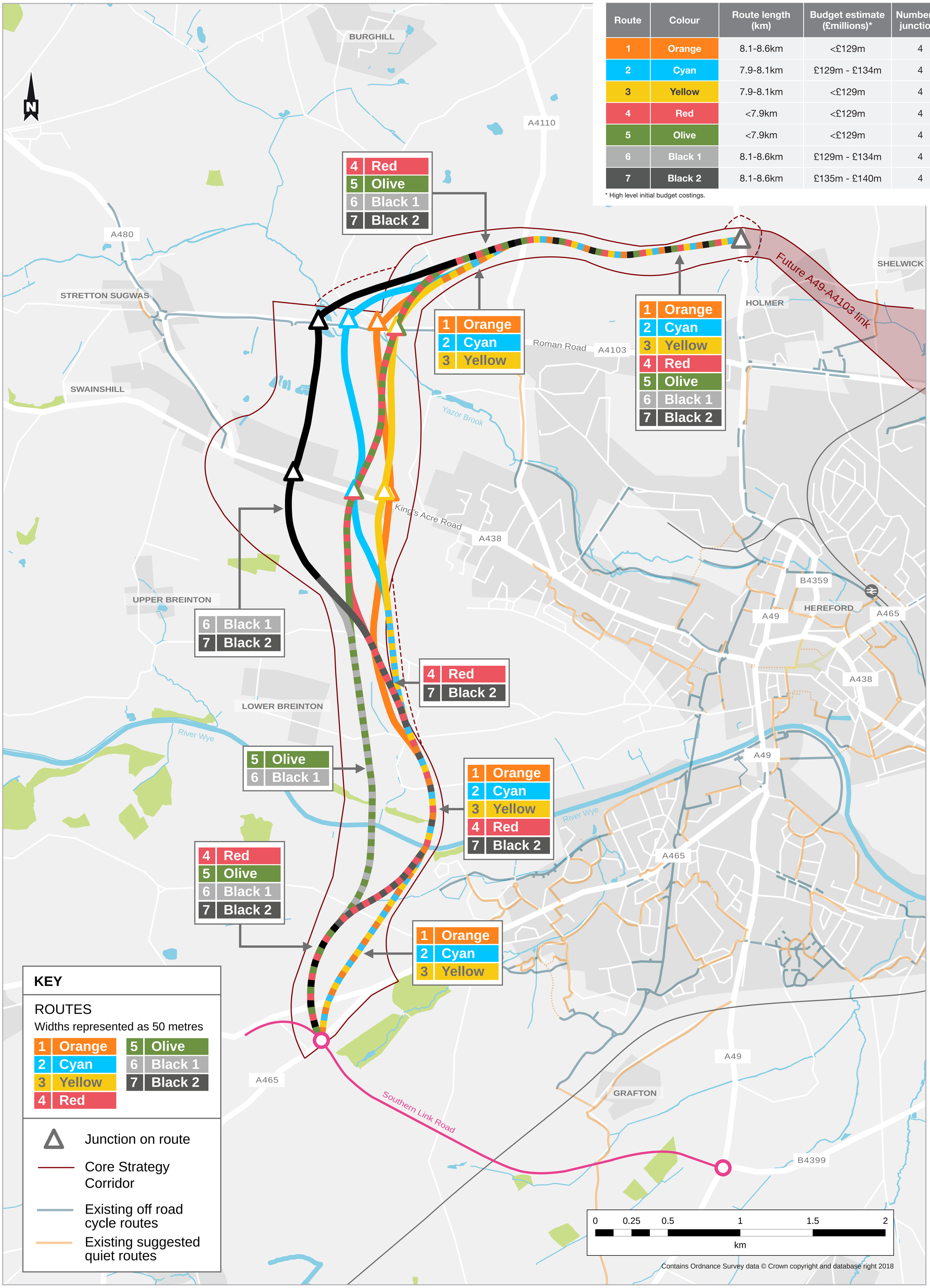
**Outcome**
This work identified seven possible routes for the bypass. This was approved in January 2018 by the Council's Cabinet for this consultation alongside proposals for walking, cycling, bus and public realm improvements.

# Seven Possible Routes for the Bypass

**Hereford Transport Package (HTP)**
Public Consultation 2

| Route | Colour | Route length (km) | Budget estimate (£millions)* | Number of junctions | Length of Wye Viaduct (metres) |
|---|---|---|---|---|---|
| 1 | Orange | 8.1-8.6km | <£129m | 4 | 280m |
| 2 | Cyan | 7.9-8.1km | £129m - £134m | 4 | 280m |
| 3 | Yellow | 7.9-8.1km | <£129m | 4 | 280m |
| 4 | Red | <7.9km | <£129m | 4 | 280m |
| 5 | Olive | <7.9km | <£129m | 4 | 365m |
| 6 | Black 1 | 8.1-8.6km | £129m - £134m | 4 | 365m |
| 7 | Black 2 | 8.1-8.6km | £135m - £140m | 4 | 280m |

* High level initial budget costings.




All seven possible routes will provide a complete north-south route from the A49 south of the city to the A49 north of the Starting Gate roundabout.

Each route will also include a new crossing over the River Wye and junctions at A438 King's Acre and the A4103 Roman Road.

Balfour Beatty · Herefordshire Council — Working for Herefordshire · WSP · Hereford 2020 · Midlands Connect

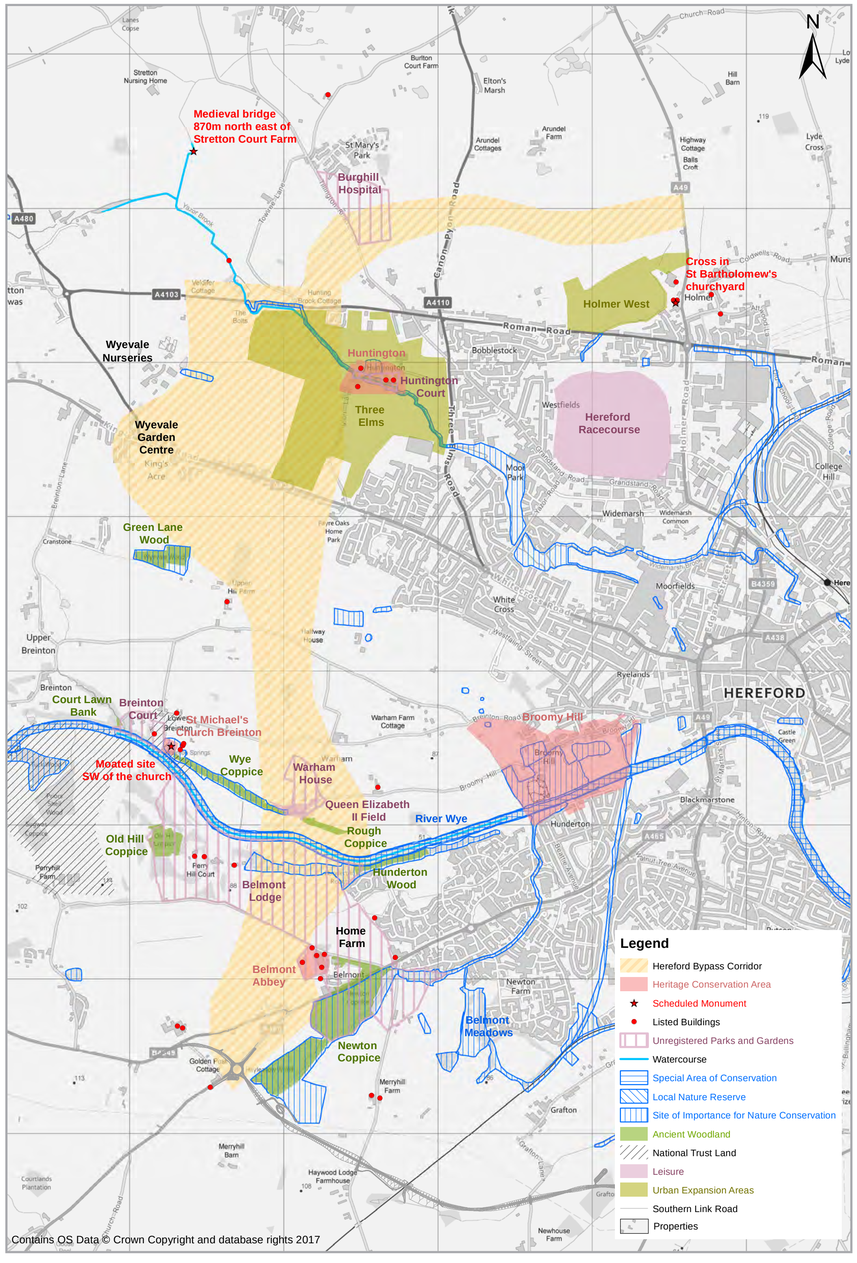
# Appraisal of Impacts



Our investigations identified constraints within the Core Strategy bypass corridor which has helped in the process of selecting the seven routes, these include:

- Homes
- Businesses
- Natural Environment
- Built Environment

The table right shows a high level assessment of the environmental and local effects of each route. As the bypass design develops further, a more detailed environmental assessment will be carried out to compare the effects that each route would have. Measures to mitigate these impacts will be developed as we progress with the bypass design before an application for consent is made.

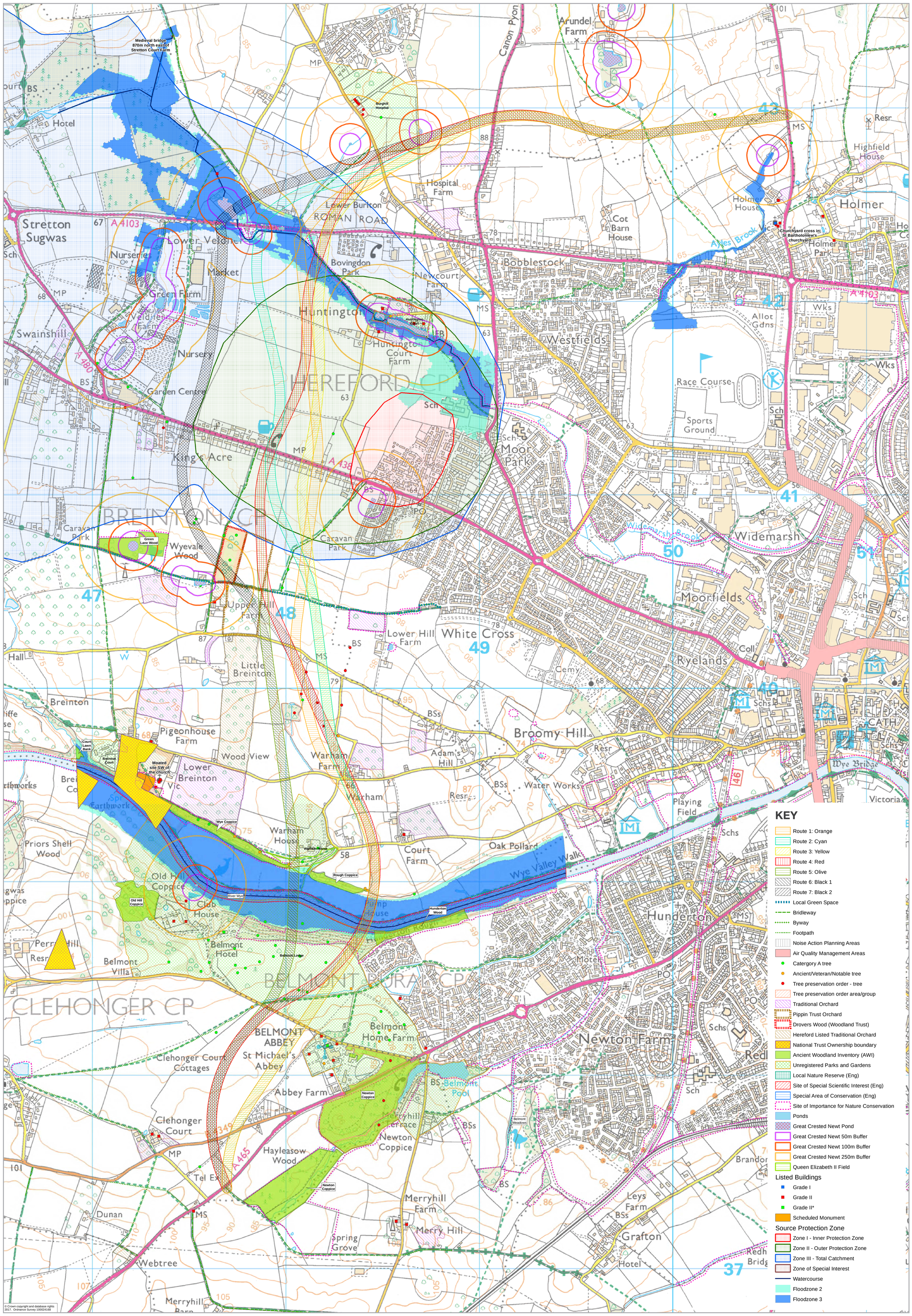



| | Route/Colour | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | Orange | Cyan | Yellow | Red | Olive | Black 1 | Black 2 |
| **Southern Link Road (SLR) connectivity** | Acute SLR roundabout geometry | Acute SLR roundabout geometry | Acute SLR roundabout geometry | Normal SLR roundabout geometry | Normal SLR roundabout geometry | Normal SLR roundabout geometry | Normal SLR roundabout geometry |
| **House demolition** | 4 | 3 | 4 | 3 | 3 | 5 | 5 |
| **Setting of Belmont Abbey (Grade II*) and listed structures in curtilage** | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse |
| **Setting of Belmont Lodge (Grade II*) and listed structures in curtilage** | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse |
| **Belmont Lodge unregistered park & gardens** | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse |
| **Green Lane Ancient Woodland** | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| **Veteran trees** | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse |
| **Landscape and visual impact to the north of the River Wye** | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse |
| **Landscape and visual impact to the south of the River Wye** | Slight Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse |
| **Landscape and visual impact on River Wye corridor** | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Moderate Adverse | Moderate Adverse | Large Adverse |
| **Wye Coppice / Rough Coppice Ancient Woodland** | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| **Landscape and visual impact in central and northern part of study area** | Slight Adverse | Slight Adverse | Slight Adverse | Slight Adverse | Slight Adverse | Moderate Adverse | Moderate Adverse |
| **Agricultural landtake** | 58 to 69 Fields / Land Parcels | 70 to 81 Fields / Land Parcels | 58 to 69 Fields / Land Parcels | 58 to 69 Fields / Land Parcels | 58 to 69 Fields / Land Parcels | 70 to 81 Fields / Land Parcels | 70 to 81 Fields / Land Parcels |
| **Queen Elizabeth II playing fields** | Neutral | Neutral | Neutral | Neutral | Large Adverse | Large Adverse | Neutral |
| **Impact on Three Elms** | Very Large Adverse | Moderate Adverse | Large Adverse | Moderate Adverse | Slight Adverse | No Impact | No Impact |

Note: Assessment scores are for route comparison purposes only and are based on 50m wide routes. The worst case scores have been assumed. This is subject to change and will be refined following detailed environmental assessment and further technical design work.

# Constraints Map

**Hereford Transport Package (HTP)**
Public Consultation 2




## KEY

- Route 1: Orange
- Route 2: Cyan
- Route 3: Yellow
- Route 4: Red
- Route 5: Olive
- Route 6: Black 1
- Route 7: Black 2
- Local Green Space
- Bridleway
- Byway
- Footpath
- Noise Action Planning Areas
- Air Quality Management Areas
- Catergory A tree
- Ancient/Veteran/Notable tree
- Tree preservation order - tree
- Tree preservation order area/group
- Traditional Orchard
- Pippin Trust Orchard
- Drovers Wood (Woodland Trust)
- Hereford Listed Traditional Orchard
- National Trust Ownership boundary
- Ancient Woodland Inventory (AWI)
- Unregistered Parks and Gardens
- Local Nature Reserve (Eng)
- Site of Special Scientific Interest (Eng)
- Special Area of Conservation (Eng)
- Site of Importance for Nature Conservation
- Ponds
- Great Crested Newt Pond
- Great Crested Newt 50m Buffer
- Great Crested Newt 100m Buffer
- Great Crested Newt 250m Buffer
- Queen Elizabeth II Field

### Listed Buildings

- Grade I
- Grade II
- Grade II*
- Scheduled Monument

### Source Protection Zone

- Zone I - Inner Protection Zone
- Zone II - Outer Protection Zone
- Zone III - Total Catchment
- Zone of Special Interest
- Watercourse
- Floodzone 2
- Floodzone 3

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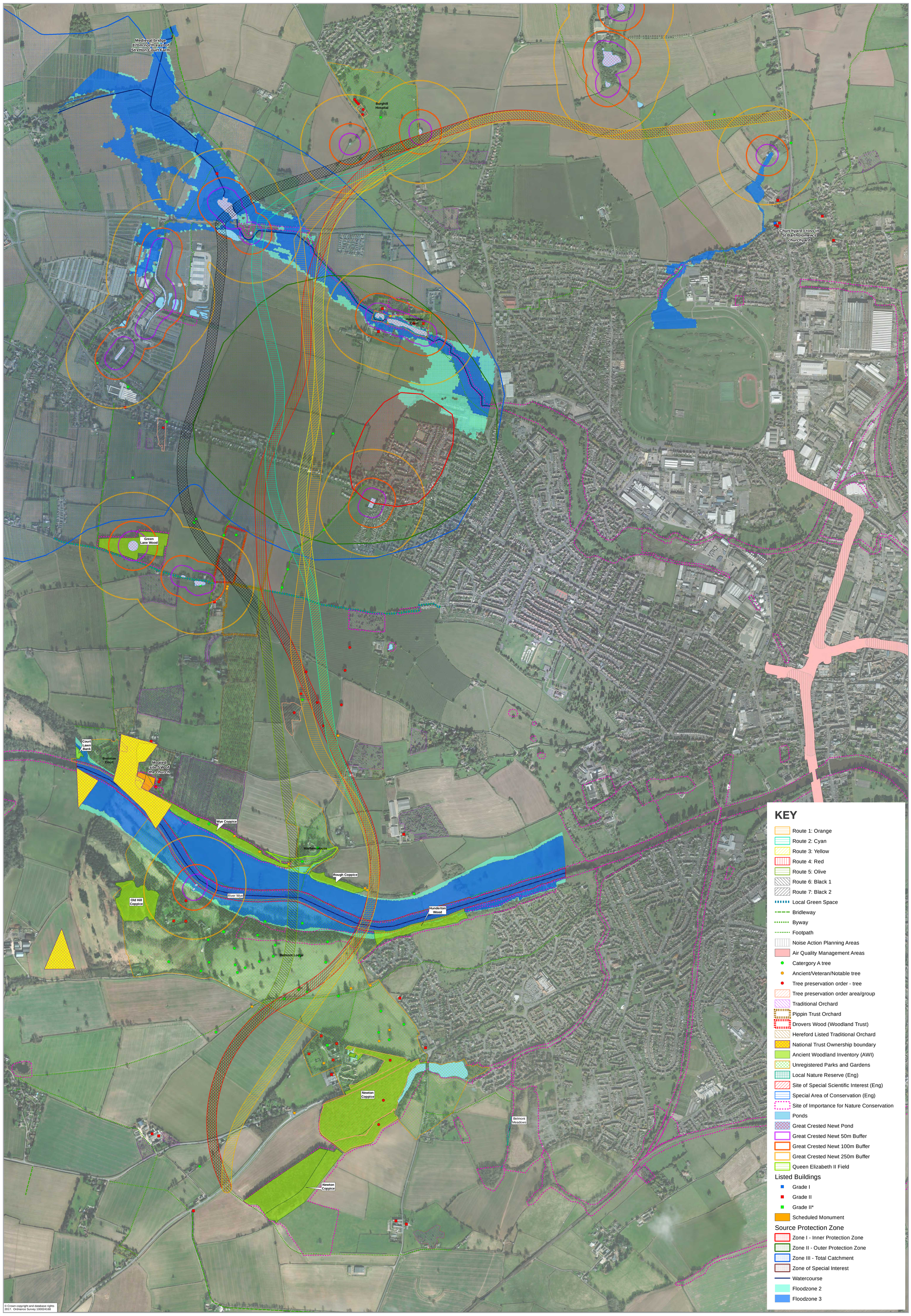
# Constraints Aerial Map

**Hereford Transport Package (HTP)**
Public Consultation 2

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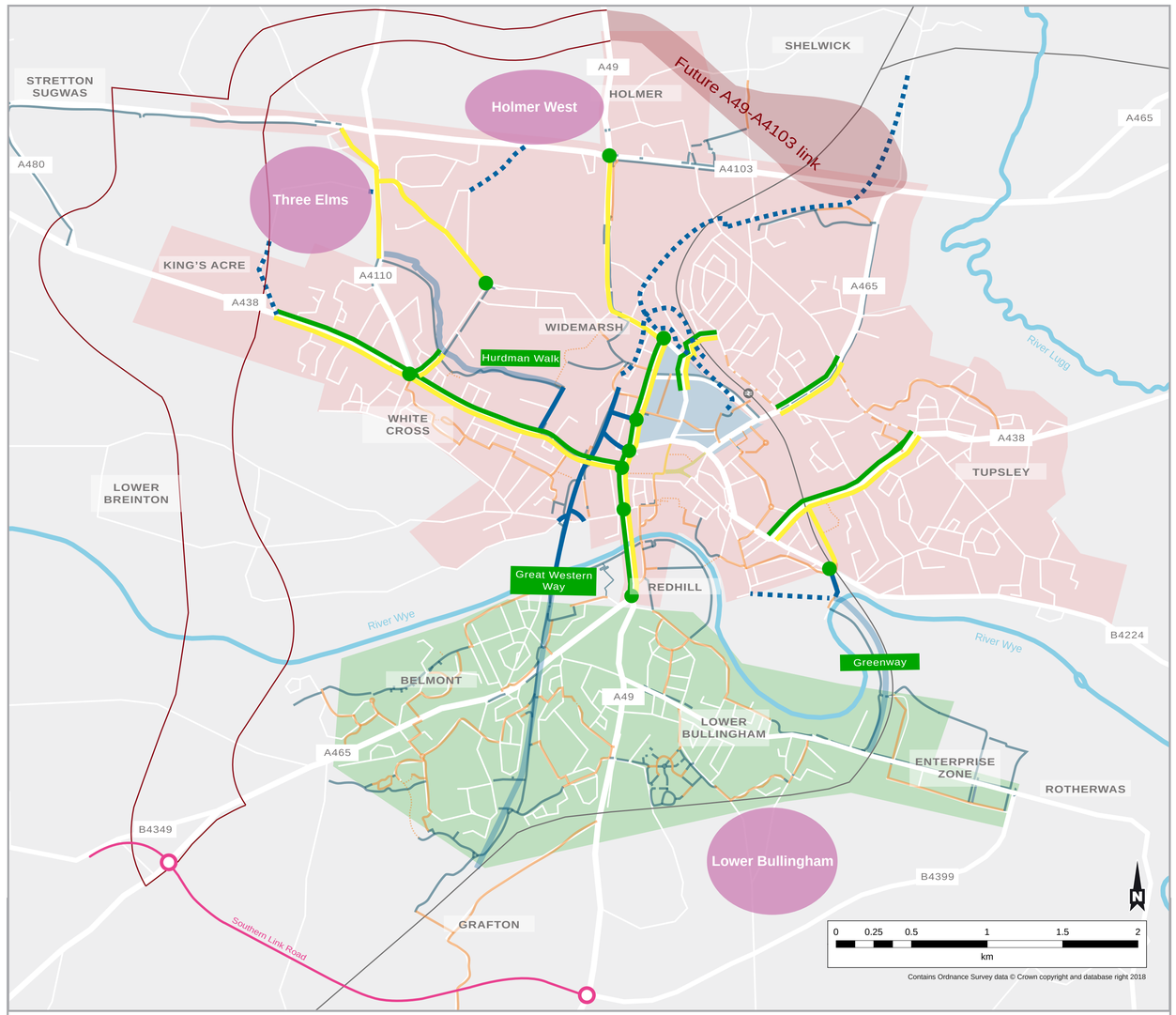
# Walking, Cycling, Bus and Public Realm Improvements



## To deliver all of the HTP objectives, the bypass will be combined with a package of walking, cycling, bus and public realm improvements.

Identified walking, cycling, bus and public realm improvements have been summarised into six key themes and detailed below:

| Theme Name | Improvements to be considered | Locations to be considered |
|---|---|---|
| Traffic management | • 20mph speed limit restrictions and supporting measures<br>• HGV restrictions | • Residential streets<br>• Between bypass junctions and city centre |
| Better use of public space | • Shared use walking and cycling paths<br>• New bus lanes or on-road cycle lanes<br>• Wider footways<br>• Improved street environment (e.g. tree-lined boulevards and removal of street clutter)<br>• Wider cycle lanes<br>• Improvements to bus stops (e.g. real time information) | • A49 north of Asda Superstore<br>• A438 Eign Street / Whitecross Road / King's Acre Road to Holmer<br>• A438 Ledbury Road<br>• A465 Aylestone Hill<br>• A4110 Three Elms Road |
| Junction improvements for pedestrians, cyclists and bus users | • Safe crossings at all junction arms (e.g. widening waiting areas)<br>• New / upgraded pedestrian and cycling crossing facilities (e.g. signalising crossings and single stage crossings)<br>• More cycle friendly junction designs (e.g. advanced stop lines, advanced traffic signals or right turn lanes)<br>• Bus priority measures at junctions | • A49/A465 ASDA gyratory<br>• A49 junction with Barton Road<br>• A49/A438 (Steels) roundabout<br>• A49 junction with Blackfriars Street<br>• Edgar Street/Newtown Road roundabout<br>• Whitecross Roundabout<br>• Grandstand Road / Yazor Road roundabout<br>• Outfall Works Road / Eign Road junction<br>• Roman Road / Holmer Road roundabout |
| Crossing improvements along and across main roads | • Walking and / or cycling priority over side streets (e.g. raised footway to reduce vehicle speeds)<br>• New / upgraded crossings for pedestrians and cyclists (e.g. signalising crossings, bigger waiting areas and removing guard rails) | • A49 north of ASDA Superstore<br>• A438 Eign Street / Whitecross Road /King's Acre Road<br>• A438 Ledbury Road<br>• Yazor Road<br>• Burcott Road |
| Improved existing traffic free paths | • Better lighting, surfacing and signage<br>• Wider paths<br>• Improving ramps and path accesses<br>• New and improved connections to the city's main roads | • Great Western Way<br>• Hurdman Walk<br>• Hereford Greenway<br>• Belmont cycleway |
| New traffic free paths | • New green corridors for walking and cycling<br>• Connections with Holmer West and Three Elms urban expansion areas<br>• "Park and Choose" sites | • Along towpath in north-west of Hereford<br>• Connecting the Greenway to Green Street in the south east of city centre<br>• Connecting Roman Road to Highmore Street alongside Hereford Racecourse<br>• On Huntington Lane connecting to Three Elms expansion including the former rail corridor |



# Have Your Say on the HTP



You can let us know your views on the proposals in a number of ways:

A questionnaire can be completed online at **www.herefordshire.gov.uk/HTP** or at one of our consultation exhibitions, which are being held at:

- Old Market on Tuesday 6, Wednesday 7, Thursday 8 February 2018 between 11:00-20:00
- Whitecross School on Tuesday 13 February 2018 between 18:00-21:00

Alternatively, please complete a copy of the questionnaire and return it to the freepost address at the bottom of this board. Your comments will be treated confidentially.

The closing date for responses is **Tuesday 20 March 2018.**

The exhibition will be available to view from Friday 16 February to Tuesday 20 March 2018 (during opening hours) in the lobby of the Hereford Library. The exhibition will be staffed on Saturday 24 February and Saturday 10 March 2018 from 11:00-14:00.

## Further Information

Email us at:
**herefordtransportpackage@balfourbeatty.com**

Write to us at: **FREEPOST:RTHL-BBZH-JATH (Hereford Consultation)**
**Balfour Beatty Living Places Unit 3, Thorn Business Park, Rotherwas, HEREFORD HR2 6JT**

Call us on: **01432 261800**

**www.herefordshire.gov.uk/HTP**

## Hereford Transport Package Timeline

1. **2016:** Undertook engineering, environmental research, identified issues and started traffic surveys.
2. **Early 2017:** Public Consultation 1 to introduce the Hereford Transport Package and get public feedback.
3. **2017-2018:** Engineering, environmental surveys, further traffic surveys, development and assessment of bypass routes. Identify and assess walking, cycling, bus and public realm improvements.
4. **Early 2018:** Public Consultation 2 to present the possible bypass routes and walking, cycling, bus and public realm improvements. **We are here**
5. **2018:** Further technical survey and design work. Preferred bypass route development and assessment. Development and assessment of walking, cycling, bus and public realm improvements.
6. **Late 2018:** Public Consultation 3 to present the preferred bypass route and walking, cycling, bus and public realm improvements.
7. **End 2018:** Preferred bypass route confirmed by cabinet.
8. **2019:** Prepare and submit application for bypass and walking, cycling, bus and public realm improvements.
9. **2019:** Approvals given followed by construction commencing.
10. **From 2022:** Phased opening.

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# Appendix C.2

EXHIBITION BANNER

Herefordshire Council

# Don't let it pass you by... Have your say on the Hereford Bypass

## Hereford Transport Package Consultation

Have your say on proposed routes and related walking, cycling, bus and public realm improvements

To view the consultation online and to take part in the survey go to www.herefordshire.gov.uk/HTP or call us on 01432 261800 to request a brochure and questionnaire

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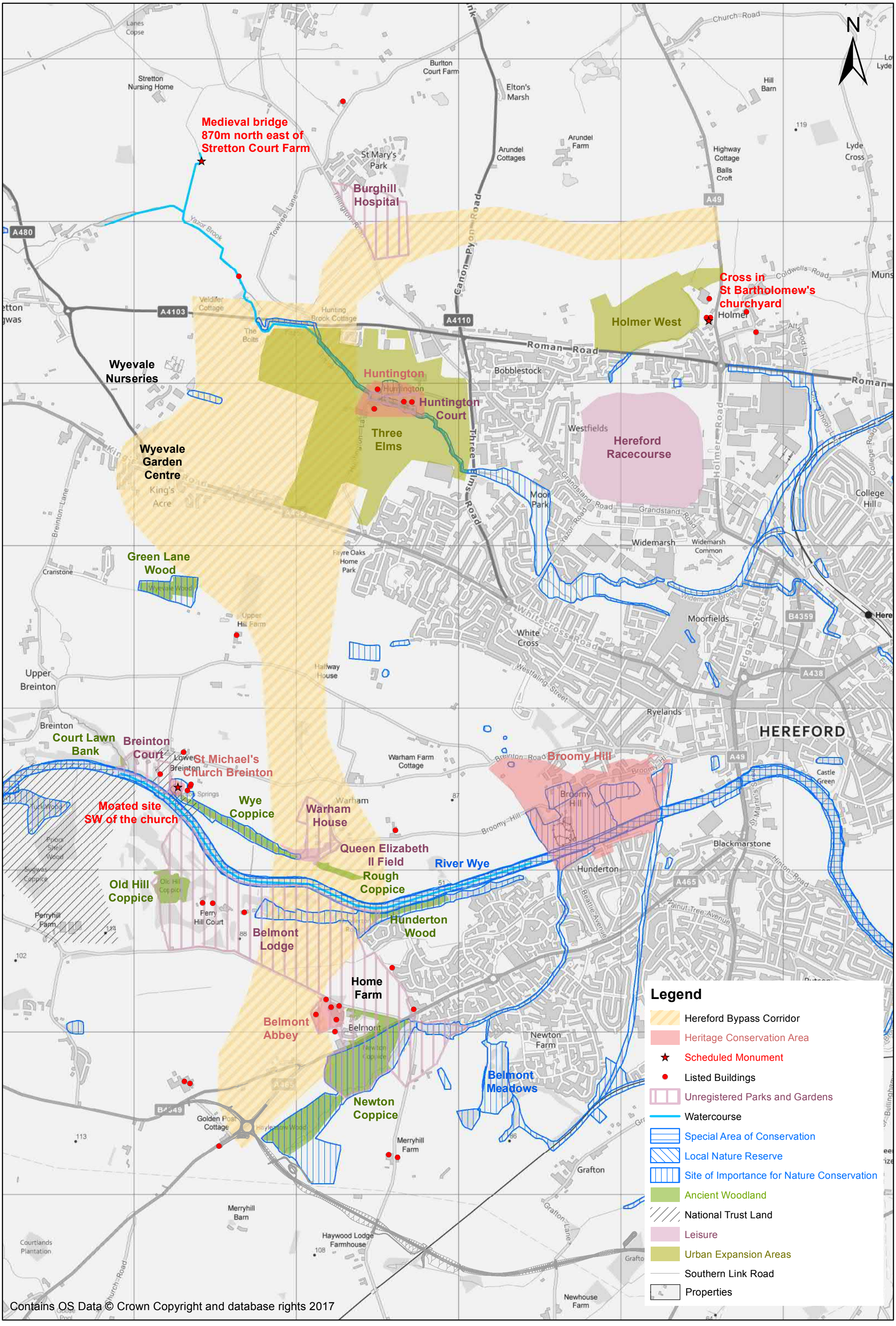
# Appendix C.3

## ENVIRONMENTAL CONSTRAINTS

## MAPS


Medieval bridge 870m north east of Stretton Court Farm
Burghill Hospital
Cross in St Bartholomew's churchyard
Holmer West
Wyevale Nurseries
Huntington
Huntington Court
Three Elms
Hereford Racecourse
Wyevale Garden Centre
Green Lane Wood
Court Lawn Bank
Breinton Court
St Michael's Church Breinton
Moated site SW of the church
Wye Coppice
Warham House
Broomy Hill
Queen Elizabeth II Field
River Wye
Rough Coppice
Old Hill Coppice
Hunderton Wood
Home Farm
Belmont Abbey
Belmont Meadows
Newton Coppice
HEREFORD
Legend
Hereford Bypass Corridor
Heritage Conservation Area
Scheduled Monument
Listed Buildings
Unregistered Parks and Gardens
Watercourse
Special Area of Conservation
Local Nature Reserve
Site of Importance for Nature Conservation
Ancient Woodland
National Trust Land
Leisure
Urban Expansion Areas
Southern Link Road
Properties
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printed on: 01 February 2018

by: DeSouzaJ

Medieval bridge 870m north east of Stretton Court Farm

Burghill Hospital

Churchyard cross in St Bartholomew's churchyard

Hunlington Court

Green Lane Wood

Green Lane Bridleway

Court Lawn Bank

Brointon Court

Moated site SW of the church

Wye Coppice

Warham House

Rough Coppice

River Wye

Old Hill Coppice

Hunderton Wood

Belmont Lodge

Newton Coppice

Belmont Meadows

Newton Coppice

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File name: \\uk.wspgroup.com\central data\Projects\70024xx\70024065 - Hereford Transport Package\E Models and Drawings\GIS\Mxd\Short List Options\Public Exhibition.mxd

Route 1: Orange

Route 2: Cyan

Route 3: Yellow

Route 4: Red

Route 5: Olive

Route 6: Black 1

Route 7: Black 2

Local Green Space

Bridleway

Byway

Footpath

Noise Action Planning Areas

Air Quality Management Areas

Catergory A tree

Ancient/Veteran/Notable tree

Tree preservation order - tree

Tree preservation order area/group

Traditional Orchard

Pippin Trust Orchard

Drovers Wood (Woodland Trust)

Hereford Listed Traditional Orchard

National Trust Ownership boundary

Ancient Woodland Inventory (AWI)

Unregistered Parks and Gardens

Local Nature Reserve (Eng)

Site of Special Scientific Interest (Eng)

Special Area of Conservation (Eng)

Site of Importance for Nature Conservation

Ponds

Great Crested Newt Pond

Great Crested Newt 50m Buffer

Great Crested Newt 100m Buffer

Great Crested Newt 250m Buffer

Queen Elizabeth II Field

## Listed Buildings

Grade I

Grade II

Grade II*

Scheduled Monument

## Source Protection Zone

Zone I - Inner Protection Zone

Zone II - Outer Protection Zone

Zone III - Total Catchment

Zone of Special Interest

Watercourse

Floodzone 2

Floodzone 3

# Appendix C.4

## CONSULTATION BROCHURE

# Hereford Transport Package (HTP)

## Public Consultation 2

This consultation runs for six weeks, from 6 February 2018 to 20 March 2018.

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HEREFORD 2020

Midlands Connect

Powering the Midlands Engine

## Foreword – Councillor Price

There has been talk of a bypass for Hereford for as long as I can remember. In 2018, there is a real appetite, both locally and regionally, to improve connectivity to the West Midlands, South Wales and consequently, the rest of the UK, to create the infrastructure to facilitate business growth, build new housing, develop better options for walking and cycling and alleviate Hereford's traffic congestion problems.

There is no denying that having a major trunk road through the heart of our city is harming our communities as well as the environment and can no longer be sustained. Our communities are frustrated at motorists using unsuitable country lanes in an attempt to beat traffic congestion on city routes and those living in the city are forced to walk their children to school along main roads which suffer from poor air quality.

We hear from our businesses that expansion is hindered by poor transport links citing unreliable journey times and a lack of resilience with just one major river crossing in the city as the reasons they cannot locate or expand their business in Hereford. Indeed we will not be able to fully develop the county's prestige enterprise zone without new infrastructure – a cap on any further development is fast approaching at that site.

We cannot deliver the number of homes and jobs that we set out in our Core Strategy without new infrastructure. We will only be able to deliver half of the homes we need which will have a devastating impact on the vibrancy of this city and our ability to retain young people here.

Without new infrastructure, we will have no chance of delivering our ambitious plans to establish a world class university in this city with all the benefits this would bring to city and county economies.

I wholeheartedly believe that the Hereford Transport Package (HTP) will improve the lives of all of our residents and create the environment for economic growth.

I am delighted that the HTP is a priority for the Marches LEP and Welsh Government. The Hereford bypass is also a priority for the Midlands Connect regional transport strategy. We are working closely with Highways England as the bypass would provide an alternative to the A49 through Hereford.

We are some way down the path to delivering the first stages of the bypass. The Rotherwas Access Road was the first phase and the Southern Link Road, which is due for construction in 2019 marks the second phase.

Extensive work has taken place to develop the next phase of the bypass to complete the link to the north of Hereford since we consulted on the scheme in April 2017.

We are now able to consult on a short list of proposed routes for the bypass and possible improvements which would form part of a package of complementary measures and this consultation will be an opportunity for all to shape how we move forward.

**Councillor Philip Price**
**Cabinet Member - Infrastructure**

## The Hereford Transport Package (HTP)

The HTP includes the Hereford bypass and a package of walking, cycling, bus and public realm improvements as described below.

### Hereford Bypass

The bypass is a new road to the west of Hereford with a crossing over the River Wye. It will offer an alternative route to the existing A49 between Grafton in the south and Holmer in the north, extending the Southern Link Road north of the A465.

The bypass would support the delivery of 6500 new homes, 6000 jobs, a new university and the expansion of the Hereford Enterprise Zone at Rotherwas

### Walking, Cycling, Bus and Public Realm Improvements

A series of proposed improvements in Hereford to increase walking, cycling and bus use for short distance journeys.

## Hereford Transport Package Objectives

In our initial consultation we included five objectives for the HTP. Since then we have identified and considered:

- Your feedback, constraints and opportunities provided by the bypass and a wider package of walking, cycling, bus and public realm improvements
- The current conditions including the existing network
- Future conditions, travel demands and changes in land use.

This has enabled us to develop these original objectives into the eight given below.

#### Facilitating economic growth

Reducing peak hour journey times across the city and improving access to the 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

#### Improving regional connectivity

Improving local and regional connections through better and more reliable journey times on the A49.

- Better 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

#### Encouraging healthier lifestyles

Encouraging people to walk and cycle for short distance trips in the city.

- Enabling and improving the active travel network

#### 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

#### 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

#### 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

## Hereford Transport Package Objectives (continued)

### 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

### Improving safety

Improve safety for all road users.

- Rerouting heavy goods vehicles to the bypass
- Safer crossings at busy roads and junctions
- Fewer collisions on Hereford's roads
- High safety standards on the bypass

## Public Consultation 1 - Your Feedback

Our first consultation on the HTP took place between April and May 2017. As well as seeking views on the current transport challenges in Hereford, we also introduced the HTP and asked for feedback on the proposed bypass corridor and ideas for walking, cycling, bus and public realm improvements.

The findings are summarised below.
The full consultation report can be viewed at:
**www.herefordshire.gov.uk/HTP**

### Traffic Conditions

There was broad agreement among respondents that traffic conditions in Hereford need to be improved, with congestion identified as one of the biggest problems in the city.

- The principle of a bypass road to solve some of Hereford's transport challenges was supported.
- Respondents felt that the most important factors to consider when identifying bypass route corridors were:
  - The likelihood of the route to reduce traffic in Hereford and reduce congestion.
  - The impact on the landscape and notable sites, such as historic buildings.
  - The impact on homes.
  - The potential for improved facilities for pedestrians, cyclists and bus users.

### Walking and Cycling

The first consultation also showed that improving pedestrian and cycling routes were a priority.

It was however suggested that even with walking and cycling infrastructure improvements, a number of barriers need to be addressed such as perceived safety, cost and the inconvenience of existing infrastructure and facilities.

The city centre is a key location where the majority of respondents said they would like to see walking, cycling and public realm improvements.

### Bus Services

When respondents were asked to express the reasons why they believe people do not use public transport for short distance journeys, one of the top five reasons suggested was because of poor bus services. Respondents also said that more reliable and quicker bus journeys were among the top five improvements that should be made a priority in Hereford.

### Developing the Options Further

We have used the consultation findings, alongside technical design and appraisal work, to inform the development of the HTP. The process for refining the options is explained more on the following page.

## Hereford Transport Package Development

The HTP is a suite of transport and infrastructure improvements that form a key part of the vision and objectives in the Local Transport Plan and Core Strategy. As well as addressing the key transport challenges in Hereford and enabling growth, the HTP is also designed to provide significant benefits to the Marches region and the wider economy.

The Core Strategy sets out to strengthen Hereford's role as a focus for the county. City centre expansion and regeneration along with the provision of a balanced package of transport measures, including a bypass, will help achieve this.

Over the past year, we have undertaken a selection process to identify and validate potential options that would contribute towards meeting the objectives of the package. To do this, we went through the following steps:

**Step 1**
A corridor for a bypass was defined by the Core Strategy and adopted in 2015.

We reviewed the transport conditions in Hereford along with the feedback from past consultations to identify what would encourage more people to walk and cycle in Hereford.

**Step 2**
An assessment was undertaken within the Core Strategy corridor and we identified 24 possible bypass routes.

We considered a number of walking, cycling, bus and public realm improvements within the city.

A total of 15 environmental surveys completed in 2017

Air quality and noise monitoring surveys completed in 2017

- Traffic counts
- Bus and rail surveys
- Car park surveys
- Road side interviews
- Walking and cycling surveys

**Step 3**
24 routes were assessed to identify a list of 7 viable routes to take to public consultation.

All routes were assessed for their impacts on homes and businesses. All routes cross King's Acre Road and Roman Road and we have tried to choose crossings with the least impact on homes and businesses at these locations.

Routes that impacted the Ancient Woodland and showed poor connectivity with the Southern Link Road (from A49 to A465) were rejected.

A detailed report of the assessment is set out in the Corridor Assessment Framework (CAF) and is available online at **www.herefordshire.gov.uk/HTP**

The walking, cycling, bus and public realm improvements that best meet the package objectives have been identified for consultation.

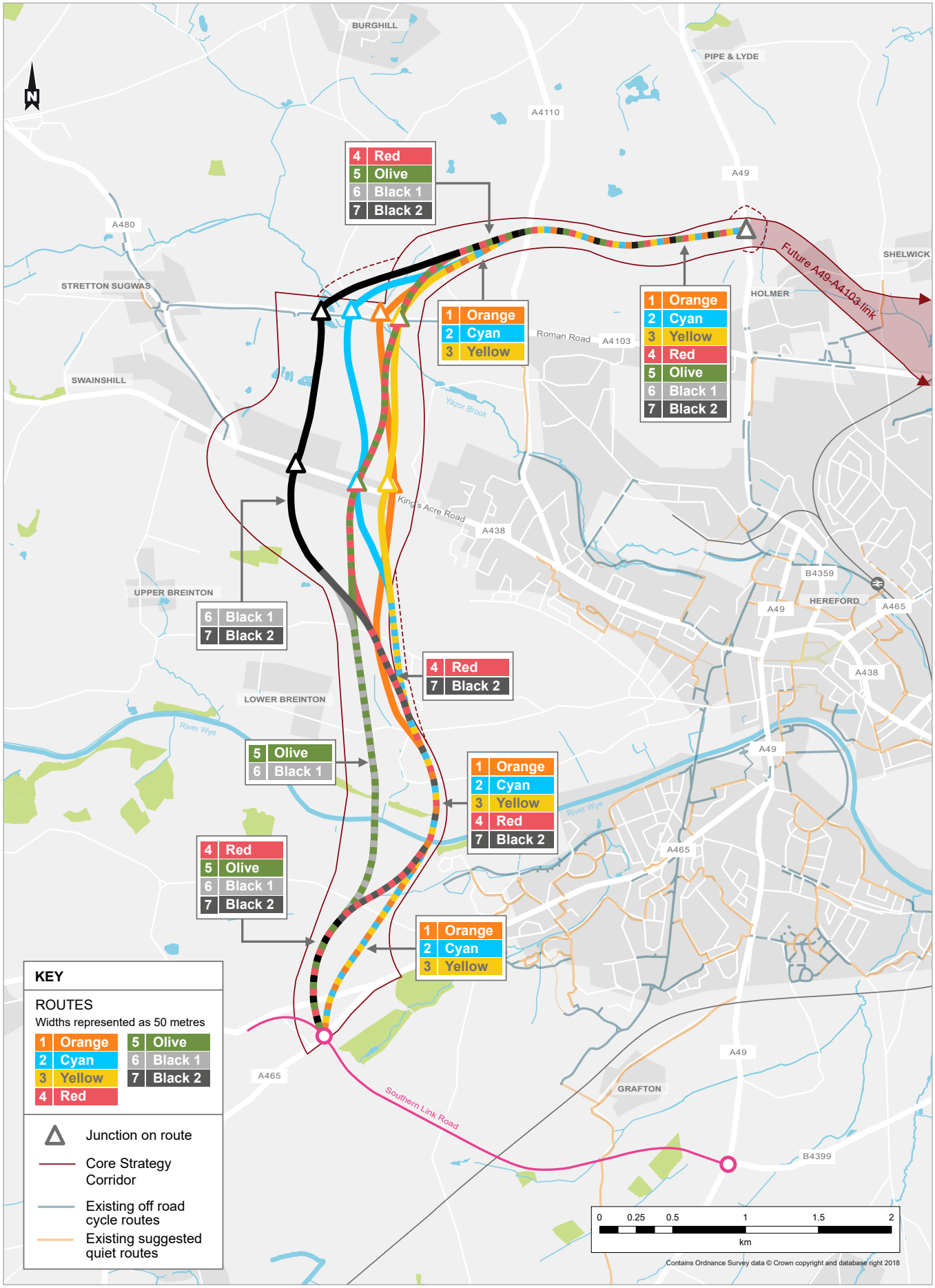
Air quality monitoring completed at 23 locations in 2017

A field survey and desktop survey for heritage assets completed

Tree surveys completed which allowed us to plot Orchard, Ancient, Veteran and notable trees

**Outcome**
This work identified seven possible routes for the bypass. This was approved in January 2018 by the Council's Cabinet for this consultation alongside proposal for walking, cycling, bus and public realm improvements.

# We are Consulting with you about Seven Possible Routes for the Bypass



## We are Consulting with you about Seven Possible Routes for the Bypass (continued)

All seven possible routes will provide a complete north-south route from the A49 south of the city to the A49 north of the Starting Gate roundabout.

Each route will also include a new crossing over the River Wye and junctions at A438 King's Acre and the A4103 Roman Road.

| Route | Colour | Route length (km) | Budget estimate (£millions)* | Number of junctions | Length of Wye Viaduct (metres) |
|---|---|---|---|---|---|
| 1 | Orange | 8.1-8.6km | <£129m | 4 | 280m |
| 2 | Cyan | 7.9-8.1km | £129m - £134m | 4 | 280m |
| 3 | Yellow | 7.9-8.1km | <£129m | 4 | 280m |
| 4 | Red | <7.9km | <£129m | 4 | 280m |
| 5 | Olive | <7.9km | <£129m | 4 | 365m |
| 6 | Black 1 | 8.1-8.6km | £129m - £134m | 4 | 365m |
| 7 | Black 2 | 8.1-8.6km | £135m - £140m | 4 | 280m |

* High level initial budget costings.

**A bypass will improve A49 north-south journey times in 2032 at the end of the Core Strategy period compared to current journey times***

**AM PEAK HOUR REDUCTION BY**

**▼8 MINUTES NORTHBOUND*** | **▼5 MINUTES SOUTHBOUND***

*Calculated from Fixed Demand Transport Modelling.

## We are Consulting with you about Seven Possible Routes for the Bypass (continued)

The table below shows a high level assessment of the environmental and local effects of each route. As the bypass design develops further, a more detailed environmental assessment will be carried out to compare the effects that each route would have. Measures to mitigate these impacts will be developed as we progress with the bypass design before an application for consent is made.

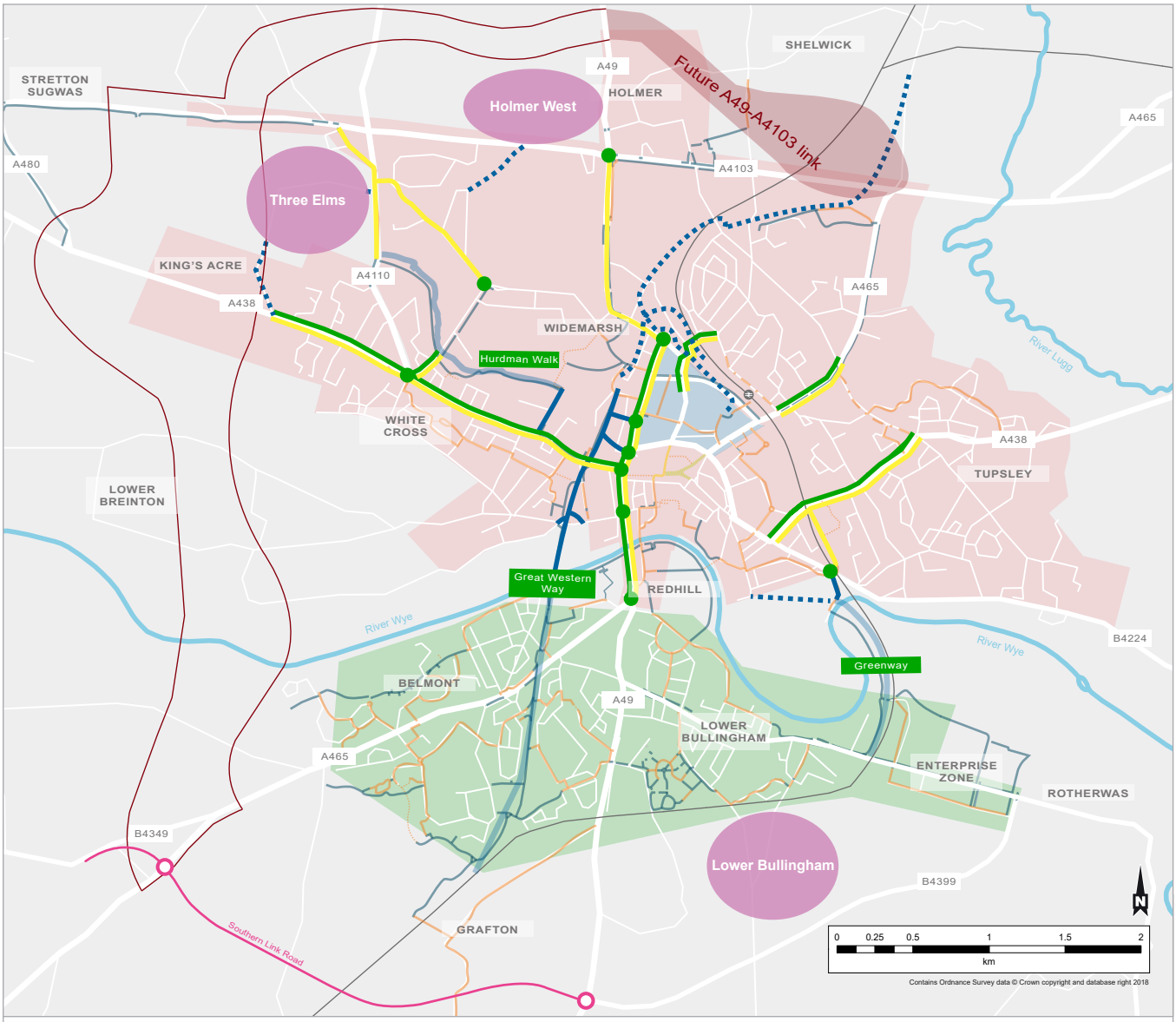
| | Route/Colour | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | Orange | Cyan | Yellow | Red | Olive | Black 1 | Black 2 |
| **Southern Link Road (SLR) connectivity** | Acute SLR roundabout geometry | Acute SLR roundabout geometry | Acute SLR roundabout geometry | Normal SLR roundabout geometry | Normal SLR roundabout geometry | Normal SLR roundabout geometry | Normal SLR roundabout geometry |
| **House demolition** | 4 | 3 | 4 | 3 | 3 | 5 | 5 |
| **Setting of Belmont Abbey (Grade II*) and listed structures in curtilage** | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse |
| **Setting of Belmont Lodge (Grade II*) and listed structures in curtilage** | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse |
| **Belmont Lodge unregistered park & gardens** | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse |
| **Green Lane Ancient Woodland** | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| **Veteran trees** | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Large Adverse |
| **Landscape and visual impact to the north of the River Wye** | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse |
| **Landscape and visual impact to the south of the River Wye** | Slight Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse | Moderate Adverse |
| **Landscape and visual impact on River Wye corridor** | Large Adverse | Large Adverse | Large Adverse | Large Adverse | Moderate Adverse | Moderate Adverse | Large Adverse |
| **Wye Coppice / Rough Coppice Ancient Woodland** | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | Neutral |
| **Landscape and visual impact in central and northern part of study area** | Slight Adverse | Slight Adverse | Slight Adverse | Slight Adverse | Slight Adverse | Moderate Adverse | Moderate Adverse |
| **Agricultural landtake** | 58 to 69 Fields / Land Parcels | 70 to 81 Fields / Land Parcels | 58 to 69 Fields / Land Parcels | 58 to 69 Fields / Land Parcels | 58 to 69 Fields / Land Parcels | 70 to 81 Fields / Land Parcels | 70 to 81 Fields / Land Parcels |
| **Queen Elizabeth II playing fields** | Neutral | Neutral | Neutral | Neutral | Large Adverse | Large Adverse | Neutral |
| **Impact on Three Elms** | Very Large Adverse | Moderate Adverse | Large Adverse | Moderate Adverse | Slight Adverse | No Impact | No Impact |

Note: Assessment scores are for route comparison purposes only and are based on 50m wide routes. The worst case scores have been assumed. This is subject to change and will be refined following detailed environmental assessment and further technical design work.

## We are Consulting with you about Walking, Cycling, Bus and Public Realm Improvements

Walking, cycling, bus and public realm improvements have been summarised into six key themes which are detailed in the table opposite. The development of the HTP business case will look at all possible options for Hereford. But work to date has demonstrated that the list below are most likely to contribute to delivering the objectives of the package and will therefore merit further consideration.

These improvements will further enhance those delivered by the South Wye Transport Package and the Hereford City Centre Transport Package.




- Traffic management
- Better use of public space
- Junction improvements for pedestrians, cyclists and bus users
- Crossing improvements along and across main roads
- Improvements to existing traffic free paths
- New traffic free paths
- Existing off road cycle routes
- Existing suggested quiet routes
- Sustainable Urban Expansions
- Hereford City Centre Transport Package
- South Wye Transport Package
- Core Strategy Corridor

| Theme Name | Improvements to be considered | Locations to be considered |
|---|---|---|
| Traffic management | • 20mph speed limit restrictions and supporting measures | • Residential streets |
| | • HGV restrictions | • Between bypass junctions and city centre |
| Better use of public space | • Shared use walking and cycling paths<br>• New bus lanes or on-road cycle lanes<br>• Wider footways<br>• Improved street environment (e.g. tree-lined boulevards and removal of street clutter)<br>• Wider cycle lanes<br>• Improvements to bus stops (e.g. real time information) | • A49 north of Asda Superstore<br>• A438 Eign Street / Whitecross Road / King's Acre Road to Holmer<br>• A438 Ledbury Road<br>• A465 Aylestone Hill<br>• A4110 Three Elms Road |
| Junction improvements for pedestrians, cyclists and bus users | • Safe crossings at all junction arms (e.g. widening waiting areas)<br>• New / upgraded pedestrian and cycling crossing facilities (e.g. signalising crossings and single stage crossings)<br>• More cycle friendly junction designs (e.g. advanced stop lines, advanced traffic signals or right turn lanes)<br>• Bus priority measures at junctions | • A49/A465 ASDA gyratory<br>• A49 junction with Barton Road<br>• A49/A438 (Steels) roundabout<br>• A49 junction with Blackfriars Street<br>• Edgar Street/Newtown Road roundabout<br>• Whitecross Roundabout<br>• Grandstand Road / Yazor Road roundabout<br>• Outfall Works Road / Eign Road junction<br>• Roman Road / Holmer Road roundabout |
| Crossing improvements along and across main roads | • Walking and / or cycling priority over side streets (e.g. raised footway to reduce vehicle speeds)<br>• New / upgraded crossings for pedestrians and cyclists (e.g. signalising crossings, bigger waiting areas and removing guard rails) | • A49 north of ASDA Superstore<br>• A438 Eign Street / Whitecross Road / King's Acre Road<br>• A438 Ledbury Road<br>• Yazor Road<br>• Burcott Road |
| Improved existing traffic free paths | • Better lighting, surfacing and signage<br>• Wider paths<br>• Improving ramps and path accesses<br>• New and improved connections to the city's main roads | • Great Western Way<br>• Hurdman Walk<br>• Hereford Greenway<br>• Belmont cycleway |
| New traffic free paths | • New green corridors for walking and cycling<br>• Connections with Holmer West and Three Elms urban expansion areas<br>• "Park and Choose" sites | • Along towpath in north-west of Hereford<br>• Connecting the Greenway to Green Street in the south east of city centre<br>• Connecting Roman Road to Highmore Street alongside Hereford Racecourse<br>• On Huntington Lane connecting to Three Elms expansion including the former rail corridor |

## Have Your Say on the HTP

You can let us know your views on the proposals in a number of ways:

A questionnaire can be completed online at **www.herefordshire.gov.uk/HTP** or at one of our consultation exhibitions, which are being held at:

- Old Market on Tuesday 6, Wednesday 7, Thursday 8 February 2018 between 11:00-20:00
- Whitecross School on Tuesday 13 February 2018 between 18:00-21:00

Alternatively, please complete this copy of the questionnaire and return it to the freepost address at the bottom of this page. Your comments will be treated confidentially.

**The closing date for responses is Tuesday 20 March 2018.**

The exhibition will be available to view from Friday 16 February to Tuesday 20 March 2018 (during opening hours) in the lobby of the Hereford Library. The exhibition will be staffed on Saturday 24 February and Saturday 10 March 2018 from 11:00-14:00.

## Hereford Transport Package Timeline

1. **2016:** Undertook engineering, environmental research, identified issues and started traffic surveys.
2. **Early 2017:** Public Consultation 1 to introduce the Hereford Transport Package and get public feedback.
3. **2017-2018:** Engineering, environmental surveys, further traffic surveys, development and assessment of bypass routes. Identify and assess walking, cycling, bus and public realm improvements.
4. **Early 2018:** Public Consultation 2 to present the possible bypass routes and walking, cycling, bus and public realm improvements. **We are here**
5. **2018:** Further technical survey and design work. Preferred bypass route development and assessment. Development and assessment of walking, cycling, bus and public realm improvements.
6. **Late 2018:** Public Consultation 3 to present the preferred bypass route and walking, cycling, bus and public realm improvements.
7. **End 2018:** Preferred bypass route confirmed by cabinet.
8. **2019:** Prepare and submit application for bypass and walking, cycling, bus and public realm improvements.
9. **2019:** Approvals given followed by construction commencing.
10. **From 2022:** Phased opening.

## Further Information

Email us at: **herefordtransportpackage@balfourbeatty.com**

Call us on: **01432 261800**

Write to us at: **FREEPOST:RTHL-BBZH-JATH (Hereford Consultation) Balfour Beatty Living Places Unit 3, Thorn Business Park, Rotherwas, HEREFORD HR2 6JT**

**www.herefordshire.gov.uk/HTP**

# Appendix C.5

## QUESTIONNAIRE (PRINT VERSION)

## HEREFORD TRANSPORT PACKAGE CONSULTATION 2

Thank you for taking the time to let us know your views on the Hereford Transport Package (HTP). This questionnaire should be read in conjunction with the consultation materials and can be completed online at **www.herefordshire.gov.uk/HTP** or at one of our consultation exhibitions, which are being held at:

- The Old Market between Tuesday 6th and Thursday 8th February 2018
- Whitecross School on Tuesday 13th February 2018

Alternatively, please complete this copy of the questionnaire and return it to the freepost address at the bottom of page 7. Your comments will be treated confidentially. **The closing date for responses is Tuesday 20th March 2018.**

### The proposed Hereford Transport Package

We have identified that a package of transport schemes is needed to address the traffic problems in Hereford which affect the quality of life and limit growth in the city.

Analysis and studies undertaken identify that a bypass together with other improvements in the city will meet the objectives of the package. We want your views on the emerging proposals to help refine these further.

**Question 1:** Do you agree with the Hereford Transport Package objectives to address the transport problems in Hereford and enable growth?

a) Yes ☐

b) No ☐

**Comments**

### The Hereford Bypass

An assessment was undertaken in the Core Strategy corridor and we identified 24 possible bypass routes. These were assessed in more detail to identify viable routes. This work identified seven possible routes for the bypass which are listed on the next page.

**Question 2:** Do you agree that a bypass should form part of a package?

a) Yes ☐

b) No ☐

**Comments**

**Question 3:** Which bypass route would you prefer? You may select more than one option. Please rank the routes below from 1 – 7 with 1 as your preferred route.

| Route Colour on map | Preference |
|---|---|
| Orange | |
| Cyan | |
| Yellow | |
| Red | |
| Olive | |
| Black 1 | |
| Black 2 | |
| No preference | |

**Comments on your preferences**

## Walking, cycling and public realm improvements

**Question 4:** Do you agree that the package should include possible walking, cycling, bus and public realm measures described in the consultation materials?

a) Yes ☐ b) No ☐

Please tick the improvements which you support

**Themes**

- ☐ Traffic management (20mph speed limit)
- ☐ Better use of public space
- ☐ Junction improvements for pedestrians, cyclists and bus users
- ☐ Crossing improvements along and across main roads
- ☐ Improved existing traffic free paths
- ☐ New traffic free paths

**Comments**

**Question 5:** Are there any other walking, cycling, bus and public realm improvements or locations that you think we should be considering?

| **Comments** |
| --- |
| |

**Question 6:** Do you have any other comments about the current proposals included in the Hereford Transport Package?

| **Comments** |
| --- |
| |

## Frequency, method and reason for travel

**Question 7:** What is your post code?: ___ ___ ___ ___ / ___ ___ ___
*This information helps us to understand where people live in relation to the proposals. It will not be used for any other purpose.

**Question 8:** How often do you travel around Hereford?

a) Daily ☐
b) Weekly ☐
c) Monthly ☐
d) Rarely ☐

| **Comments** |
| --- |
| |

**Question 9:** How do you most commonly travel around Hereford?

a) By car ☐

b) By cycle ☐

c) On foot ☐

d) By bus ☐

e) Other ☐

(Please specify)

**Comments**

**Question 10:** What is the most common reason for your travel around Hereford? Please tick all that apply.

| Reason for travel | Work (commuting) | Education (school) | Shopping | Leisure/Health (ie. hospital/ medical centre) | Other (please specify) |
|---|---|---|---|---|---|
| By car | | | | | |
| Bicycle | | | | | |
| On foot | | | | | |
| By bus | | | | | |
| Other (please specify) | | | | | |

**Comments**

# The consultation

**Question 11:** Would you like to be added to the Hereford Transport Package contact database to receive updates about the project as it progresses?

a) Yes ☐
b) No ☐

**If yes, please provide your contact details below.**

Name _____

Email _____

Phone number _____

**Question 12: How did you hear about this consultation? Please tick all that apply.**

a) Received a letter or email ☐
b) Poster ☐
c) Hereford Times newspaper ☐
d) Hereford Times online ☐
e) Council's website ☐
g) Facebook ☐
h) Twitter ☐
i) Word of mouth ☐
j) Other (please specify) ☐

_____

**Question 13a: Did you attend a public exhibition?**

a) Yes (please move to Question 13b) ☐
b) No (please move to Question 14) ☐

**Question 13b:**

| | | Yes | No |
|---|---|---|---|
| **I.** | Did you receive sufficient notification about the public exhibition? | ☐ | ☐ |
| **II.** | Did the exhibition meet your expectations? | ☐ | ☐ |
| **III.** | Was the information displayed sufficient to answer any questions you had? | ☐ | ☐ |
| **IV.** | Was the venue suitable? | ☐ | ☐ |
| **V.** | Were the opening hours sufficient? | ☐ | ☐ |
| **VI.** | Were the staff sufficiently informed to answer your questions? | ☐ | ☐ |

**Question 14:** How would you rate the quality of the consultation materials (for example, any printed material you have received; maps and plans; the website; questionnaire etc)?

Very good ☐ Good ☐ Acceptable ☐ Poor ☐ Very poor ☐

| **Do you have any further comments on the quality of the consultation materials?** |
|---|
| |

## About you

All personal data will be treated in line with our obligations under the *Data Protection Act, 1998*. This means your personal data will not be shared. The information collected will help us identify the types of community members that we have and haven't heard from, so we can seek feedback that is broadly representative of the Hereford community.

**Question 15:** Are you responding to the consultation on behalf of a business or organisation? (Please tick one box)

a) Yes (please specify) ☐ _____

b) No ☐

c) Prefer not to say ☐

**Question 16: Which age group do you belong to? (Please tick one box)**

a) 15 or younger ☐

b) 16-24 ☐

c) 25-34 ☐

d) 35-44 ☐

e) 45-54 ☐

f) 55-64 ☐

g) 65-74 ☐

h) 75-84 ☐

i) 85+ ☐

j) Prefer not to say ☐

**Question 17: What is your gender? (Please tick one box)**

a) Male ☐
b) Female ☐
c) Other ☐
d) Prefer not to say ☐

**Question 18: Do you consider yourself to have a disability?**

a) Yes ☐
b) No ☐
c) Prefer not to say ☐

**Access to Information** Herefordshire Council and its consultants will use the questionnaires to shape Hereford Transport Package. The data collected will not be used for any other purpose and the questionnaire will be disposed of securely after they have served this purpose. Herefordshire Council is subject to the Freedom of Information Act, 2000, (FoI) and Environmental Information Regulations (EIRs) which means that questionnaires may be released in response to a request for information. However, all personal data will be treated in line with our obligations under the Data Protection Act, 1998. This means your personal data will not be shared. Alternative formats of this questionnaire are available upon request by emailing herefordtransportpackage@balfourbeatty.com or by writing to us at FREEPOST:RTHL-BBZH-JATH (Hereford Consultation) Balfour Beatty Living Places Unit 3, Thorn Business Park Rotherwas HEREFORD HR2 6JT

# Appendix C.6

## FREQUENTLY ASKED QUESTIONS

# Hereford Transport Package FAQ

## What is the HTP?

**What is the Hereford Transport Package (HTP)?**

The HTP is a package which includes the Hereford Bypass and a series of walking, cycling, bus and public realm improvements. The bypass scheme proposes a new road and crossing over the River Wye to the west of the city.

**Why are you consulting again?**

We are now at the second stage of the consultation process. Since phase 1 consultation we have analysed the feedback received and undertaken technical assessment work and we have identified seven possible bypass routes and possible walking, cycling, bus and public realm improvements and would like to know your thoughts on them. This is to help choose a preferred option for the bypass and a preferred package of measures to be delivered with the bypass.

**What are the objectives and benefits of the HTP?**

The objectives of the HTP are to:

- Facilitate economic growth by reducing congestion and enabling job creation within Hereford and the Enterprise Zone.
- Improve regional connectivity by having better connections with Hereford and the wider region, having more reliable journey times on the A49 and reducing the number of goods vehicles going through Hereford.
- Encourage healthier lifestyles by making walking and cycling more attractive options.
- Encourage sustainable development by allowing healthier lifestyles and by improving the roads and public realm.
- Provide road network resilience by reducing the impact of accidents, breakdowns and maintenance work on the city's main road networks.
- Improve air quality and reduce noise by reducing the number of goods vehicles travelling through the centre of Hereford.
- Improve safety by creating safer crossings at busy roads and junctions and improving access to local facilities.

## The Bypass

**Why are you proposing a bypass?**

Extensive studies have established that the appropriate transport improvements to deliver our objectives is a bypass with a package of walking, cycling, public transport and public realm improvements.

**Why are all the routes in the west?**
We have undertaken a number of studies to identify the Core Strategy bypass corridor.

We looked at both eastern and western route possibilities in great detail. In 2010 a Study of Options was undertaken which recommended the construction of the western route on the basis that it would have less of an environmental impact, particularly upon internationally and nationally important sites protected for their ecological value.

Following local feedback and feedback from the MP's for Herefordshire, the eastern bypass options were re-assessed including a route which would provide a partial bypass. This re-assessment confirmed the significant risks associated with a full eastern bypass and similar risks with a partial eastern bypass. They also confirmed that a partial eastern bypass would result in unacceptable traffic impacts on residential areas in the north east urban area of Hereford and residential communities immediately to the east of the urban area. In addition, economic and business analysis of the impact of a bypass also indicated that a western route would be likely to generate more jobs than a full eastern route (the economic assessment also indicated that a partial eastern bypass would provide much less benefit for the local economy).

Based on this work we have discounted a bypass to the east of Hereford on the grounds of it being unlikely to be deliverable (due to its significant environmental impacts on protected habitats). A bypass to the west of the city would better support new homes and jobs.

**Why were the inner west routes and not the outer routes selected?**
The western inner corridor was preferred for the following reasons:

- The outer corridor has a much longer river crossing that would have a bigger environmental impact
- We would be required to take further land from within the floodplain which may potentially increase flood risks
- The landscape impact would be greater as the bypass would require a higher and longer bridge structure
- As the corridor would be longer the construction costs would be higher
- A larger corridor would potentially affect a larger number of landowners

A detailed report setting out why the western inner corridor was preferred can be viewed on the Council's website.

**Can you tell me more about how you selected the routes?**

We have broken down how we have selected the routes into three steps:

- Step one:
    - A Core Strategy corridor was defined and adopted in 2015 as part of the Core Strategy. This formed part of the last consultation.
- Step two:
    - An assessment was undertaken within the Core Strategy corridor and we identified 24 possible bypass routes
- Step three:
    - 24 routes were assessed to identify a list of 7 viable routes to take to public consultation.
    - All routes were assessed for their impacts on homes and businesses. All routes cross King's Acre Road and Roman Road and we have tried to choose crossings with the least impact on homes and businesses at these locations.
    - Routes that impacted the Ancient Woodland and showed poor connectivity with the Southern Link Road were rejected.

**How did you identify the routes?**

We carried out a high level assessment which included:

- Mapping existing homes and businesses
- Surveying traffic, bus, rail, pedestrian and cycle movements
- Carrying out household and school travel surveys

We then identified:

- Homes and businesses
- Wildlife habitats
- Buildings and areas of historical importance
- Public rights of way
- Major parks and conservation areas

Full details of this assessment can be seen on the Council's website.

**When will the bypass open?**

The first phase of the bypass, the Southern Link Road is scheduled to be completed late 2020. We plan to complete the remainder of the bypass by 2025.

**Can you tell me more about the junction locations?**

Road junctions on the bypass have been chosen to balance access for local traffic and desirability for longer journeys.

**What is the road standard?**

This will be determined by the results of traffic modelling. The bypass will be designed to accommodate traffic forecasts which will come from our traffic model.

**What would the speed limit be?**

The speed limit will be 60mph with potential for a lower speed limit at junctions. This is appropriate for the road standard we anticipate.

# Impact of the Bypass

**Will the bypass cause noise or air pollution?**

A new road typically means noise and air pollution will change. We anticipate the bypass's placement to the west of the city, along with mitigation measures such as low noise surfacing will minimise any effects. Traffic taken from the town centre will reduce noise and air pollution in central Hereford.

**Will the bypass increase flooding?**

Any water run-off from new highways will be captured in ponds which will assist with the management of water flows during severe conditions. Any road crossings that cover floodplains will be designed to not result in any increased flood risk.

**Will the bypass sever east to west local traffic?**

Side roads and local routes not connecting directly at a bypass junction will either be carried over or under the route at the same location or via a short diversion. The bypass will also include new crossing points for pedestrians and cyclists.

**Will the bypass be lit?**

In line with current best practice only junctions will be lit. Existing street lighting where present will be maintained through the new junction. Lighting proposals will be designed to minimise light impact for local residents and wildlife.

**How much disruption will be caused during construction?**

Much of the bypass is to be constructed away from homes and busy roads.
The project has been designed to reduce the amount of disruption caused by keeping the amount of materials that are imported and exported to a minimum. In addition the contract will specify construction access routes and noise and pollution thresholds.

# Walking, Cycling, Bus, and Public Realm Improvements

**What types of walking, cycling, bus and public realm improvements are you proposing?**

Possible improvements include:

- Traffic management with lower speed limits and HGV restrictions
- Better use of public spaces: shared use walking and cycling ways, wider footways, improved street environment and new bus lanes or on-road cycle lanes.
- Junction improvements to make walking and cycling easier: Safe crossings at all junction arms, new or upgraded pedestrian and cycling crossing facilities.
- Crossing improvements along and across main roads.
- Improvements to existing traffic free paths: Better lighting, surfacing and signage, improving ramps and access paths.
- Creating new traffic free paths that allow for new green corridors for walking and cycling.

We are also considering active travel facilities along the bypass.

**Can you tell me more about how you decided on the improvements?**

We reviewed transport conditions in Hereford along with the feedback from past consultations to identify how to encourage more people to walk and cycle in Hereford.

# Finances and costs

**How is the bypass funded?**

The road could be funded from a number of sources, including developer contributions from and central government grants.

The Council has already secured £27 million for the first phase of the bypass, the Southern Link Road.

**How much will the scheme cost?**

As outlined in the Strategic Outline Business Case for the scheme the cost of the HTP is estimated as £165m. This document sets out an initial budget estimate of £136 million for the bypass and a budget estimate of £29 million for walking, cycling, bus and public realm improvements.

# Consultation Stages

**Can you tell me more about the approval process for the bypass?**
We are currently on the second phase of consultation for the HTP. The process is summarised below:

**How can I have my say on phase 2 of the proposal?**

| | |
|---|---|
| Online | There is an online questionnaire available at www.herefordshire.gov.uk/HTP |
| Event | There will be 3 public events on 6, 7 and 8 February between 11am and 8pm held in the pod at Old Market. There will be an additional evening event on 13 February between 6am and 9pm at Whitecross Highschool |
| Exhibition | There will be a public exhibition from 16 February until 20 March at Hereford Library. It will be staffed on Saturday 24 February and Saturday 10 March from 11am to 2pm. |

# The planning process

**What kind of planning process will the HTP require?**

The HTP, and in particular the bypass, will require either a planning application or a Development Consent Order (DCO) application. This depends on who will adopt and maintain the road once it is built i.e. who will be the Highway Authority.
The route to planning has not yet been determined but will be known prior to phase 3 consultation which is due to start late 2018.

**My house is on one of the proposed routes, what should I do next?**

Please attend one of the exhibition events that are mentioned above. If you are unable to attend an event please contact us with any questions you have or at herefordtransportpackage@balfourbeatty.com.

We understand this is a sensitive issue for those directly affected by these proposals. Herefordshire Council will seek to open a dialogue with affected landowners and homeowners and, where possible the council will look to purchase land by agreement and avoid using compulsory acquisition powers. For more guidance on this please read:

https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-4-compensation-to-residential-owners-and-occupiers

This document will provide you with information about what to expect and what your rights are if a compulsory purchase is required.

**How will the purchase of land be dealt with?**

Herefordshire Council will seek to purchase the land required to implement the scheme by agreement where possible and would only use compulsory acquisition powers if required. If your property is not purchased but is affected by the bypass there will be alternative forms of compensation which will be considered.

For more information regarding this please look at:

https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-4-compensation-to-residential-owners-and-occupiers

# Next Steps

**What happens next?**

Once phase 2 of the consultation is completed and we have received all the feedback we will analyse and release a phase 2 consultation report. Further technical assessments will be carried out for both the bypass and walking, cycling, bus and public realm improvements taking your feedback into account.

Phase 3 consultation will then present the preferred bypass route and walking, cycling, bus and public realm improvements to all interested parties including members of the public for feedback. Following this by the end of 2018, Herefordshire Council will confirm a preferred bypass route alongside a suite of walking, cycling, bus and public realm improvements. In 2019 we will prepare and submit planning application.

# Appendix C.7

## CONSULTATION MATERIALS

## DISTRIBUTION LIST

| Business Name | Address | Postcode |
|---|---|---|
| All Saints Church | High Street, Hereford | HR4 9AA |
| Apple Green | Ross Rd, Hereford | HR2 7RJ |
| Asda Service Station | Belmont Road, Hereford | HR2 7JE |
| Asda Supermarket | Belmont Road, Hereford | HR2 7JE |
| Bartestree Stores | Bartestree, Hereford | HR1 4BA |
| Bartonsham Stores | 57 Green St, Hereford | HR1 2QW |
| BBLP | Thorn Business Park, Rotherwas | HR2 6JT |
| Belmont Community Centre and Library | Eastholme Ave, Hereford | |
| Belmont Library | | |
| BOSS | Thorn Business Park, Rotherwas | HR2 6JT |
| Breinton Village Hall | Breinton | HR4 7PJ |
| Bromyard Library (+ Halo Leisure Centre) | | |
| Café Miro | 43 St Owen's St, Hereford | HR1 2JB |
| Caffe Nero | 8 Eign Street, Hereford | HR4 0AB |
| Candy Castle | 4A St Martin's Ave, Hereford | HR2 7RQ |
| Canon Pyon PO and Stores | Canon Pyon | HR4 8NU |
| Clehonger Post Office | Clehonger, Hereford | HR2 9SL |
| Coffee#1 | 4-5 High St, Hereford | HR1 2AA |
| Colwall Library | | |
| Costcutter | 20-22 Belmont Rd, Hereford | HR2 7JW |
| Cotterell Street Stores | 87 Cotterell St, Hereford | HR4 0HJ |
| DeVaco café | Vincent Carey Road, Hereford | HR2 6FE |
| Dinedor Village Hall | Dinedor, Hereford | HR2 6LQ |
| Edisons Coffee Shop | Thorn Business Park, Rotherwas | HR2 6JT |
| Esso | Ledbury Rd, Hereford | HR1 2TB |
| Evans Easy Space | Vincent Carey Road, Hereford | HR2 6FE |
| Express Bathrooms | Thorn Business Park, Rotherwas | HR2 6JT |
| Friends of Castle Green | The Pavillion, Castle Green, Hereford | HR1 2NW |
| Halo Leisure Pool | St Martins Avenue, Hereford | HR2 7RQ |
| Harvest Service Station | Commercial Rd, Hereford | HR1 2BG |
| Hereford Library | Broad Street, Hereford | HR4 9AU |
| Hereford Post Office | 12 - 14 St Peters Street, Hereford | HR1 2LD |
| Hereford Rural Enterprise Centre | Vincent Carey Road, Hereford | HR2 6FE |
| Hereford Town Hall | St Owen Street, Hereford | HR1 2PJ |
| Hereford United Football Club | Edgar Street, Hereford | HR4 9JU |
| Herefordshire Council | Plough Lane, Hereford | HR4 0DE |
| Hinton Community Centre | 21 Ross Rd, Hereford | HR2 7RJ |
| Holmer Store | Belle Bank Aveune, Holmer, Hereford | HR4 9RL |
| Kindle Centre | Belmont Road, Hereford | HR2 7JE |
| Kindle Medical Centre | Belmont Road, Hereford | HR2 7JE |
| Kings Acre Road Post Office | 95 Kings Acre Road, Hereford | HR4 0RQ |
| Kington Library | | |
| Lady Emily Community Hall | 16 School Rd, Tarrington, Hereford | HR1 4EX |
| Ledbury Library | | |
| Leintwardine Library | | |
| Leominster Library | | |
| Lock's Garage & Post Office | Allensmore, HEREFORD | HR2 9AS |
| Marden Post Office | Paradise Green, Marden | HR1 3EW |

| Business Name | Address | Postcode |
|---|---|---|
| Marden Village Hall | Paradise Green, Marden | |
| Moreton On Lugg Post Office | Moreton-on-Lugg | HR4 8DG |
| Newton Farm Community Association | 21-23 The Oval, Hereford | HR2 7HG |
| Northolme Community Centre | Northolme Rd, Hereford | HR2 7SP |
| One Stop Stores | 18-20 Meadow Dr, Credenhill, Hereford | HR4 7EF |
| Oval PO & Stores | The Oval, Hereford | HR2 7HG |
| Peterchurch Library | | |
| Premier Express | Hoarwithy Road, Hereford | HR2 6HA |
| Putson Post Office | Holme Lacy Rd, Hereford | HR2 6BZ |
| Ross-on-Wye Library and Customer Service Centre | | |
| Rotherwas Service Station | Holme Lacy Rd, Hereford | HR2 6BQ |
| Sainsbury's Supermarket | Barton Yard, Hereford | HR4 0AG |
| Saxon Hall Putson Community Association Ltd | Hoarwithy Road, Hereford | HR2 6HE |
| Shire Hall | St Peters Square, Hereford | HR1 2HX |
| SPAR | College Green Post Office, 33-35 College Green, Hereford | HR1 1HW |
| Stokes Stores | 4 Hoarwithy Rd, Hereford | HR2 6HA |
| Tesco Esso Express | Ledbury Rd, Hereford | HR1 2TB |
| Tesco Express | Holme Lacy Rd, Hereford | HR2 6BY |
| Tesco Express | Buckingham Inn, 141 Whitecross Rd, Hereford | HR4 0LS |
| Tesco Supermarket | Abbotsmead Road, Hereford | HR2 7XS |
| Tesco Supermarket | Bewell Street, Hereford | HR4 0BW |
| Texaco | Ledbury Rd, Hereford | HR1 2SZ |
| Texaco & Co-op store | Holmer Rd, Hereford | HR4 9RX |
| The Co-operative Food | 1 College Rd, Hereford | HR1 1EE |
| The Co-operative Food | 250 Ledbury Rd, Tupsley, Hereford | HR1 1QD |
| The Co-operative Food | 77-79 Holme Lacy Rd, Hereford | HR2 6DF |
| The Corner Stores | 14 Chilton Square, Hereford | HR1 1PS |
| The Herefordshire Community Foundation | The Fred Bulmer Centre, Wall Street, Hereford | HR4 9HP |
| The Three Counties Hotel | Belmont Rd, Hereford | HR2 7BP |
| Tupsley Post Office & Store | Old Eign Hill, Hereford | HR1 1UA |
| Weobley Library | | |
| West End Stores & PO | Fownhope | HR1 4NN |
| West Hereford Service Station | Whitecross Rd, Hereford | HR4 0DG |
| Westfields PO & stores | 90 Grandstand Road, Westfields, Hereford | HR4 9PQ |
| Whitehall PO and Stores | Rosemary Lane, Madley | HR2 9LS |
| Withington PO and Stores | 6 Springfield Rd, Withington | HR1 3RU |
| Wyevale garden centre | Kings Acre Road Hereford | HR4 0SE |

# Appendix D

EASY READ MATERIALS

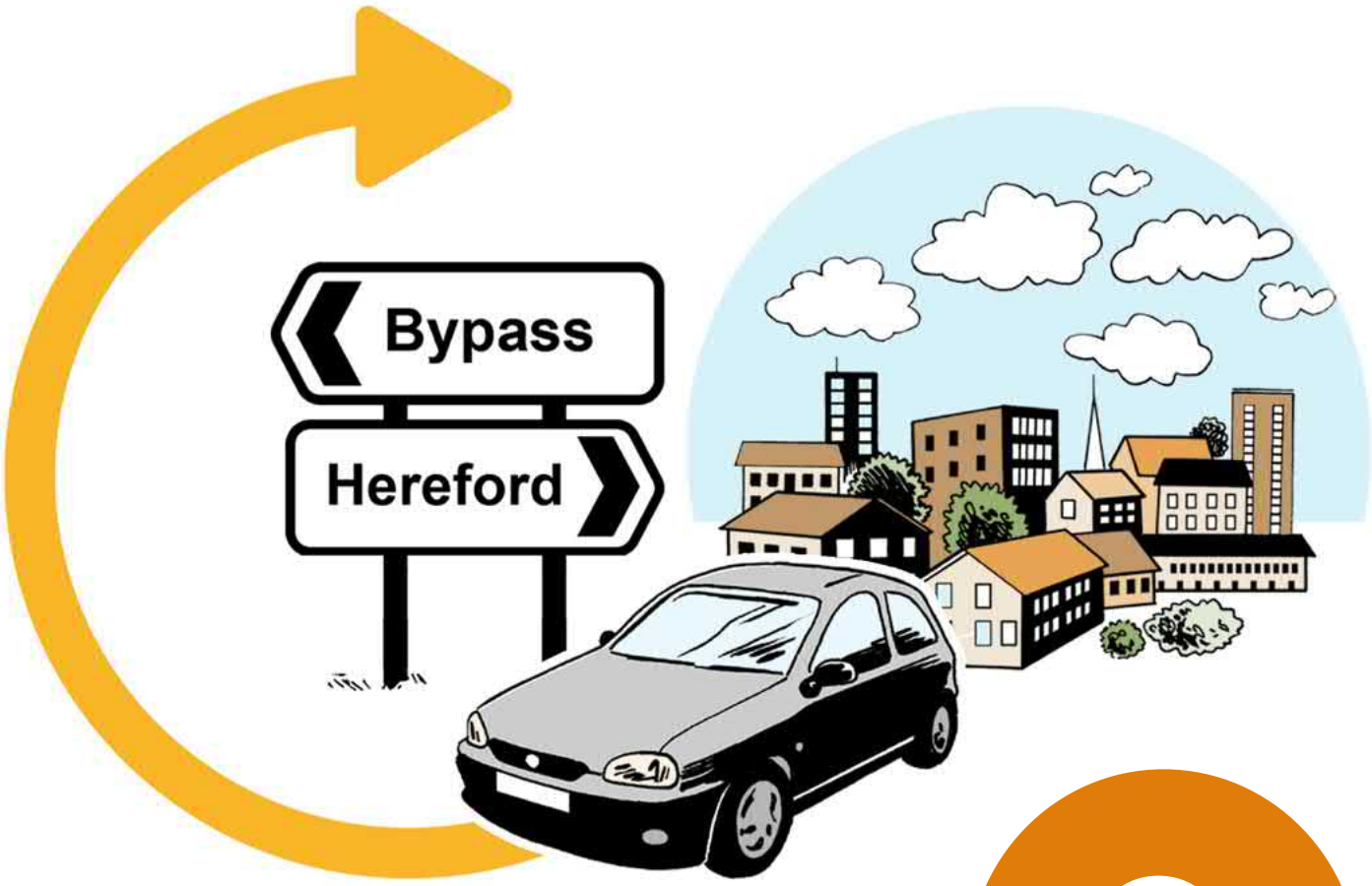
# Appendix D.1

EASY READ BROCHURE

# Hereford Transport Package (HTP)

## Public Consultation 2 Guide

This consultation will run until 20th March 2018

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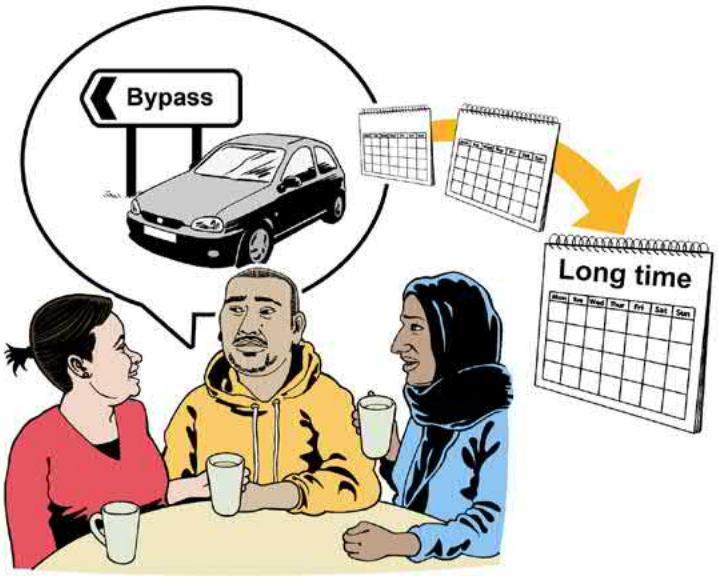
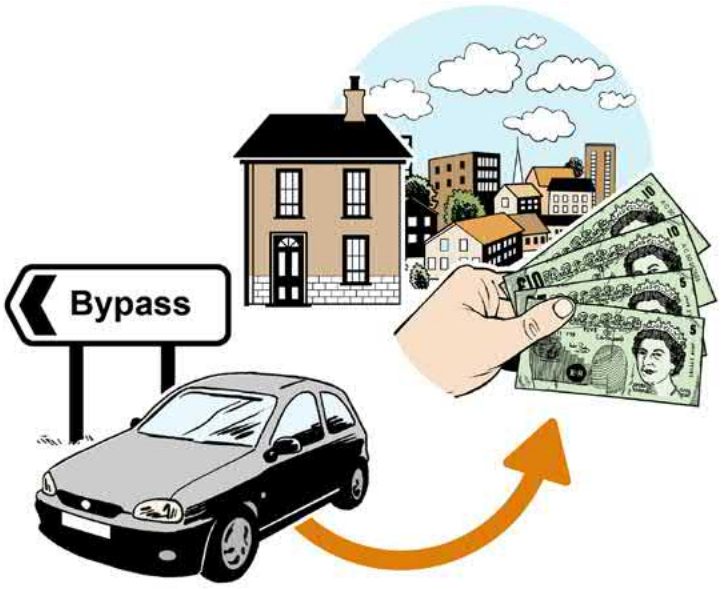
## Easy Read

# Forward by Councillor Price

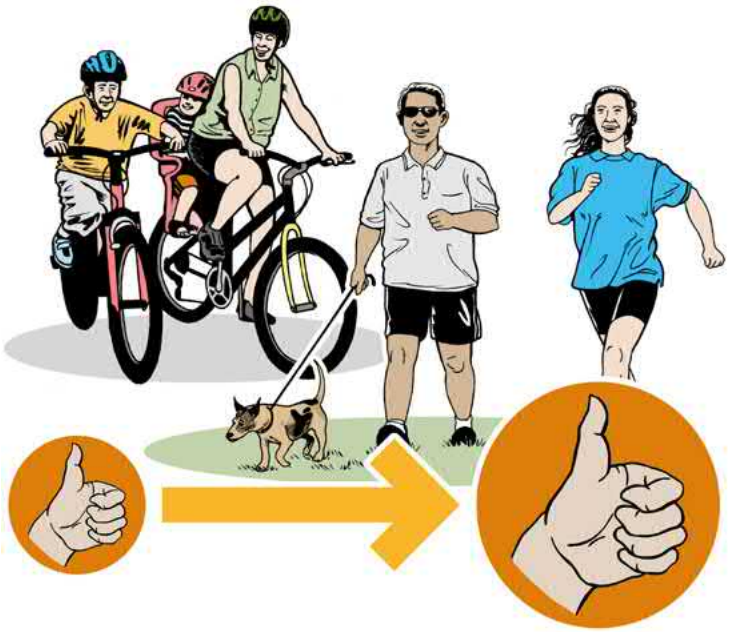



There has been talk of a bypass for Hereford for a long time.

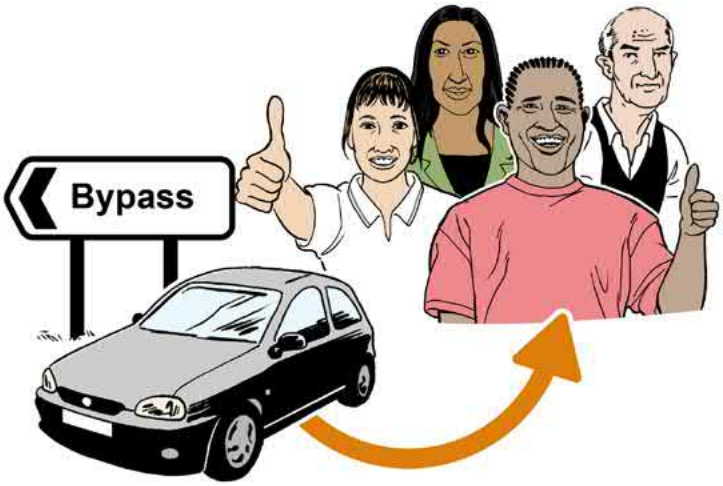



We think the bypass would help the area grow through better road links, new homes, and new businesses.

We also think building a world class university would help the area grow.

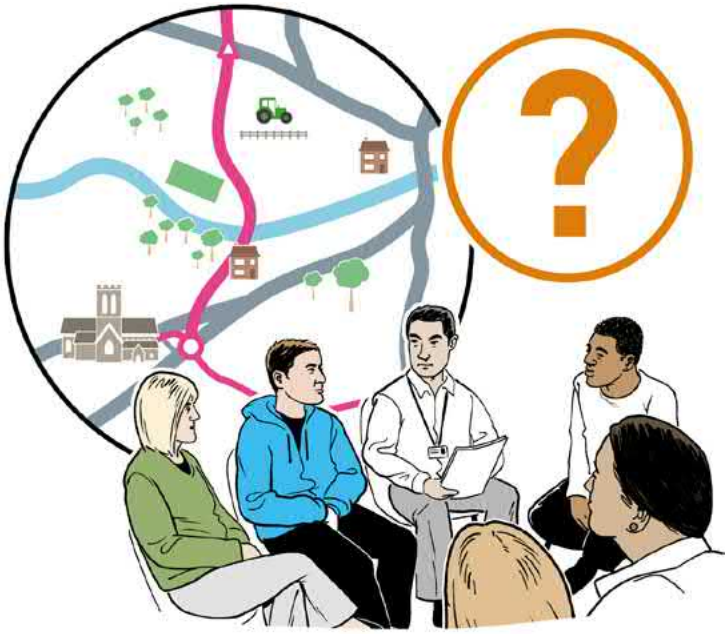


We think we could make walking and cycling in Hereford better and bring down traffic congestion.




I believe the HTP would improve the lives of all the residents.

I am happy we are working with Highways England on the Bypass and with the support of Marches LEP, the Welsh Government, and Midlands Connect.

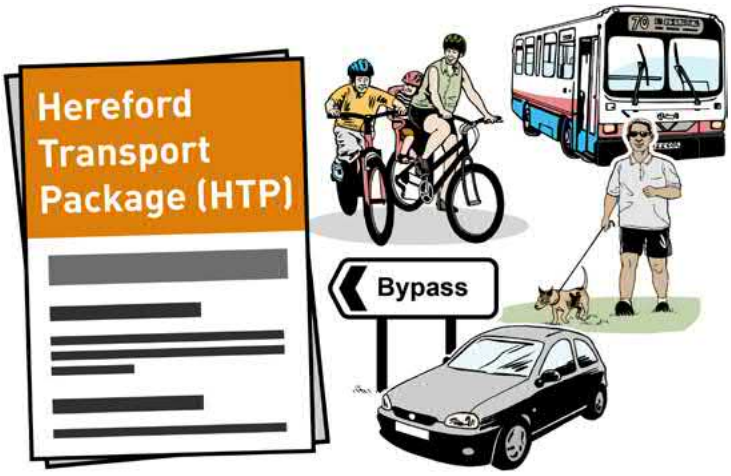


We are now consulting on the next phase of the bypass which is a list of possible routes.

We would like your views to help us move forward.

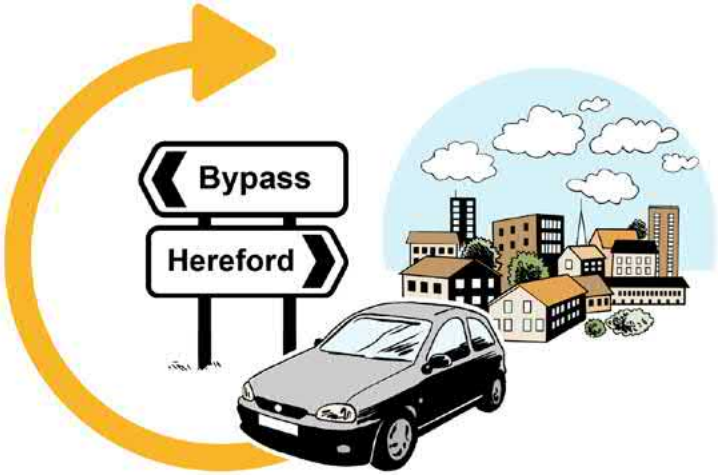
**Councillor Philip Price**
Cabinet Member for Infrastructure

# The Hereford Transport Package (HTP)

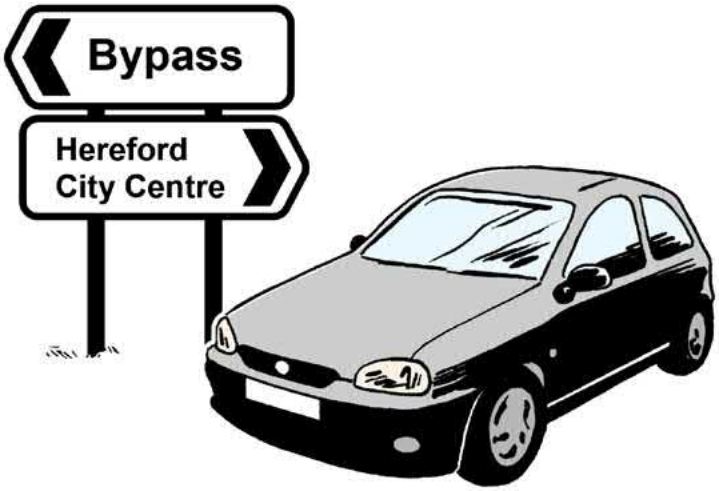



The HTP includes the Hereford bypass and the improvement of walking, cycling, bus and public areas.

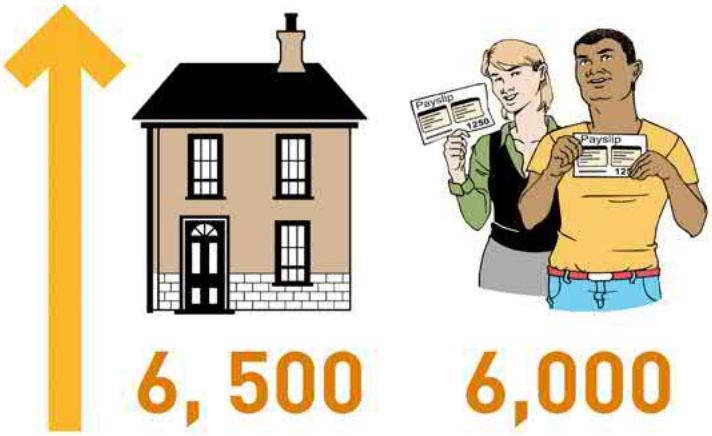
## Hereford Bypass




The bypass will be a new road to the west of Hereford crossing the River Wye.




It will offer a different way for cars to go so they don't have to drive through Hereford.




The bypass would help 6500 new homes to be built and 6000 new jobs.

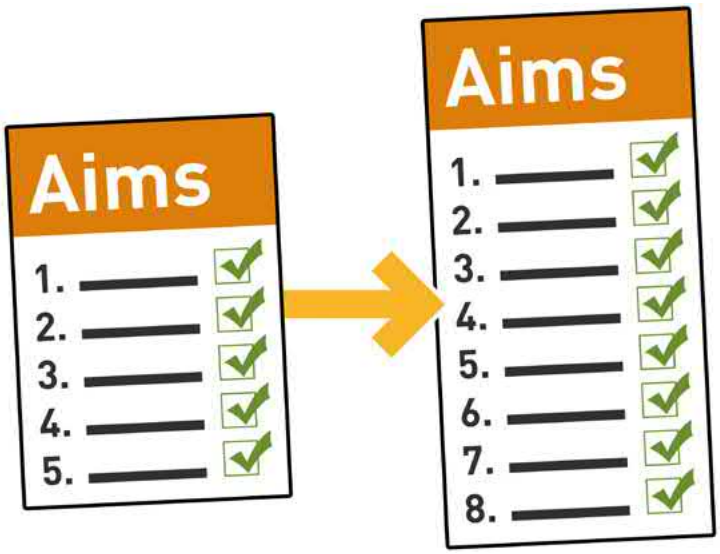
It will also help us to build a new university and make the Hereford Enterprise Zone bigger.

## Walking, Cycling, Bus and Public Area Improvements

There is a group of planned improvements in Hereford to increase walking, cycling and bus use for short journeys.

# Hereford Transport Package Aims

An aim is a goal or something that you want to happen. In the first consultation we had five aims for the HTP.




Since then we have thought about what you told us and turned the 5 aims into these 8 aims.

1. Help the area to grow financially

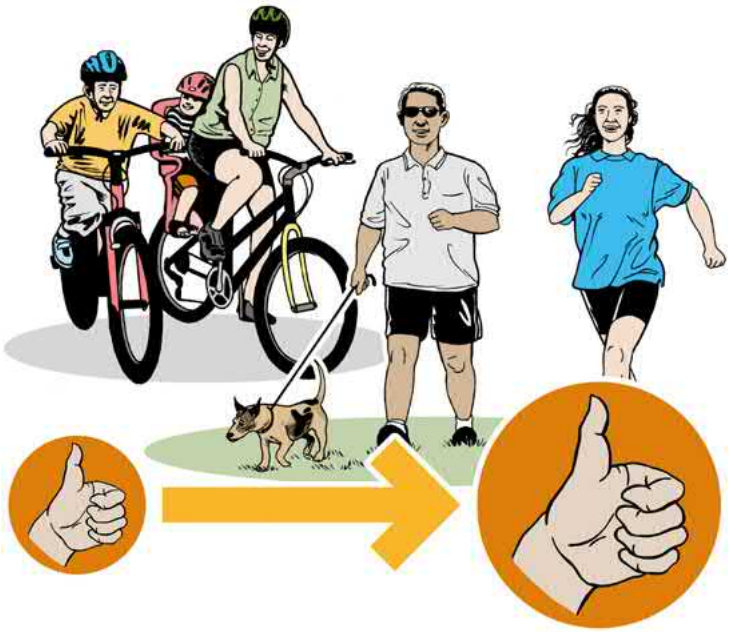
**2.** Improve road connections in the area

**3.** Encourage healthier lifestyles

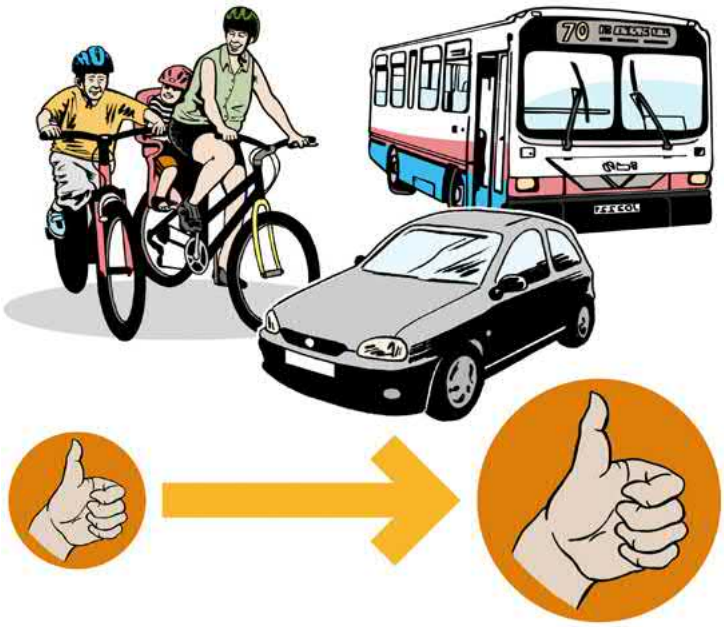
**4.** Create alternatives to car transport for journeys in the city

**5.** Reduce the impact of accidents and breakdowns on the city's road network

**6.** Improve air quality and reduce noise

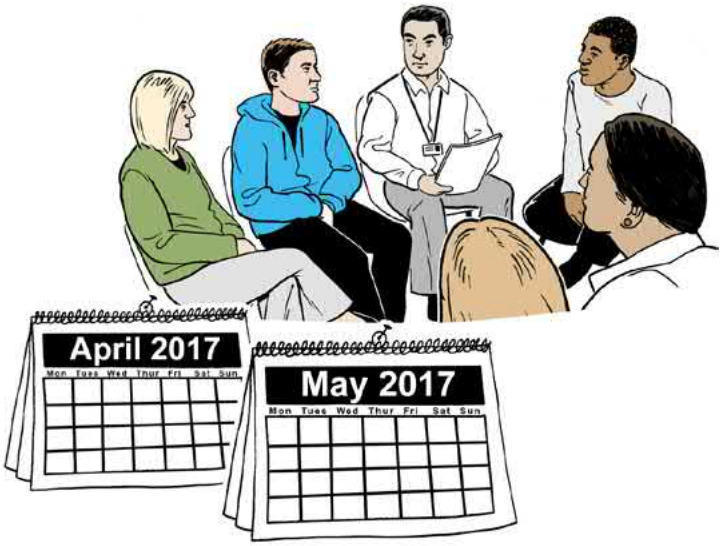


**7.** Improve connections for pedestrians and cyclists



**8.** Improve safety for all road users

# Public Consultation 1 – Your Feedback




Our first consultation on the HTP took place between April and May 2017.

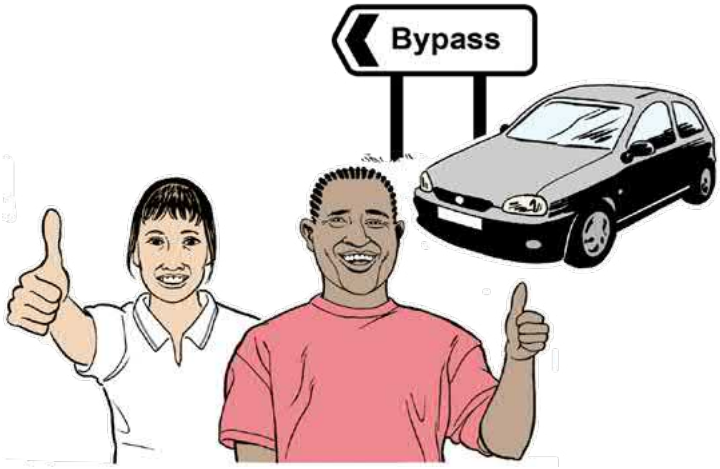
We asked people what they thought about transport problems in Hereford and the plans for the bypass.

We also asked for ideas on ways to improve cycling, walking, and bus journeys in the City.

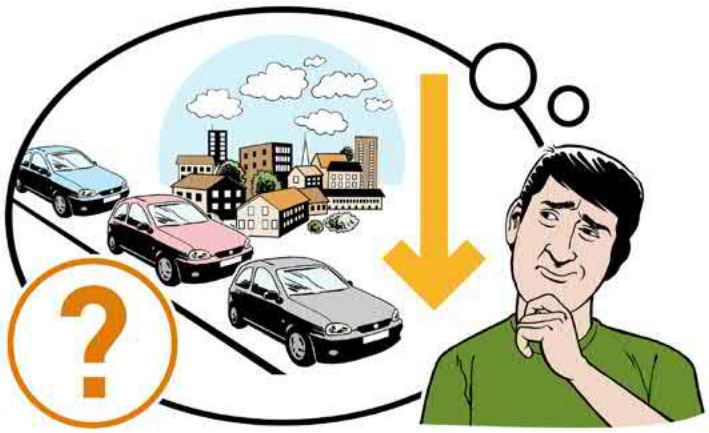
You can read about the findings here: www.heredfordshire.gov.uk/HTP

## Traffic Conditions

Congestion is thought to be one of the biggest problems in the city.




The idea of a bypass road to solve the transport problems was supported.

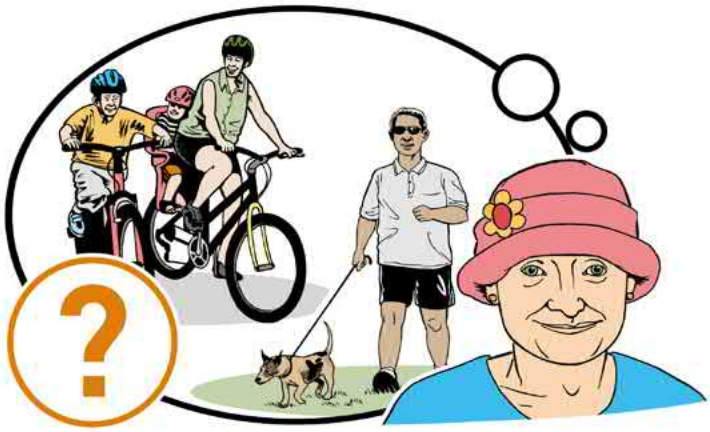


People felt that the most important things to consider when working out whether a bypass was a good idea were:

1. Whether the route would reduce traffic in the city

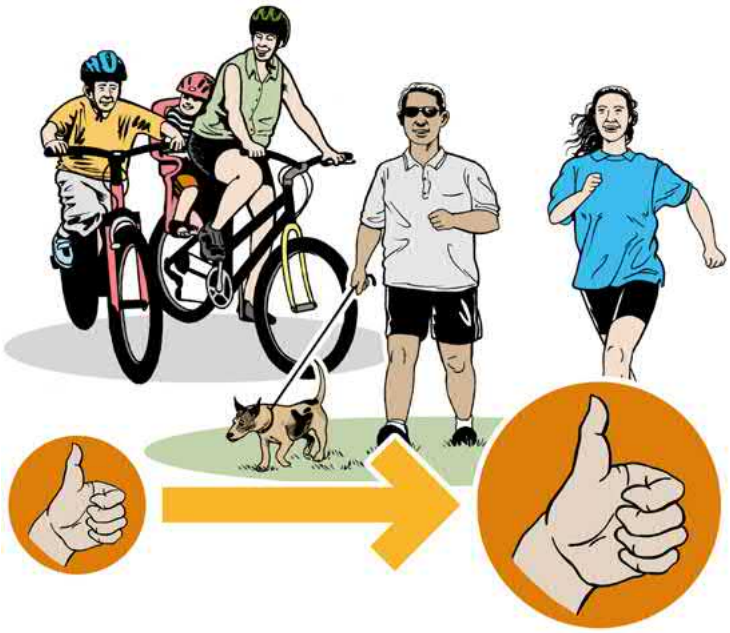
2. How the route would affect the landscape and historic buildings.

3. How the route would affect homes.



4. How the route would improve the area for cyclists, walkers, and bus users.

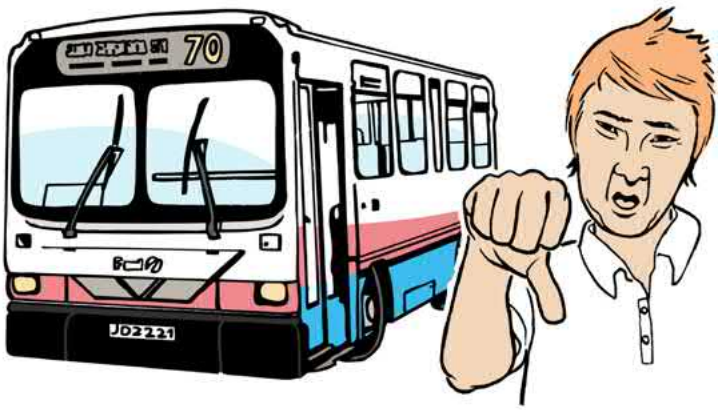
# Walking and Cycling



The first consultation showed that improving walking and cycling routes was important.

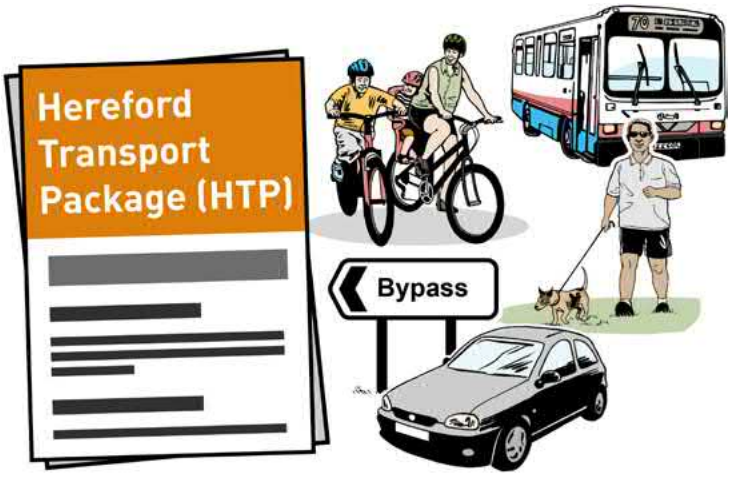
But people felt that even after improving these routes there would still be barriers e.g. safety and cost.

# Bus services




People think that bus service in the city is poor. And that an improved bus service is important.

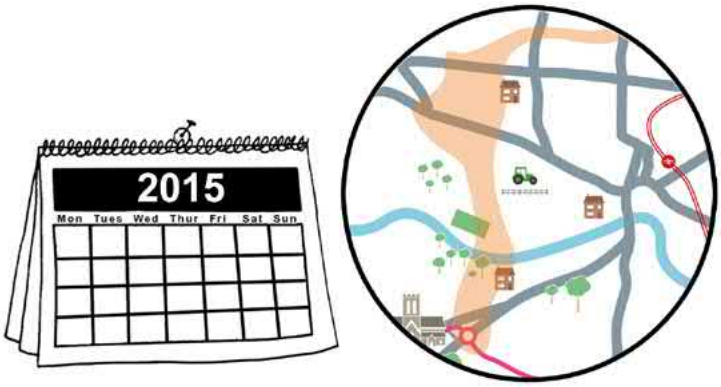
# Hereford Transport Package Development



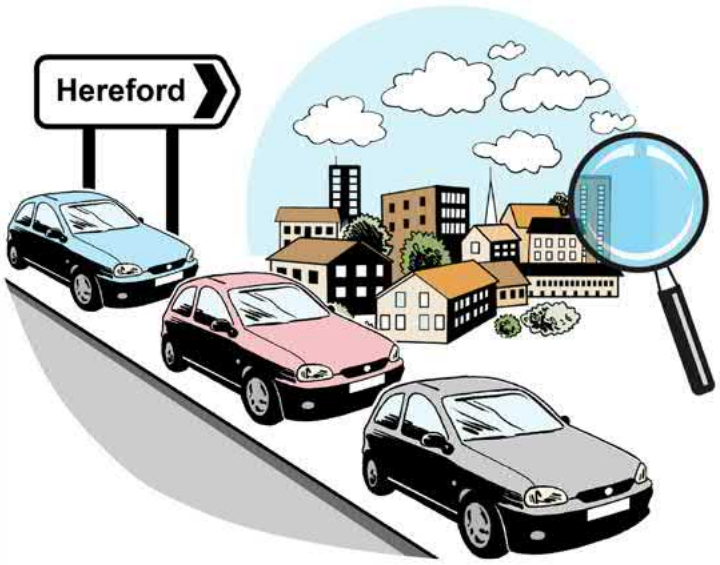

The HTP is a part of a wider transport strategy.

This means the planned improvements will help the areas outside of Hereford including the Marches Region.

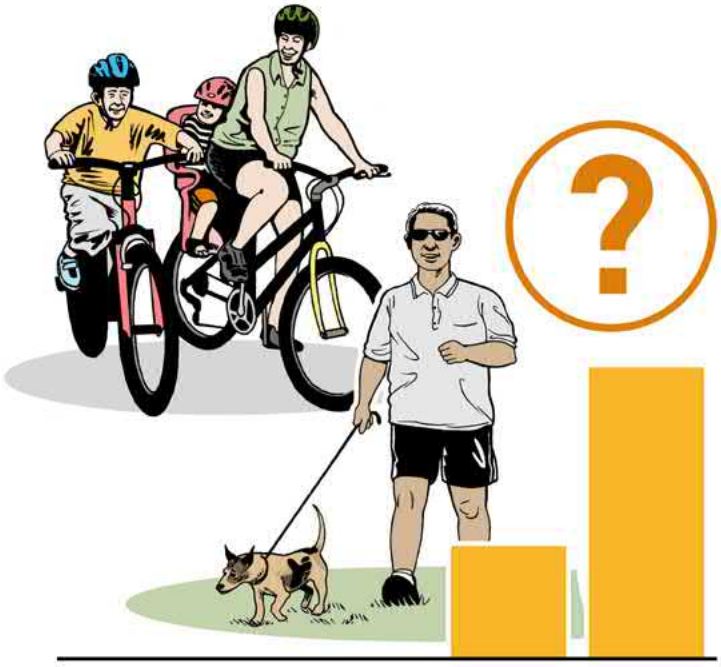
Over the past year we have looked at ways that we can meet the eight aims. We followed these steps:



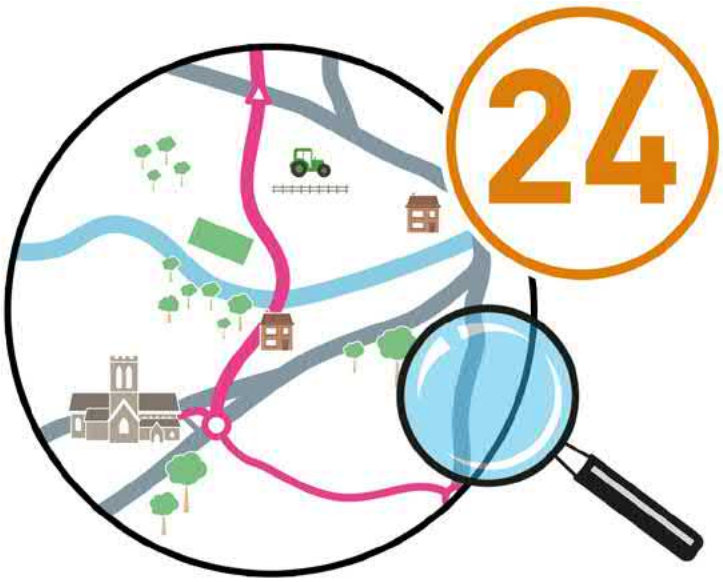

**1.** In 2015 we worked out an area for the bypass routes. We called this the bypass corridor.




We looked at the transport conditions in Hereford and past consultations.



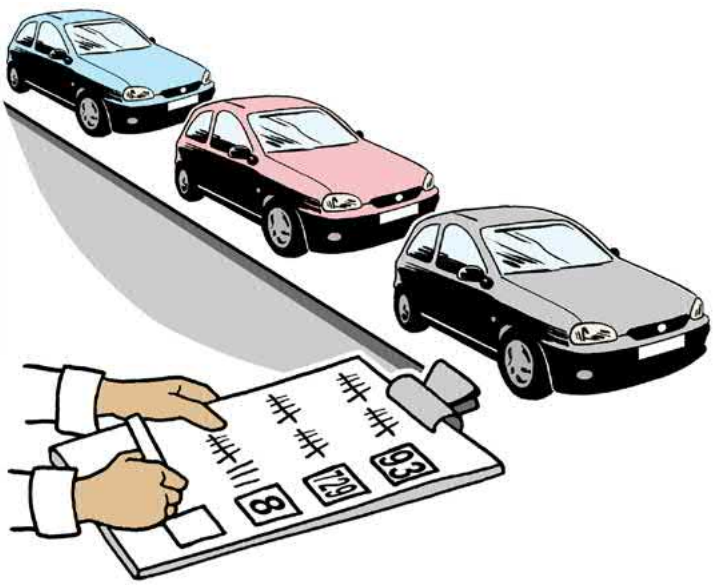

This was to see what would help people to walk and cycle more.



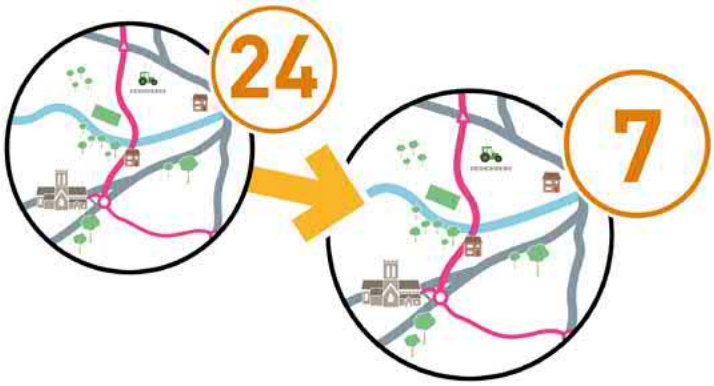

**2.** We looked at 24 possible routes for the bypass.

We thought about how we could improve cycling, walking, buses and public space in the city.

We carried out environmental, noise, and air surveys in 2017.

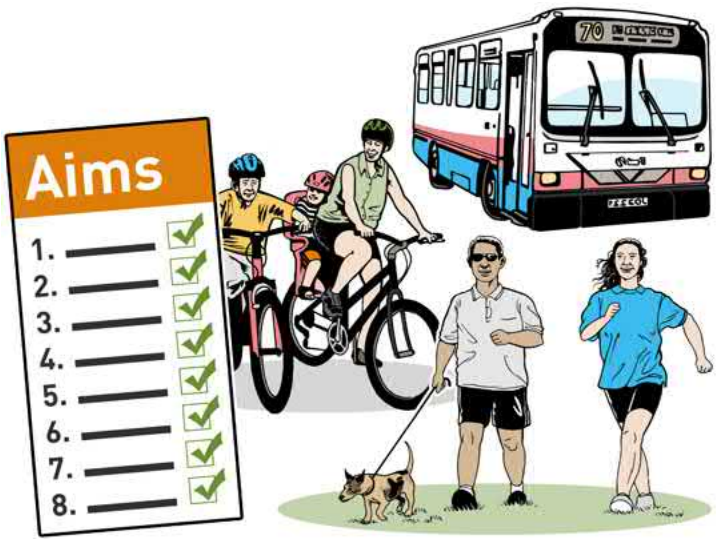


We carried out traffic counts and transport surveys.



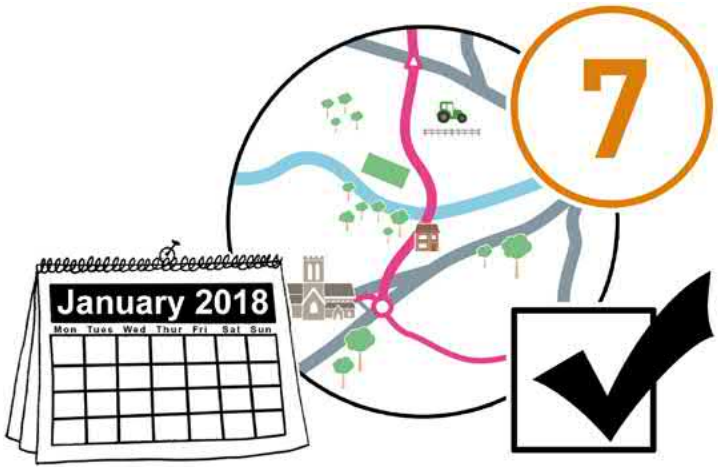

**3.** We assessed the 24 possible bypass routes and came up with 7 routes to bring to this consultation.

The assessment can be viewed here: **www.heredfordshire.gov.uk /HTP**




The walking, cycling, bus and public space improvements that meet the 8 aims have been written up for consultation.

A series of air, field, and tree surveys were completed.




The outcome of these steps was that:

The seven possible bypass routes were approved in January 2018 by the Council's cabinet.

The possible walking, cycling, bus and public space improvements were also approved.

# We are consulting with you about seven suggested routes for the bypass.

## The effects

Each route has been assessed to show what effect the bypass would have on different parts of Hereford.

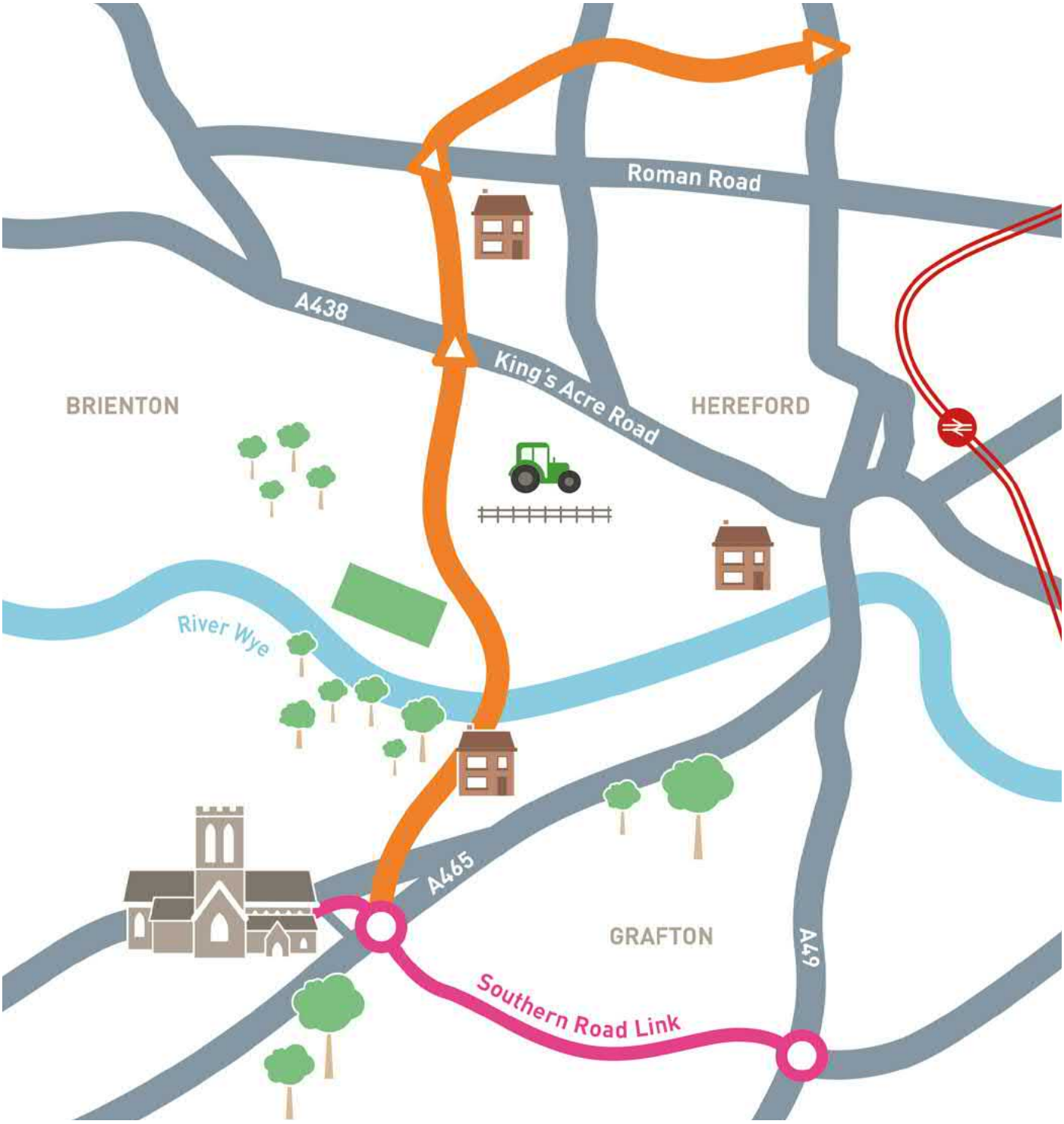
We have used a coloured key to show the effects with:

| | |
|---|---|
| Dark green | There will be no effect on the environment and area |
| Light green | There will be a very small effect on the environment and area |
| Amber | There will be some effects on the environment and area |
| Red | The bypass will affect the environment and area a lot |
| Purple | There will be a very large effect on the environment and area |

# The next pages will show you the suggested routes and their possible effect on Hereford.

# Suggested Route 1

## Colour Orange




**This route will:**

Be 8.1-8.6km long

Have 4 junctions

Cost £129million

Have a 280 metre bridge

# The effects

| | |
|---|---|
| Sharper turn | Southern Link Road (this is the pink line on the map) |
| 4 | 4 houses that will be demolished |
| | Belmont Abbey (Grade 2 listed) and its grounds |
| | Belmont Lodge (Grade 2 listed) and its park and gardens. |
| | Belmont Lodge unregistered park and gardens. |
| | Green Lane Ancient Woodland |
| | Veteran (very old) trees |
| | Landscape and visual effect north of the River Wye |
| | Landscape and visual effect south of the River Wye |
| | Landscape and visual effect on the River Wye corridor |
| | Wye Coppice / Rough Coppice Ancient Woodland |
| | Landscape and visual effect of central and northern part of the area |
| 58 - 69 | There will be 58-69 farming fields affected |
| | Queen Elizabeth II playing fields |
| | Three Elms housing project |

# Suggested Route 2

## Colour Cyan (light blue)

**This route will:**

Be 7.9 – 8.1km long

Have 4 junctions

Cost £129-£134million

Have a 280 metre bridge

# The effects

| | |
|---|---|
| Sharper turn | Southern Link Road (this is the pink line on the map) |
| 3 | Number of houses that will be demolished |
| | Belmont Abbey (Grade 2 listed) and its grounds |
| | Belmont Lodge (Grade 2 listed) and its park and gardens. |
| | Belmont Lodge unregistered park and gardens. |
| | Green Lane Ancient Woodland |
| | Veteran (very old) trees |
| | Landscape and visual effect north of the River Wye |
| | Landscape and visual effect south of the River Wye |
| | Landscape and visual effect on the River Wye corridor |
| | Wye Coppice / Rough Coppice Ancient Woodland |
| | Landscape and visual effect of central and northern part of the area |
| 70 - 81 | Number of farming fields affected |
| | Queen Elizabeth II playing fields |
| | Three Elms housing project |

# Suggested Route 3

## Colour Yellow

**This route will:**

Be 7.9 – 8.1km long

Have 4 junctions

Cost £129million

Have a 280 metre bridge

# The effects

| | |
|---|---|
| Sharper turn | Southern Link Road (this is the pink line on the map) |
| 4 | Number of houses that will be demolished |
| | Belmont Abbey (Grade 2 listed) and its grounds |
| | Belmont Lodge (Grade 2 listed) and its park and gardens. |
| | Belmont Lodge unregistered park and gardens. |
| | Green Lane Ancient Woodland |
| | Veteran (very old) trees |
| | Landscape and visual effect north of the River Wye |
| | Landscape and visual effect south of the River Wye |
| | Landscape and visual effect on the River Wye corridor |
| | Wye Coppice / Rough Coppice Ancient Woodland |
| | Landscape and visual effect of central and northern part of the area |
| 58 - 69 | Number of farming fields affected |
| | Queen Elizabeth II playing fields |
| | Three Elms housing project |

# Suggested Route 4

## Colour Red

**This route will:**

Be 7.9km long

Have 4 junctions

Cost £129million

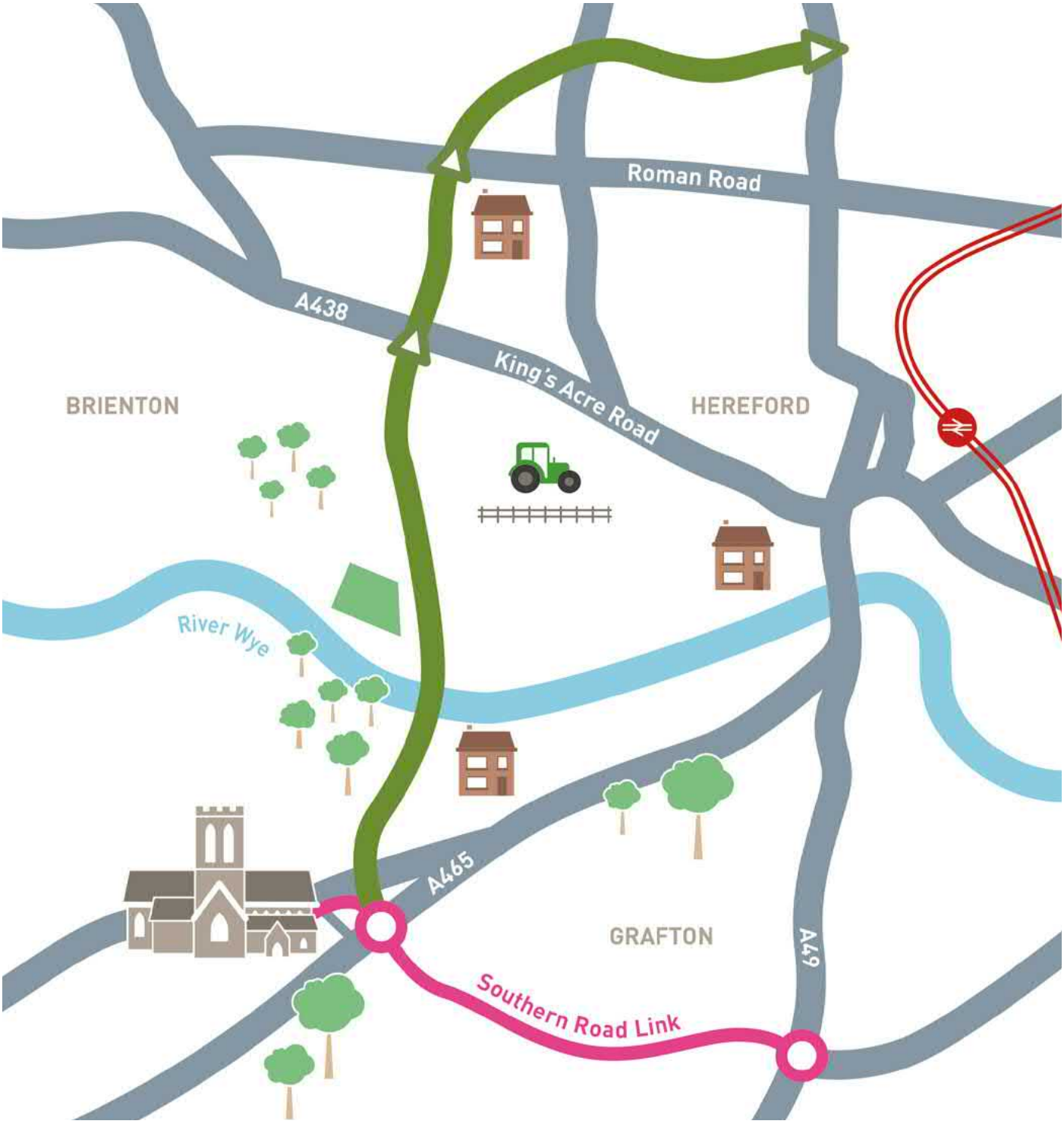
Have a 280 metre bridge

# The effects

| | |
|---|---|
| Normal turn | Southern Link Road (this is the pink line on the map) |
| 3 | Number of houses that will be demolished |
| | Belmont Abbey (Grade 2 listed) and its grounds |
| | Belmont Lodge (Grade 2 listed) and its park and gardens. |
| | Belmont Lodge unregistered park and gardens. |
| | Green Lane Ancient Woodland |
| | Veteran (very old) trees |
| | Landscape and visual effect north of the River Wye |
| | Landscape and visual effect south of the River Wye |
| | Landscape and visual effect on the River Wye corridor |
| | Wye Coppice / Rough Coppice Ancient Woodland |
| | Landscape and visual effect of central and northern part of the area |
| 58 - 69 | Number of farming fields affected |
| | Queen Elizabeth II playing fields |
| | Three Elms housing project |

# Suggested Route 5

## Colour Olive (dark green)




**This route will:**

Be 7.9km long

Have 4 junctions

Cost £129million

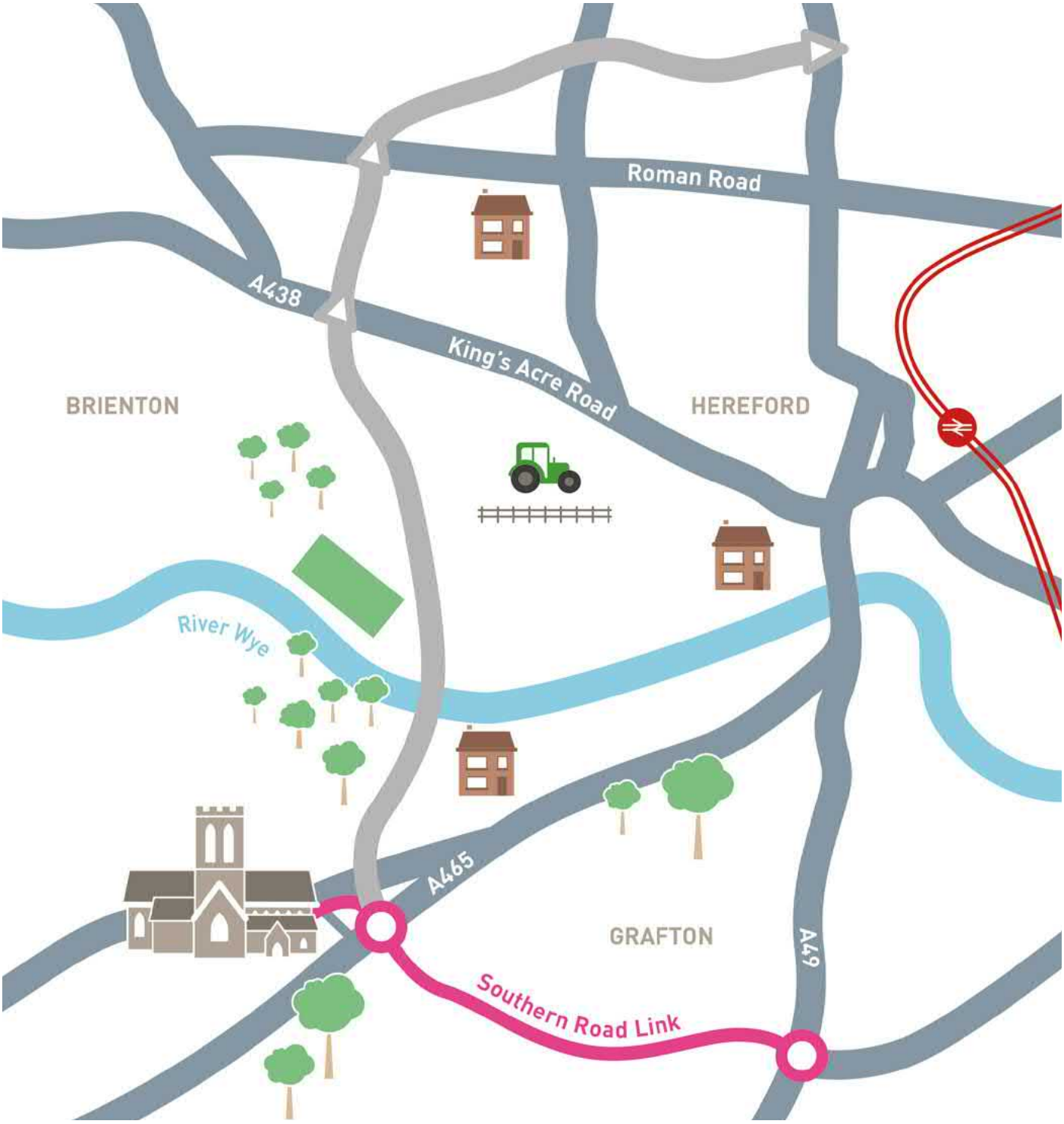
Have a 365 metre bridge

# The effects

| | |
|---|---|
| Normal turn | Southern Link Road (this is the pink line on the map) |
| 3 | Number of houses that will be demolished |
| | Belmont Abbey (Grade 2 listed) and its grounds |
| | Belmont Lodge (Grade 2 listed) and its park and gardens. |
| | Belmont Lodge unregistered park and gardens. |
| | Green Lane Ancient Woodland |
| | Veteran (very old) trees |
| | Landscape and visual effect north of the River Wye |
| | Landscape and visual effect south of the River Wye |
| | Landscape and visual effect on the River Wye corridor |
| | Wye Coppice / Rough Coppice Ancient Woodland |
| | Landscape and visual effect of central and northern part of the area |
| 58 - 69 | Number of farming fields affected |
| | Queen Elizabeth II playing fields |
| | Three Elms housing project |

# Suggested Route 6

## Colour Black 1




**This route will:**

Be 8.1 – 8.6km long

Have 4 junctions

Cost £129-£134million

Have a 365 metre bridge

# The effects

| | |
|---|---|
| Normal turn | Southern Link Road (this is the pink line on the map) |
| 5 | Number of houses that will be demolished |
| | Belmont Abbey (Grade 2 listed) and its grounds |
| | Belmont Lodge (Grade 2 listed) and its park and gardens. |
| | Belmont Lodge unregistered park and gardens. |
| | Green Lane Ancient Woodland |
| | Veteran (very old) trees |
| | Landscape and visual effect north of the River Wye |
| | Landscape and visual effect south of the River Wye |
| | Landscape and visual effect on the River Wye corridor |
| | Wye Coppice / Rough Coppice Ancient Woodland |
| | Landscape and visual effect of central and northern part of the area |
| 70-81 | Number of farming fields affected |
| | Queen Elizabeth II playing fields |
| | Three Elms housing project |

# Suggested Route 7

## Colour Black 2

**This route will:**

Be 8.1 – 8.6km long

Have 4 junctions

Cost £135-£140million

Have a 280 metre bridge

# The effects

| | |
|---|---|
| Normal turn | Southern Link Road (this is the pink line on the map) |
| 5 | Number of houses that will be demolished |
| | Belmont Abbey (Grade 2 listed) and its grounds |
| | Belmont Lodge (Grade 2 listed) and its park and gardens. |
| | Belmont Lodge unregistered park and gardens. |
| | Green Lane Ancient Woodland |
| | Veteran (very old) trees |
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| | Wye Coppice / Rough Coppice Ancient Woodland |
| | Landscape and visual effect of central and northern part of the area |
| 70-81 | Number of farming fields affected |
| | Queen Elizabeth II playing fields |
| | Three Elms housing project |

# We are also consulting with you about walking, cycling, bus and public area improvements

There are six key themes for improving walking, cycling, bus and other short journeys in Hereford.

The following list shows the improvements to be made and where they may happen:

## 1. Traffic Management

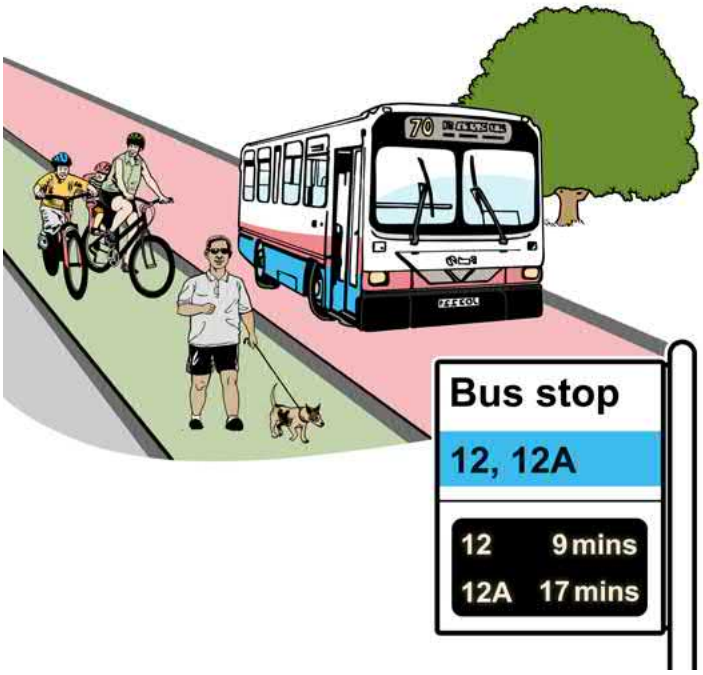
Improvements:

- 20mph speed limit
- HGV restrictions

**Where:**

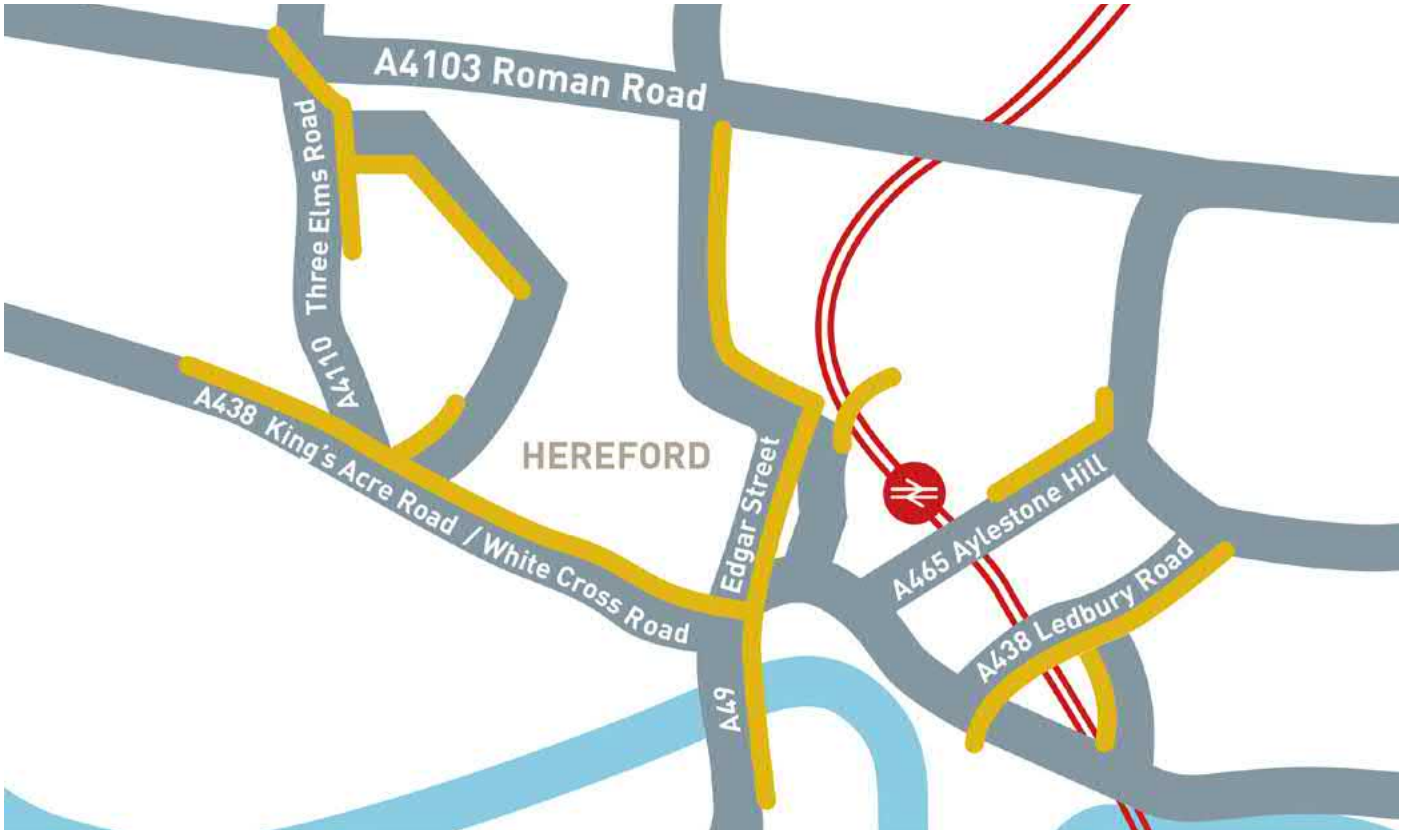
- 20mph on residential streets
- HGV restrictions between bypass junctions and the city centre

# 2. Better use of public space




Improvements:

- Shared walking and cycling paths
- New bus lanes
- Wider footways and cycle lanes
- Improved streets with trees
- Improvements to bus stops, for example real-time information



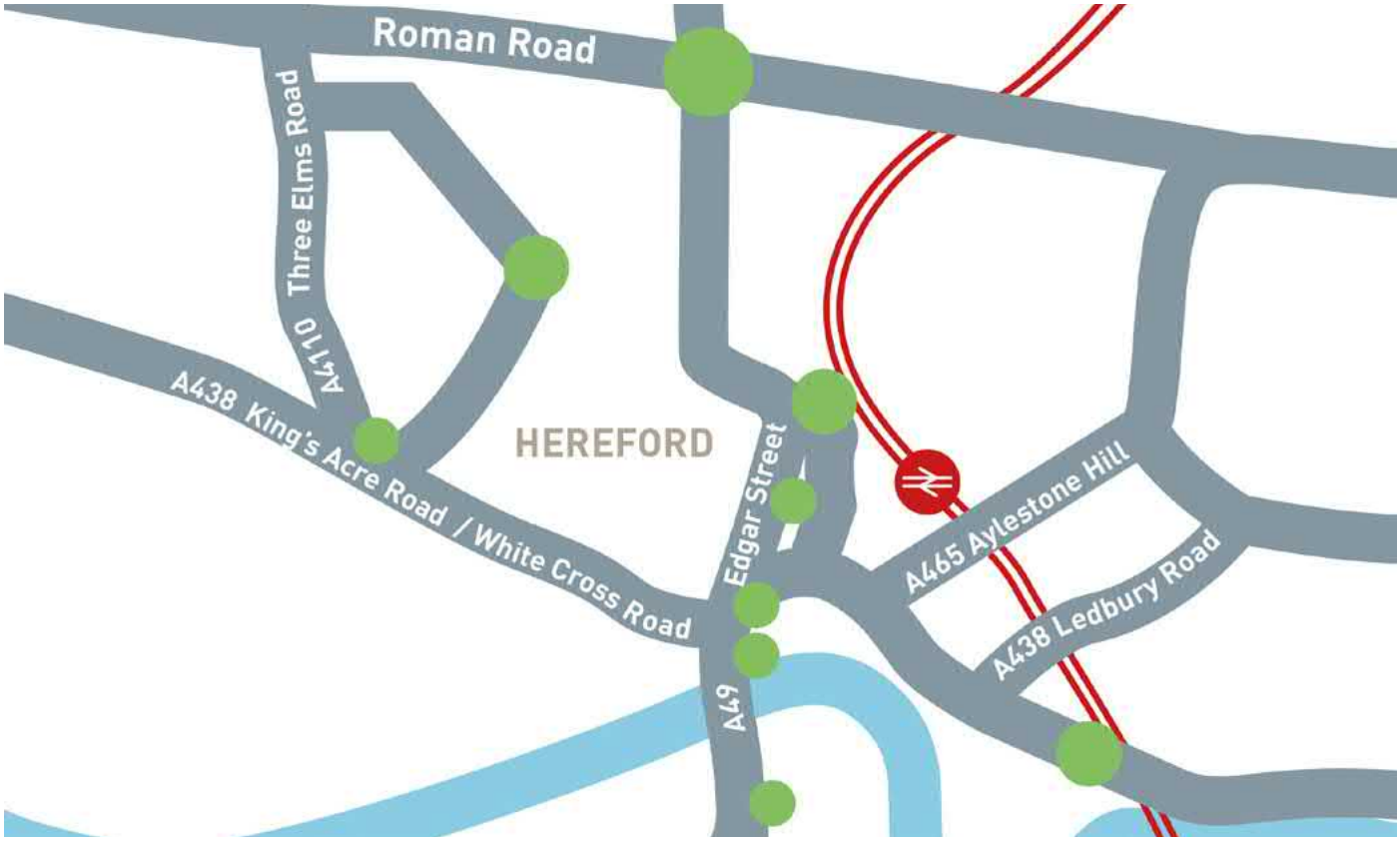

**Where:**

A49 north of ASDA superstore, Eign Street, Whitecross Road, King's Acre Road, Ledbury Road, Eign Mill Road, Aylestone Hill, Three Elms Road, Burcott Road, Widemarsh St, Granstand Road, Yazor Road

# 3. Junction improvements for walkers, cyclists, and bus users

Improvements:

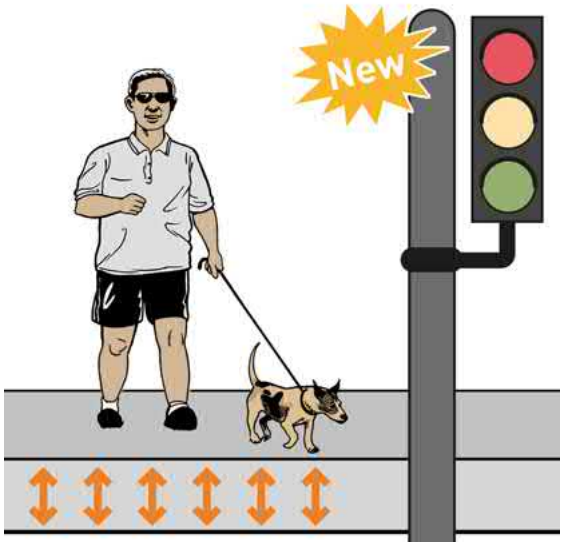
- Safe crossings at junctions
- New crossings
- Cycle friendly junction designs
- Better junctions for buses




**Where:**

A49 and A465 ASDA gyratory, A49 junction with Barton Road, A49 and A438 (Steels) roundabout, A49 junction with Blackfriars Street Edgar Street and Newtown Road roundabout, Whitecross roundabout Grandstand Road and Yazor Road roundabout, Outfall Works Road and Eign Road junction, Roman Road and Holmer Road roundabout

# 4. Crossing improvements along and across main roads



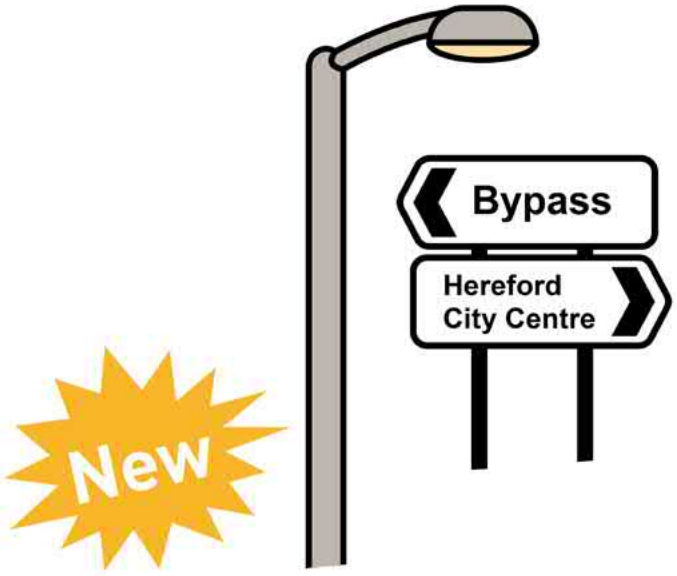

Improvements:

- Giving walking and cycling more priority, for example by raising footways
- New or updated crossings

**Where:**

A49 north of ASDA superstore, Eign Street, Whitecross Road, King's Acre Road, Ledbury Road, Aylestone Hill, Burcott Road, Widemarsh St, Yazor Road

# 5. Improving traffic free paths




Improvements:

- Better lighting, surfacing and signage
- Wider paths
- Improving ramps and access to paths
- New connections to roads

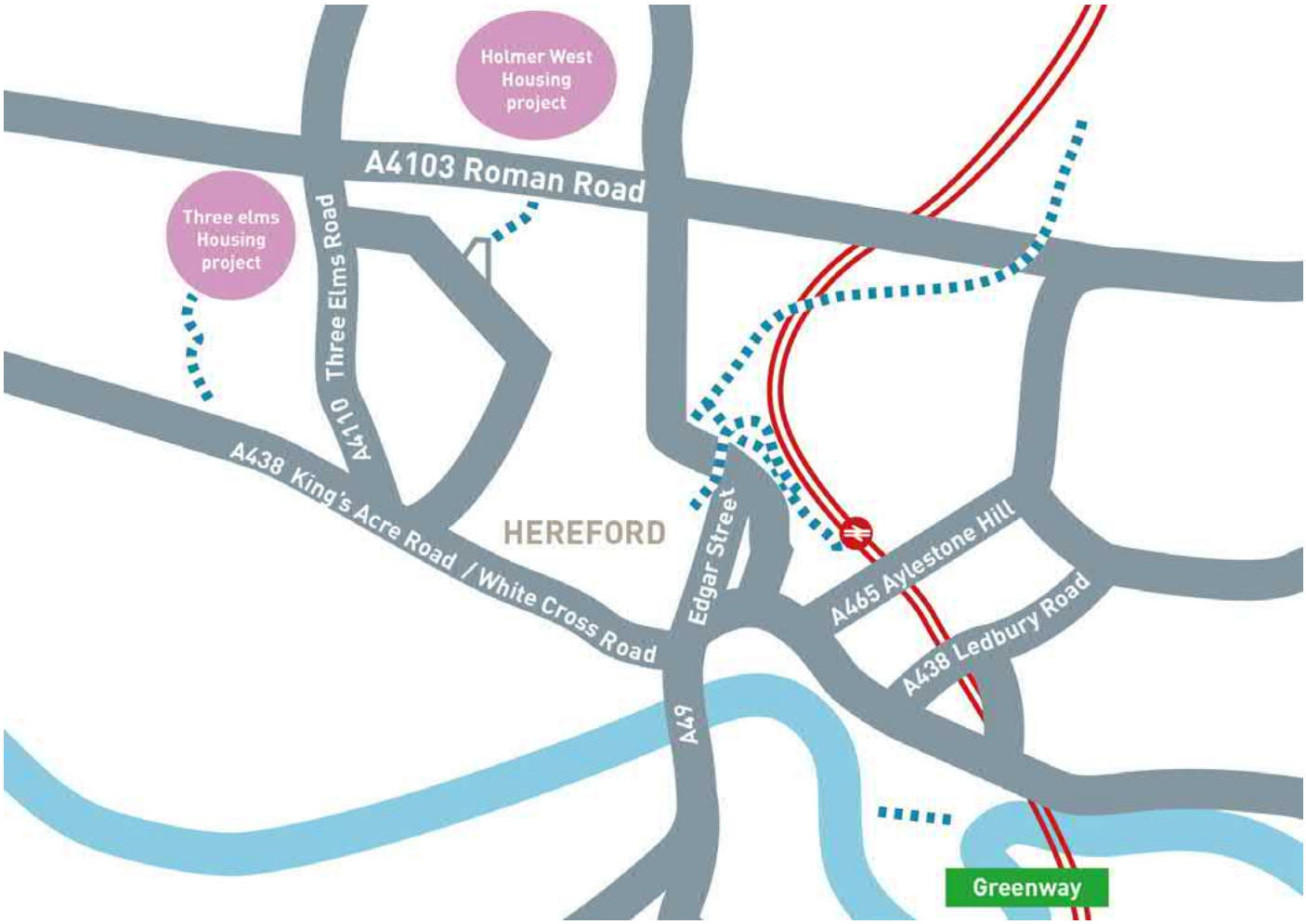
**Where:**

Great Western Way, Hurdman Walk, Hereford Greenway, Belmont cycleway

# 6. New traffic free paths

Improvements:

- New green corridors for walking and cycling
- Connections to Holmer West and Three Elms urban expansion areas
- 'Park and Choose' sites



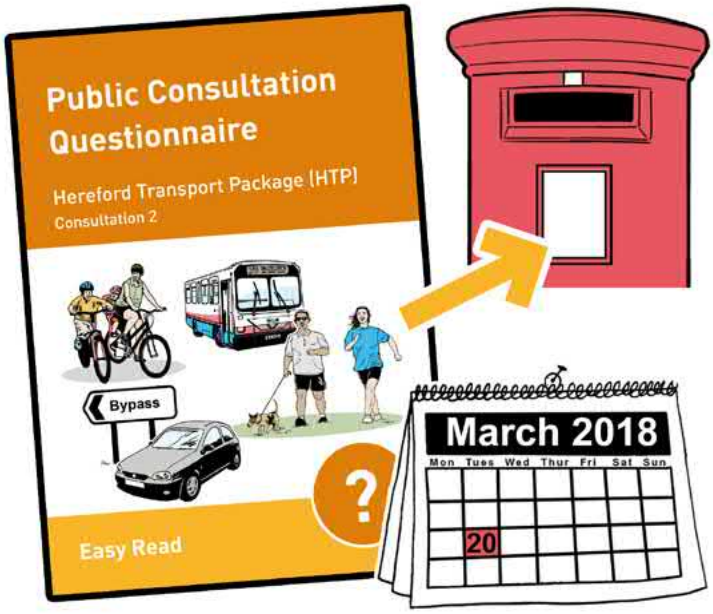

**Where:**

Along towpath in north-east of Hereford, Connecting the Greenway to Green Street in the south east of city centre, Connecting Roman Road to Highmore Street, On Huntington Lane connecting to Three Elms expansion

# Have your say on the HTP

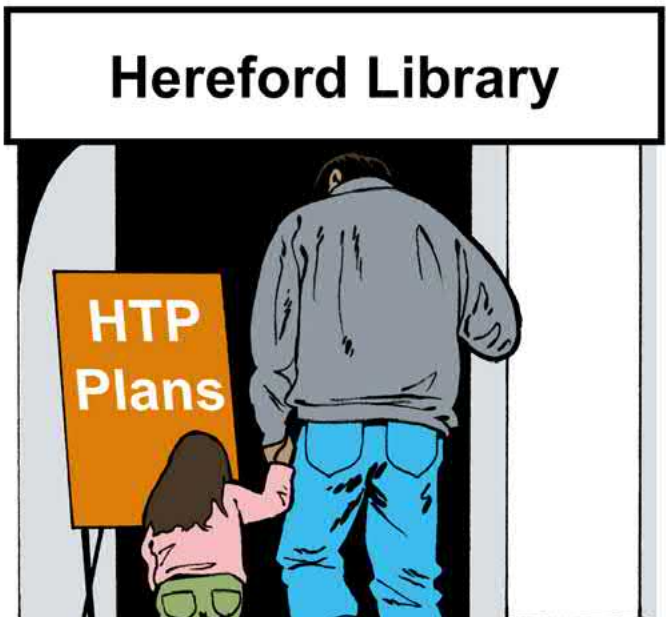
You can let us know what you think in these ways:

- A questionnaire can be completed online at **www.heredfordshire.gov.uk/HTP**




- Or you can complete the easy read questionnaire and post it back to us at the address on the back page of this guide.

**The closing date to tell us what you think is Tuesday 20th March 2018.**




You can view the HTP plants at Hereford Library until Tuesday 20th March during opening hours.

You can also go on Saturday 10th March from 11:00 to 14:00.

# Hereford Transport Package Timeline

**2016**
Started engineering and environment research, and traffic surveys

**Early 2017**
Public consultation 1 for feedback on HTC

**2017-2018**
Surveys and planning of routes and improvements

**Early 2018**
Public consultation 2

**2018**
Technical survey and design work, assessment on bypass and improvements

**Late 2018**
Public consultation 3 on preferred bypass route and improvements

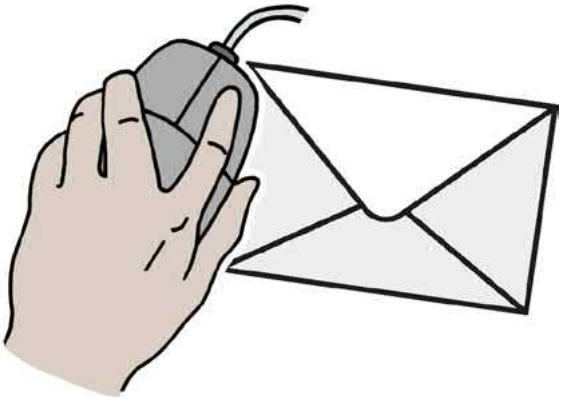
**End of 2018**
Bypass route confirmed by cabinet

**2019**
Submit application for bypass and improvements

Approvals given followed by construction

Opening of bypass and improvements

# Further information



Email us at:

**herefordtransportpackage@balfourbeatty.com**

Write to us at:

**FREEPOST: RTHL-BBZH-JATH (Hereford Consultation)**
**Balfour Beatty Living Places**
**Unit 3, Thorn Business Park,**
**Rotherwas, Hereford,**
**HR2 6JT**

Call us on: **01432 261 800**

**www.heredfordshire.gov.uk/HTP**

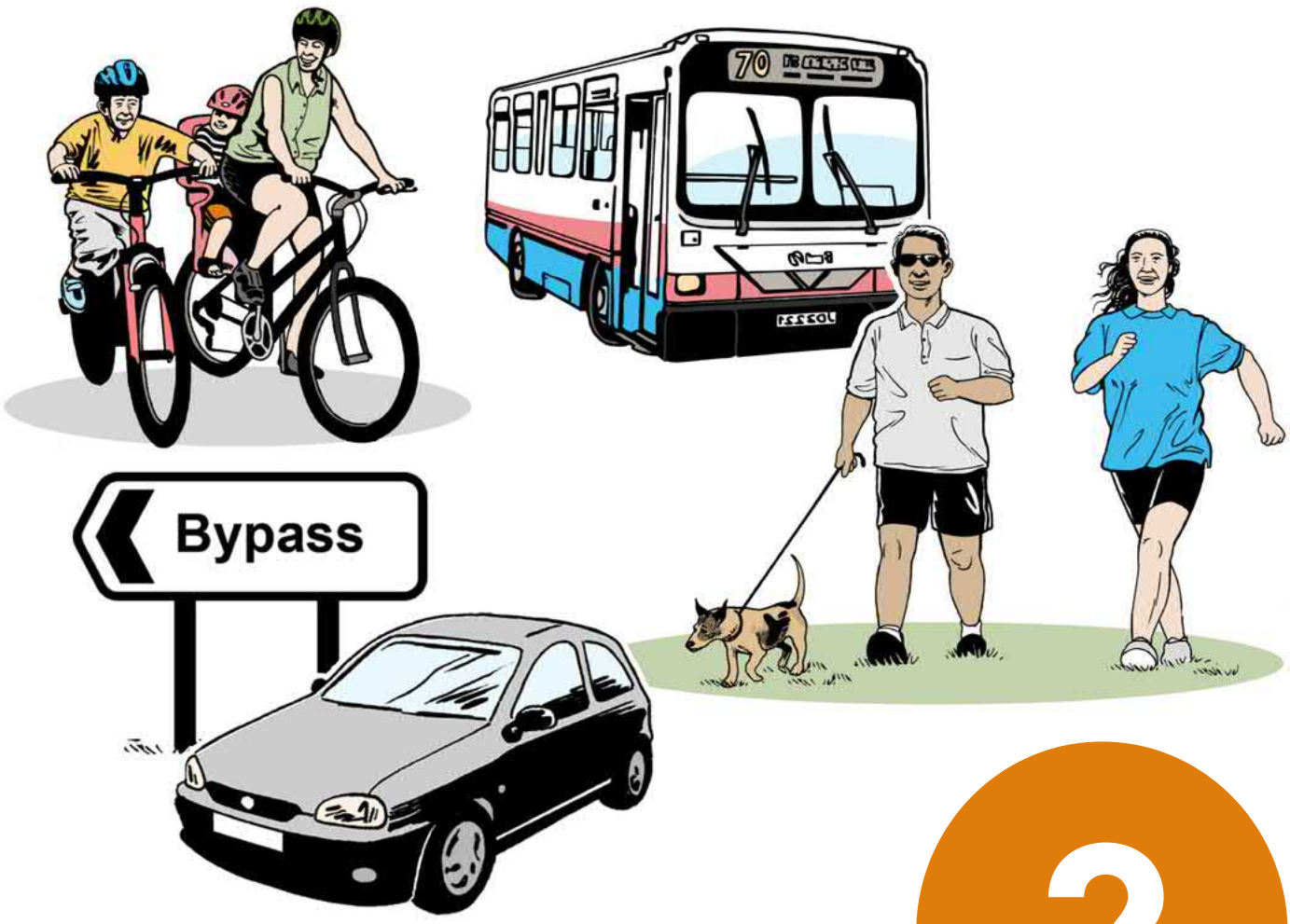
# Appendix D.2

## EASY READ QUESTIONNAIRE

# Public Consultation Questionnaire

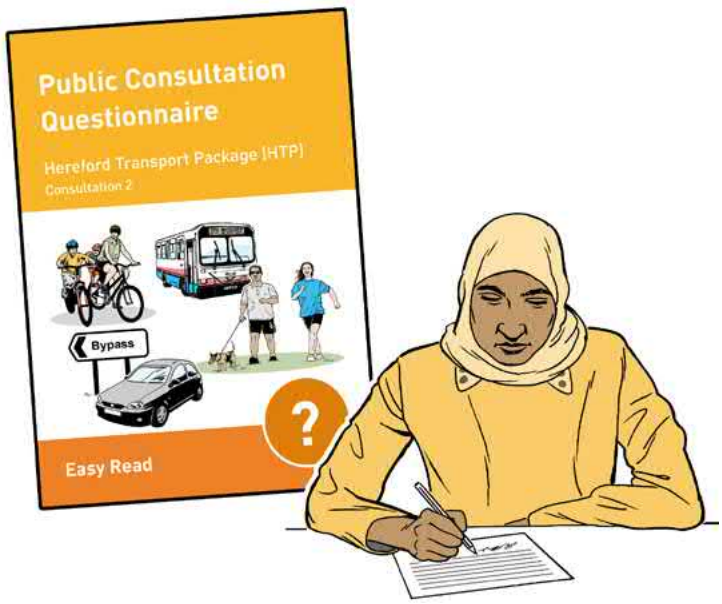
## Hereford Transport Package (HTP)

### Consultation 2




?

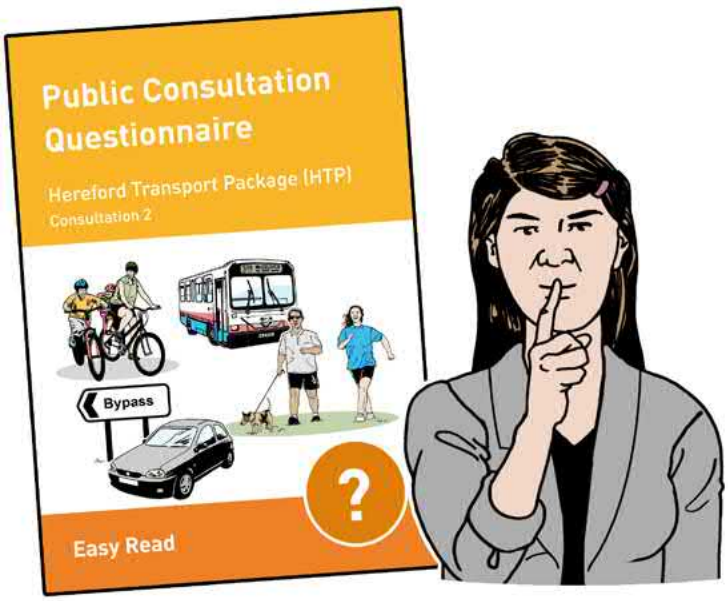
## Easy Read




Thank you for taking the time to fill out this questionnaire.

You should fill in this questionnaire after reading the HTC Public Consultation 2 Easy read information.

Please complete the questionnaire and post it back to: **FREEPOST: RTHL-BBZH-JATH (Hereford Consultation) Balfour Beatty Living Places Unit 3, Thorn Business Park, Rotherwas, Hereford, HR2 6JT**




Your answers won't be shown to anyone.

**The closing date to tell us what you think is Tuesday 20th March 2018.**

## Question 1

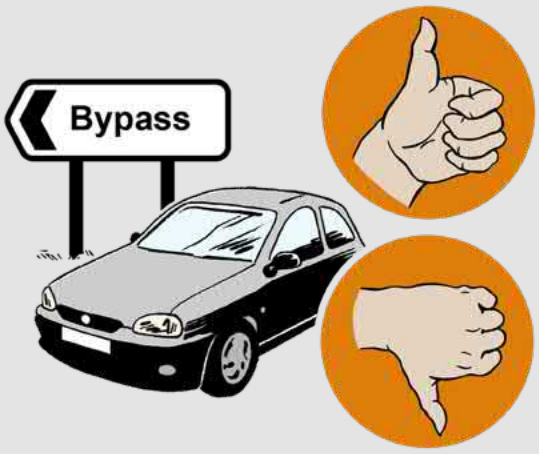
Do you agree that the Hereford Transport Package aims solve the transport problems in Hereford and help the area to grow?

(See page 7 of the consultation guide)

**Yes** ☐ **No** ☐

**Please explain your answer**

## Question 2




Do you agree that a bypass should form part of the package?

(See page 5 of the consultation guide)

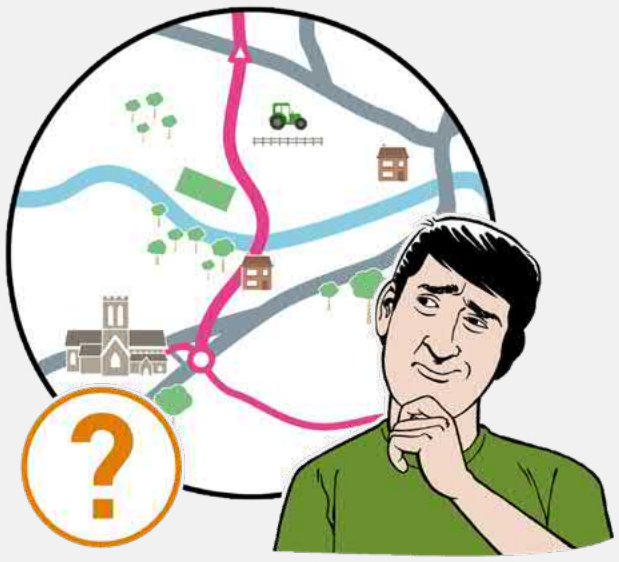
**Yes** ☐ **No** ☐

**Please explain your answer**

# Question 3

Which bypass route do you think we should build?

You can choose more than 1 option. Please number your favourite route 1 and your least favourite 7.




(See pages 21-33 of the consultation guide for maps and possible effects)

| | |
|---|---|
| Route 1 Orange | |
| Route 2 Cyan (light blue) | |
| Route 3 Yellow | |
| Route 4 Red | |
| Route 5 Olive (green) | |
| Route 6 Black 1 | |
| Route 6 Black 2 | |

**Please explain your answer**

# Question 4

Do you agree that the package should include public area changes talked about in the easy read consultation information?

(See page 34 of the consultation guide)

Please tick the improvements you support:

**Yes** ☐ **No** ☐

| | |
|---|---|
| **Traffic management (20mph speed limit)** | |
| **Better use of public space** | |
| **Junction improvements for walkers, cyclists, and bus users** | |
| **Crossing improvements along and across main roads** | |
| **Improved existing traffic free paths** | |
| **New traffic free paths** | |

**Please explain your answer**

## Question 5

Are there any other walking, cycling, bus, and public area improvements or locations that you think we should be looking at?

**Please tell us**

## Question 6

Do you have any other comments about the plans in the HTP?

**Please tell us**

## Question 7

What is your post code?

This information helps us to understand where people live. It will not be used for any other reason.

**Post code:**

## Question 8

How often do you travel around Hereford?

| | |
|---|---|
| **Every day** | |
| **A few times a week** | |
| **A few times a month** | |
| **Not very often** | |

**Other - Please tell us**

# Question 9

How do you usually travel around Hereford?

| | | |
|---|---|---|
| | a) Car | |
| | b) Bicycle | |
| | c) Walk | |
| | d) By bus | |
| | e) Other - Please tell us | |

# Question 10

**Why do you usually travel around Hereford?**

Please tick all the boxes that show where you travel to and the way you travel there. For example tick the first white box if you go to work in a car.

| | Work | Education School / College |
|---|---|---|
| **Car** | | |
| **Bicycle** | | |
| **Walk** | | |
| **By bus** | | |
| **Other - Please tell us** | | |

# Question 10 (Continued)

Why do you usually travel around Hereford?

Please tick all the boxes that show where you travel to and they way you travel there.

| | Shopping | Leisure / Health Hospital / Gym | Other - Please tell us |
|---|---|---|---|
| Car | | | |
| Bicycle | | | |
| Walk | | | |
| By bus | | | |
| ? Other - Please tell us | | | |

# Question 11

Would you like to get updates about the project?

**Yes** ☐ **No** ☐

**If Yes, please write your contact details below**

**Name:**

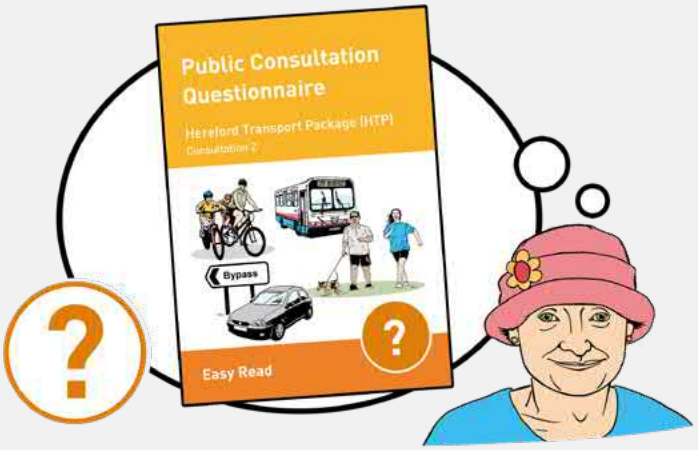
**Email:**

**Phone number:**

# Question 12

How did you find out about this consultation?

Please tick all that apply.



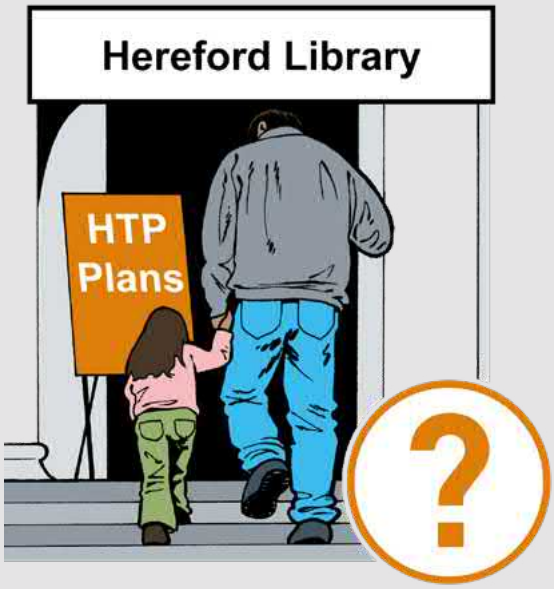

| | |
|---|---|
| **Letter or email** | |
| **Poster** | |
| **Hereford Times Newspaper** | |
| **Hereford Times Online** | |
| **Council website** | |
| **Facebook** | |
| **Twitter** | |
| **Word of mouth** | |

**Other - Please tell us**

## Question 13a

Did you attend a public exhibition?

This is where you can see the plans for the HTP (for example at Hereford Library).




**Yes** ☐ **No** ☐

**If you answerwed yes please go to question 13b.**

**If you answered no please go to question 14.**

## Question 13b

| | Yes | No |
|---|---|---|
| 1. Did you get enough warning that the public exhibition was on? | ☐ | ☐ |
| 2. Was the exhibition what you thought it was going to be? | ☐ | ☐ |
| 3. Did the exhibition answer the questions you had? | ☐ | ☐ |
| 4. Was the venue right for the exhibition? | ☐ | ☐ |
| 5. Were the opening hours good? | ☐ | ☐ |
| 6. Did the staff have information to answer any questions you had? | ☐ | ☐ |

# Question 14

What do you think of the consultation information about the HTP?

For example the consultation guide, maps and plans, the website or questionnaires?

| | |
|---|---|
| **Very good** | |
| **Good** | |
| **Ok** | |
| **Not good** | |
| **Really bad** | |

**Please explain your answer**

# About you

All of your personal data will be treated in line with the Data Protection Act, 1998.

This means your personal data will not be shared.

The information collected will help to show the types of community members we have heard from and not heard from.

## Question 15

Are you answering the questions on behalf of a business or organisation?

**Yes - Please tell us**

**No**

**Prefer not to say**

## Question 16

How old are you?

| | | | |
|---|---|---|---|
| Under 15 years old | | 55-64 years old | |
| 16 - 24 years old | | 65-74 years old | |
| 25-34 years old | | 75-84 years old | |
| 35-44 years old | | Over 85 + | |
| 45-54 years old | | Prefer not to say | |

## Question 17

What is your gender?

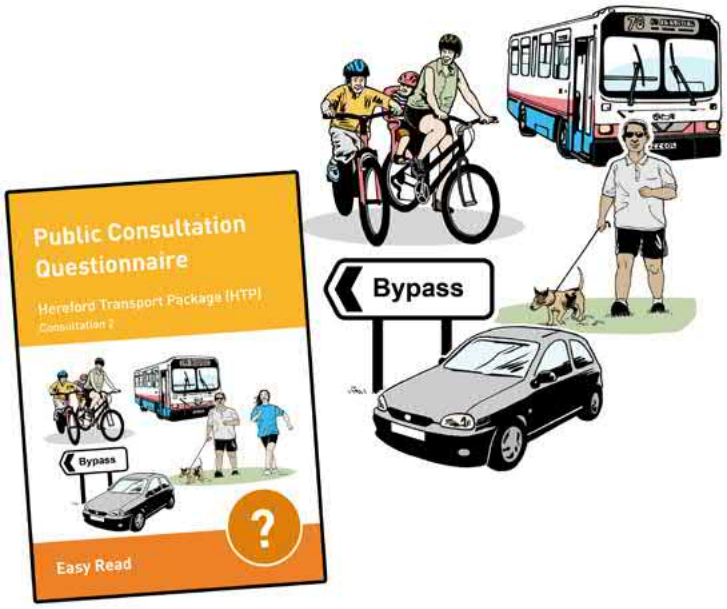
| | |
|---|---|
| Male | |
| Female | |
| Other | |
| Prefer not to say | |

## Question 18

Do you have a disability?

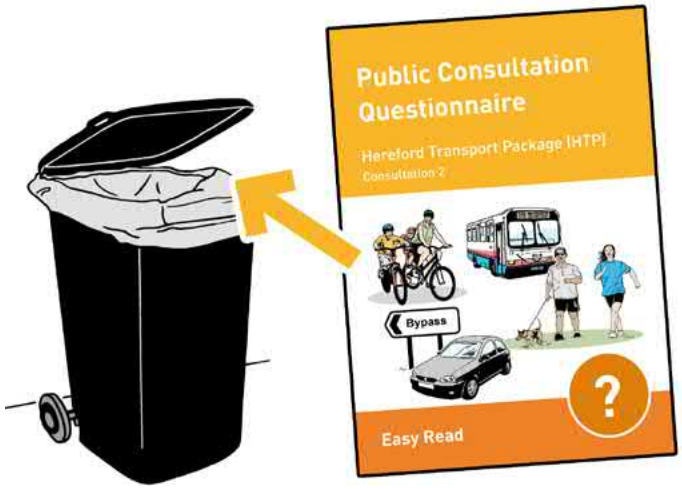
| | |
|---|---|
| Yes | |
| No | |
| Prefer not to say | |

# Access to information




Hereford Council will use the questionnaires answers to shape the Hereford Transport Package.

The answers will not be used for any other purpose.

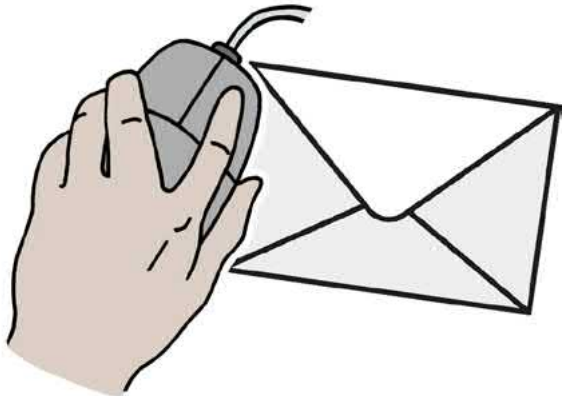



The questionnaire will be thrown away after the information has been collected.

Hereford Council has to follow the Freedom of Information Act 2000.

This means that the questionnaires may be released if somebody puts in a formal request for the information.

Ask us if you need a different version of this questionnaire. For example in large print.



Email us at:

**herefordtransportpackage@balfourbeatty.com**

Write to us at:

**FREEPOST: RTHL-BBZH-JATH (Hereford Consultation)**
**Balfour Beatty Living Places**
**Unit 3, Thorn Business Park,**
**Rotherwas, Hereford,**
**HR2 6JT**

Call us on: **01432 261 800**

**www.heredfordshire.gov.uk/HTP**

# Thank you

# Appendix E

MEDIA COVERAGE

# Appendix E.1

## ADDITIONAL DETAILS OF MEDIA COVERAGE

| Date | Headline | URL | Source |
|---|---|---|---|
| 09-Mar-2018 01:53PM | Southern Link Road closer to construction | https://www.herefordshire.gov.uk/news/article/502/southern_link_road_closer_to_construction | Herefordshire Council |
| 01-Mar-2018 07:16PM | Road and rail options explored in new strategy to drive economic growth | http://www.dudleynews.co.uk/news/regional/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Dudley News |
| 01-Mar-2018 03:01PM | Road and rail options explored in new strategy to drive economic growth | http://www.worcesternews.co.uk/news/regional/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Worcester News |
| 01-Mar-2018 03:13PM | Road and rail options explored in new strategy to drive economic growth | http://www.redditchadvertiser.co.uk/news/regional/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Redditch Advertiser |
| 01-Mar-2018 02:11PM | Road and rail options explored in new strategy to drive economic growth | http://www.malverngazette.co.uk/news/regional/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Malvern Gazette |
| 01-Mar-2018 01:39PM | Road and rail options explored in new strategy to drive economic growth | http://www.stourbridgenews.co.uk/news/regional/herefordshire/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Stourbridge News |
| 01-Mar-2018 01:38PM | Road and rail options explored in new strategy to drive economic growth | http://www.ludlowadvertiser.co.uk/news/16058611.road-and-rail-options-explored-in-new-strategy-to-drive-economic-growth/ | Ludlow & Tenbury Wells Advertiser |
| 01-Mar-2018 01:25PM | Road and rail options explored in new strategy to drive economic growth | http://www.herefordtimes.com/news/regional/herefordshire/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Hereford Times |
| 01-Mar-2018 12:49PM | Road and rail options explored in new strategy to drive economic growth | http://www.ledburyreporter.co.uk/news/16058611.road-and-rail-options-explored-in-new-strategy-to-drive-economic-growth/ | Ledbury Reporter Herefordshire |
| 01-Mar-2018 02:00PM | Road and rail options explored in new strategy to drive economic growth | http://www.halesowennews.co.uk/news/regional/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Halesowen News |
| 01-Mar-2018 01:57PM | Road and rail options explored in new strategy to drive economic growth | http://www.cotswoldjournal.co.uk/news/16058611.road-and-rail-options-explored-in-new-strategy-to-drive-economic-growth/ | Cotswold Journal |
| 01-Mar-2018 09:31AM | Road and rail options explored in new strategy to drive economic growth | http://www.nla-eclipsweb.com/service/redirector/article/41852994.html | Hereford Times (eClips Web) |
| 01-Mar-2018 01:54PM | Road and rail options explored in new strategy to drive economic growth | http://www.eveshamjournal.co.uk/news/regional/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Evesham Journal |
| 01-Mar-2018 12:40PM | Road and rail options explored in new strategy to drive economic growth | http://www.tewkesburyadmag.co.uk/news/regional/herefordshire/16058611.Road_and_rail_options_explored_in_new_strategy_to_drive_economic_growth/ | Tewkesbury Admag |
| 27-Feb-2018 10:54AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.cotswoldjournal.co.uk/news/16050911.two-proposed-bypass-routes-cut-through-drovers-wood-near-hereford/ | Cotswold Journal |
| 01-Mar-2018 12:33PM | Road and rail options explored in new strategy to drive economic growth | http://www.droitwichadvertiser.co.uk/news/16058611.road-and-rail-options-explored-in-new-strategy-to-drive-economic-growth/ | The Droitwich Spa Advertiser |
| 27-Feb-2018 11:27AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.worcesternews.co.uk/news/regional/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Worcester News |
| 27-Feb-2018 10:44AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.herefordtimes.com/news/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Hereford Times |
| 27-Feb-2018 10:14AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.droitwichadvertiser.co.uk/news/16050911.two-proposed-bypass-routes-cut-through-drovers-wood-near-hereford/ | The Droitwich Spa Advertiser |
| 27-Feb-2018 10:39AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.tewkesburyadmag.co.uk/news/regional/herefordshire/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Tewkesbury Admag |
| 27-Feb-2018 10:00AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.ludlowadvertiser.co.uk/news/16050911.two-proposed-bypass-routes-cut-through-drovers-wood-near-hereford/ | Ludlow & Tenbury Wells Advertiser |
| 27-Feb-2018 10:27AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.malverngazette.co.uk/news/regional/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Malvern Gazette |
| 27-Feb-2018 10:25AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.redditchadvertiser.co.uk/news/regional/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Redditch Advertiser |
| 27-Feb-2018 09:48AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.halesowennews.co.uk/news/regional/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Halesowen News |
| 27-Feb-2018 10:02AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.kidderminstershuttle.co.uk/news/regional/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Kidderminster Shuttle |
| 27-Feb-2018 09:45AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.dudleynews.co.uk/news/regional/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Dudley News |

| Date | Headline | URL | Source |
|---|---|---|---|
| 23-Feb-2018 11:43AM | Emotions run high at packed public meeting about western bypass | http://www.halesowennews.co.uk/news/regional/16043295.Emotions_run_high_at_packed_public_meeting_about_western_bypass/ | Halesowen News |
| 23-Feb-2018 11:23AM | Emotions run high at packed public meeting about western bypass | http://www.droitwichadvertiser.co.uk/news/16043295.emotions-run-high-at-packed-public-meeting-about-western-bypass/ | The Droitwich Spa Advertiser |
| 27-Feb-2018 09:51AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.ledburyreporter.co.uk/news/16050911.two-proposed-bypass-routes-cut-through-drovers-wood-near-hereford/ | Ledbury Reporter Herefordshire |
| 23-Feb-2018 10:51AM | Emotions run high at packed public meeting about western bypass | http://www.ludlowadvertiser.co.uk/news/16043295.emotions-run-high-at-packed-public-meeting-about-western-bypass/ | Ludlow & Tenbury Wells Advertiser |
| 27-Feb-2018 09:54AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.eveshamjournal.co.uk/news/regional/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Evesham Journal |
| 27-Feb-2018 06:40AM | Two proposed bypass routes cut through wood near city | http://www.nla-eclipsweb.com/service/redirector/article/41760462.html | Hereford Times (eClips Web) |
| 23-Feb-2018 11:25AM | Emotions run high at packed public meeting about western bypass | http://www.kidderminstershuttle.co.uk/news/regional/16043295.Emotions_run_high_at_packed_public_meeting_about_western_bypass/ | Kidderminster Shuttle |
| 23-Feb-2018 10:34AM | Emotions run high at packed public meeting about western bypass | http://www.malverngazette.co.uk/news/regional/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Malvern Gazette |
| 23-Feb-2018 10:55AM | Emotions run high at packed public meeting about western bypass | http://www.tewkesburyadmag.co.uk/news/regional/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Tewkesbury Admag |
| 27-Feb-2018 09:45AM | Two proposed bypass routes cut through Drovers Wood near Hereford | http://www.stourbridgenews.co.uk/news/regional/16050911.Two_proposed_bypass_routes_cut_through_wood_near_city/ | Stourbridge News |
| 23-Feb-2018 10:49AM | Emotions run high at packed public meeting about western bypass | http://www.redditchadvertiser.co.uk/news/regional/herefordshire/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Redditch Advertiser |
| 23-Feb-2018 10:30AM | Emotions run high at packed public meeting about western bypass | http://www.eveshamjournal.co.uk/news/regional/16043295.Emotions_run_high_at_packed_public_meeting_about_western_bypass/ | Evesham Journal |
| 23-Feb-2018 10:40AM | Emotions run high at packed public meeting about western bypass | http://www.cotswoldjournal.co.uk/news/16043295.emotions-high-at-packed-public-meeting-about-western-bypass/ | Cotswold Journal |
| 23-Feb-2018 10:37AM | Emotions run high at packed public meeting about western bypass | http://www.stourbridgenews.co.uk/news/regional/16043295.Emotions_run_high_at_packed_public_meeting_about_western_bypass/ | Stourbridge News |
| 23-Feb-2018 10:22AM | Emotions run high at packed public meeting about western bypass | http://www.dudleynews.co.uk/news/regional/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Dudley News |
| 23-Feb-2018 10:03AM | Emotions high at packed public meeting about western bypass | http://www.redditchadvertiser.co.uk/news/regional/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Redditch Advertiser |
| 23-Feb-2018 10:32AM | Emotions run high at packed public meeting about western bypass | http://www.worcesternews.co.uk/news/regional/16043295.Emotions_run_high_at_packed_public_meeting_about_western_bypass/ | Worcester News |
| 23-Feb-2018 10:16AM | Emotions high at packed public meeting about western bypass | http://www.tewkesburyadmag.co.uk/news/regional/herefordshire/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Tewkesbury Admag |
| 23-Feb-2018 10:05AM | Emotions high at packed public meeting about western bypass | http://www.droitwichadvertiser.co.uk/news/16043295.emotions-high-at-packed-public-meeting-about-western-bypass/ | The Droitwich Spa Advertiser |
| 23-Feb-2018 10:26AM | Emotions run high at packed public meeting about western bypass | http://www.herefordtimes.com/news/county/16043295.Emotions_run_high_at_packed_public_meeting_about_western_bypass/ | Hereford Times |
| 23-Feb-2018 06:42AM | Emotions high at packed public meeting about western bypass | http://www.nla-eclipsweb.com/service/redirector/article/41642592.html | Hereford Times (eClips Web) |
| 23-Feb-2018 10:24AM | Emotions run high at packed public meeting about western bypass | http://www.ledburyreporter.co.uk/news/16043295.emotions-run-high-at-packed-public-meeting-about-western-bypass/ | Ledbury Reporter Herefordshire |
| 23-Feb-2018 10:18AM | Emotions high at packed public meeting about western bypass | http://www.dudleynews.co.uk/news/regional/herefordshire/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Dudley News |
| 23-Feb-2018 09:44AM | Emotions high at packed public meeting about western bypass | http://www.herefordtimes.com/news/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Hereford Times |
| 23-Feb-2018 10:03AM | Emotions high at packed public meeting about western bypass | http://www.eveshamjournal.co.uk/news/regional/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Evesham Journal |
| 23-Feb-2018 09:55AM | Emotions high at packed public meeting about western bypass | http://www.ledburyreporter.co.uk/news/16043295.emotions-high-at-packed-public-meeting-about-western-bypass/ | Ledbury Reporter Herefordshire |

| Date | Headline | URL | Source |
|---|---|---|---|
| 16-Feb-2018 04:31PM | VIDEO: How the proposed Hereford bypass could look | http://www.eveshamjournal.co.uk/news/regional/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Evesham Journal |
| 16-Feb-2018 04:26PM | VIDEO: How the proposed Hereford bypass could look | http://www.cotswoldjournal.co.uk/news/16027196.video-how-the-proposed-hereford-bypass-could-look/ | Cotswold Journal |
| 23-Feb-2018 09:43AM | Emotions high at packed public meeting about western bypass | http://www.halesowennews.co.uk/news/regional/16043295.Emotions_high_at_packed_public_meeting_about_western_bypass/ | Halesowen News |
| 16-Feb-2018 04:17PM | VIDEO: How the proposed Hereford bypass could look | http://www.halesowennews.co.uk/news/regional/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Halesowen News |
| 16-Feb-2018 04:16PM | VIDEO: How the proposed Hereford bypass could look | http://www.tewkesburyadmag.co.uk/news/regional/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Tewkesbury Admag |
| 16-Feb-2018 05:15PM | VIDEO: How the proposed Hereford bypass could look | http://www.redditchadvertiser.co.uk/news/regional/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Redditch Advertiser |
| 16-Feb-2018 04:07PM | VIDEO: How the proposed Hereford bypass could look | http://www.worcesternews.co.uk/news/regional/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Worcester News |
| 16-Feb-2018 04:19PM | VIDEO: How the proposed Hereford bypass could look | http://www.kidderminstershuttle.co.uk/news/regional/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Kidderminster Shuttle |
| 16-Feb-2018 03:49PM | VIDEO: How the proposed Hereford bypass could look | http://www.stourbridgenews.co.uk/news/regional/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Stourbridge News |
| 16-Feb-2018 03:49PM | VIDEO: How the proposed Hereford bypass could look | http://www.ledburyreporter.co.uk/news/16027196.video-how-the-proposed-hereford-bypass-could-look/ | Ledbury Reporter Herefordshire |
| 16-Feb-2018 04:00PM | VIDEO: How the proposed Hereford bypass could look | http://www.herefordtimes.com/news/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Hereford Times |
| 16-Feb-2018 04:00PM | VIDEO: How the proposed Hereford bypass could look | http://www.malverngazette.co.uk/news/regional/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Malvern Gazette |
| 16-Feb-2018 03:42PM | VIDEO: How the proposed Hereford bypass could look | http://www.ludlowadvertiser.co.uk/news/16027196.video-how-the-proposed-hereford-bypass-could-look/ | Ludlow & Tenbury Wells Advertiser |
| 16-Feb-2018 12:34PM | VIDEO: How the proposed Hereford bypass could look | http://www.nla-eclipsweb.com/service/redirector/article/41414009.html | Hereford Times (eClips Web) |
| 13-Feb-2018 06:33PM | Poll result: Majority do not want a bypass | http://www.malverngazette.co.uk/news/regional/herefordshire/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Malvern Gazette |
| 13-Feb-2018 06:26PM | Poll result: Majority do not want a bypass | http://www.cotswoldjournal.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Cotswold Journal |
| 13-Feb-2018 07:08PM | Poll result: Majority do not want a bypass | http://www.kidderminstershuttle.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Kidderminster Shuttle |
| 16-Feb-2018 03:49PM | VIDEO: How the proposed Hereford bypass could look | http://www.dudleynews.co.uk/news/regional/herefordshire/16027196.VIDEO__How_the_proposed_Hereford_bypass_could_look/ | Dudley News |
| 13-Feb-2018 06:17PM | Poll result: Majority do not want a bypass | http://www.droitwichadvertiser.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | The Droitwich Spa Advertiser |
| 13-Feb-2018 06:14PM | Poll result: Majority do not want a bypass | http://www.stourbridgenews.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Stourbridge News |
| 13-Feb-2018 06:06PM | Poll result: Majority do not want a bypass | http://www.dudleynews.co.uk/news/regional/herefordshire/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Dudley News |
| 13-Feb-2018 05:41PM | Poll result: Majority do not want a bypass | http://www.redditchadvertiser.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Redditch Advertiser |
| 13-Feb-2018 05:51PM | Poll result: Majority do not want a bypass | http://www.ledburyreporter.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Ledbury Reporter Herefordshire |
| 13-Feb-2018 05:28PM | Poll result: Majority do not want a bypass | http://www.tewkesburyadmag.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Tewkesbury Admag |
| 13-Feb-2018 05:17PM | Poll result: Majority do not want a bypass | http://www.eveshamjournal.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Evesham Journal |
| 13-Feb-2018 05:17PM | Poll result: Majority do not want a bypass | http://www.ludlowadvertiser.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Ludlow & Tenbury Wells Advertiser |

| Date | Headline | URL | Source |
|---|---|---|---|
| 06-Feb-2018 06:51AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.droitwichadvertiser.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | The Droitwich Spa Advertiser |
| 13-Feb-2018 05:16PM | Poll result: Majority do not want a bypass | http://www.halesowennews.co.uk/news/regional/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Halesowen News |
| 13-Feb-2018 05:33PM | Poll result: Majority do not want a bypass | http://www.worcesternews.co.uk/news/regional/herefordshire/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Worcester News |
| 13-Feb-2018 02:15PM | Poll result: Majority do not want a bypass | http://www.nla-eclipsweb.com/service/redirector/article/41273560.html | Hereford Times (eClips Web) |
| 13-Feb-2018 05:21PM | Poll result: Majority do not want a bypass | http://www.herefordtimes.com/news/15991388.Poll_result__Majority_do_not_want_a_bypass/ | Hereford Times |
| 05-Feb-2018 07:53AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.cotswoldjournal.co.uk/news/regional/herefordshire/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Cotswold Journal |
| 05-Feb-2018 07:52AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.halesowennews.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Halesowen News |
| 05-Feb-2018 07:12AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.herefordtimes.com/news/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Hereford Times |
| 05-Feb-2018 06:54AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.kidderminstershuttle.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Kidderminster Shuttle |
| 05-Feb-2018 06:45AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.dudleynews.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Dudley News |
| 05-Feb-2018 07:13AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.tewkesburyadmag.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Tewkesbury Admag |
| 09-Feb-2018 12:13PM | No notice of homes demolition plans for Hereford Bypass | http://www.bbc.co.uk/news/uk-england-hereford-worcester-43004491 | BBC News Hereford & Worcs |
| 05-Feb-2018 07:30AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.worcesternews.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Worcester News |
| 05-Feb-2018 06:25AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.stourbridgenews.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Stourbridge News |
| 05-Feb-2018 06:19AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.malverngazette.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Malvern Gazette |
| 05-Feb-2018 06:08AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.eveshamjournal.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Evesham Journal |
| 05-Feb-2018 06:44AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.redditchadvertiser.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Redditch Advertiser |
| 30-Jan-2018 01:54PM | Don't let it pass you by. Have your say on the Hereford Bypass | https://www.herefordshire.gov.uk/news/article/469/dont_let_it_pass_you_by_have_your_say_on_the_hereford_bypass | Herefordshire Council |
| 05-Feb-2018 06:30AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.ludlowadvertiser.co.uk/news/regional/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Ludlow & Tenbury Wells Advertiser |
| 05-Feb-2018 06:02AM | Detailed Hereford bypass map shows proximity to homes and abbey | http://www.ledburyreporter.co.uk/news/15921227.Detailed_bypass_map_shows_proximity_to_homes_and_abbey/ | Ledbury Reporter Herefordshire |
| 02-Feb-2018 09:03AM | Have your say on the Hereford Bypass | http://www.rossgazette.com/article.cfm?id=110865 | The Ross Gazette |
| 30-Jan-2018 12:01PM | Don’t let it pass you by. Have your say on the Hereford Bypass | https://www.herefordshire.gov.uk/news/article/469/don_t_let_it_pass_you_by_have_your_say_on_the_hereford_bypass | Herefordshire Council |
| 29-Jan-2018 05:47PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.kidderminstershuttle.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Kidderminster Shuttle |
| 29-Jan-2018 06:11PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.ludlowadvertiser.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Ludlow & Tenbury Wells Advertiser |
| 29-Jan-2018 06:06PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.worcesternews.co.uk/news/regional/herefordshire/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Worcester News |
| 29-Jan-2018 05:55PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.stourbridgenews.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Stourbridge News |

| Date | Headline | URL | Source |
|---|---|---|---|
| 29-Jan-2018 06:39PM | Consultation starts next week on proposed routes for Hereford bypass – Hereford Times | http://www.newsyuk.com/consultation-starts-next-week-on-proposed-routes-for-hereford-bypass-hereford-times/ | Newsy Uk |
| 29-Jan-2018 06:15PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.eveshamjournal.co.uk/news/regional/herefordshire/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Evesham Journal |
| 29-Jan-2018 05:39PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.halesowennews.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Halesowen News |
| 29-Jan-2018 05:34PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.redditchadvertiser.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Redditch Advertiser |
| 29-Jan-2018 05:03PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.dudleynews.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Dudley News |
| 29-Jan-2018 05:41PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.ledburyreporter.co.uk/news/ledbury/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Ledbury Reporter Herefordshire |
| 29-Jan-2018 05:13PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.malverngazette.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Malvern Gazette |
| 29-Jan-2018 05:03PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.herefordtimes.com/news/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Hereford Times |
| 29-Jan-2018 05:14PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.tewkesburyadmag.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Tewkesbury Admag |
| 29-Jan-2018 05:22PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.droitwichadvertiser.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | The Droitwich Spa Advertiser |
| 19-Jan-2018 05:03PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.cotswoldjournal.co.uk/news/regional/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Cotswold Journal |
| 19-Jan-2018 04:48PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.droitwichadvertiser.co.uk/news/regional/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | The Droitwich Spa Advertiser |
| 19-Jan-2018 04:44PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.redditchadvertiser.co.uk/news/regional/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Redditch Advertiser |
| 19-Jan-2018 04:34PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.kidderminstershuttle.co.uk/news/regional/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Kidderminster Shuttle |
| 19-Jan-2018 04:33PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.stourbridgenews.co.uk/news/regional/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Stourbridge News |
| 29-Jan-2018 05:03PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.cotswoldjournal.co.uk/news/regional/15905072.Consultation_starts_next_week_on_proposed_routes_for_Hereford_bypass/ | Cotswold Journal |
| 29-Jan-2018 02:01PM | Consultation starts next week on proposed routes for Hereford bypass | http://www.nla-eclipsweb.com/service/redirector/article/40684832.html | Hereford Times (eClips Web) |
| 19-Jan-2018 04:23PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.halesowennews.co.uk/news/regional/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Halesowen News |
| 19-Jan-2018 04:24PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.malverngazette.co.uk/news/regional/herefordshire/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Malvern Gazette |
| 19-Jan-2018 04:00PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.eveshamjournal.co.uk/news/regional/herefordshire/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Evesham Journal |
| 19-Jan-2018 04:22PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.tewkesburyadmag.co.uk/news/regional/herefordshire/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Tewkesbury Admag |
| 19-Jan-2018 04:13PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.ludlowadvertiser.co.uk/news/regional/herefordshire/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Ludlow & Tenbury Wells Advertiser |
| 19-Jan-2018 03:56PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.dudleynews.co.uk/news/regional/herefordshire/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Dudley News |
| 19-Jan-2018 03:52PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.herefordtimes.com/news/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Hereford Times |
| 19-Jan-2018 12:35PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.nla-eclipsweb.com/service/redirector/article/40316810.html | Hereford Times (eClips Web) |
| 19-Jan-2018 03:44PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.worcesternews.co.uk/news/regional/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Worcester News |

| Date | Headline | URL | Source |
| --- | --- | --- | --- |
| 19-Jan-2018 03:35PM | Seven shortlisted routes for Hereford bypass approved to go to consultation | http://www.ledburyreporter.co.uk/news/15867706.Seven_shortlisted_routes_for_Hereford_bypass_approved_to_go_to_consultation/ | Ledbury Reporter Herefordshire |

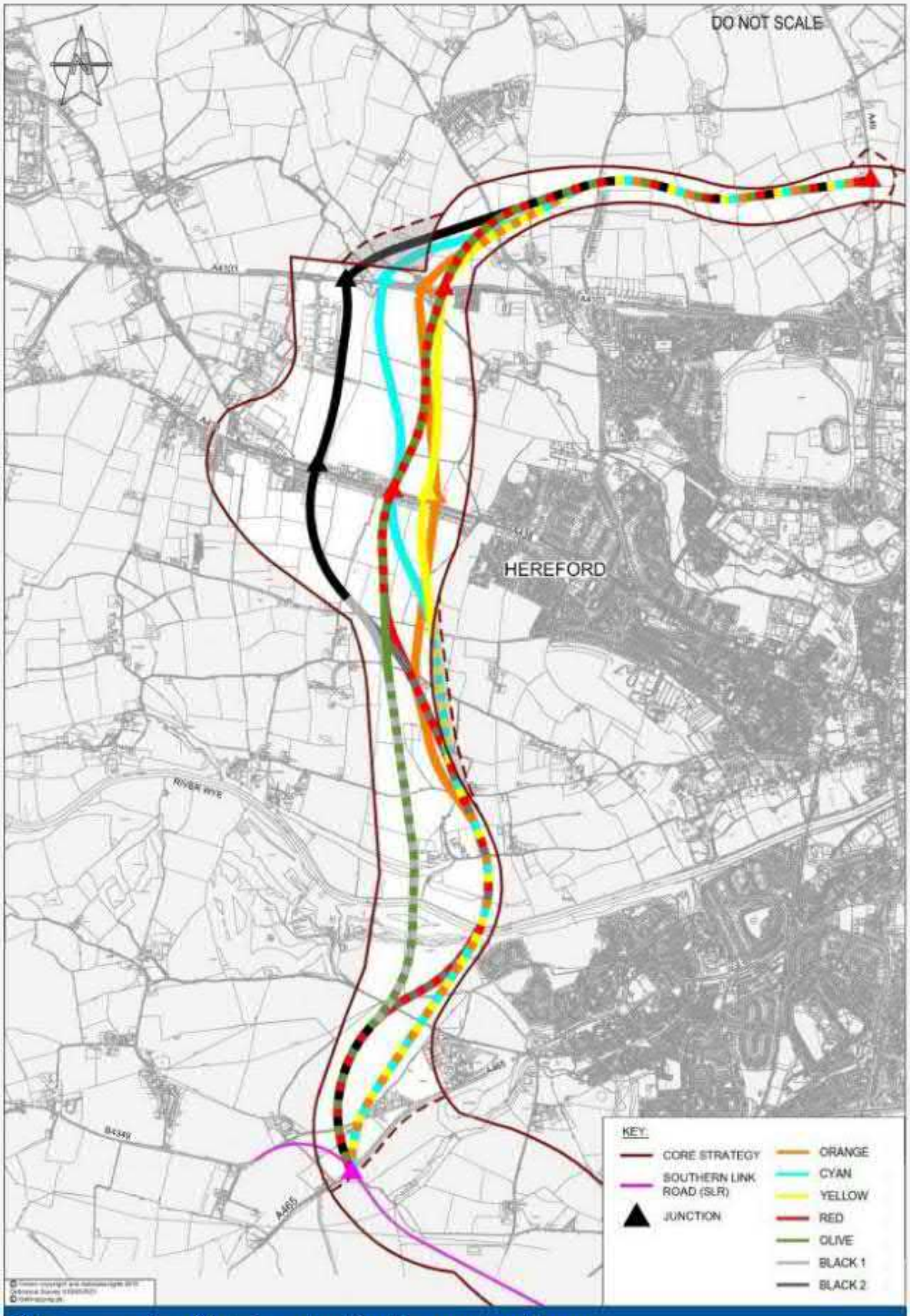
# Appendix E.2

EXAMPLES OF MEDIA COVERAGE

19th January

# Seven shortlisted routes for Hereford bypass approved to go to consultation

Rebecca Cain @rebeccacain_HT
Chief reporter




The seven shortlisted routes for the western bypass

THE seven shortlisted routes for the western bypass have been approved by the council's cabinet.

Following a consultation last year and further reports, **Herefordshire Council** has put forward seven routes which will all start at the proposed Southern Link Road roundabout on the A465 (Belmont Road) and finish on the **A49** north of Hereford.

The routes travel through the Warham and Breinton area and cross one of either two bridges suggested. They then cross Kings Acre Road, with some routes then bisecting the proposed Three Elms development, before crossing the Roman Road and finishing on the A49.

Cllr Philip Price, cabinet member for infrastructure, said: "There has been talk of a bypass for as long as I can remember. In 2018 there is a real appetite, both locally and nationally, to improve connectivity to the West Midlands and the rest of the UK."

He said they cannot deliver new homes and jobs without new infrastructure.

Cllr Price added: "The Rotherwas Access Road is the first phase [of the bypass]. The Southern Link Road is due for construction in 2019, which is the second phase. Extensive work has taken place to develop the next stage of the bypass to complete the link to the north of the city."

During public questions Mr J Trimble raised concerns about the future of the Hereford Community Farm, of which five of the seven shortlisted routes cross. He said this facility has 64 weekly attendees with disabilities.

Cllr Price said the process of choosing a preferred route will mean that the impact of each route is assessed.

Another member of the public, Mr Hands, asked if Cllr Price had seen the BBC programme about the effects of air pollution and said: "You appear to put your ego above the health of Hereford residents."

But Cllr Price said: "I am fully aware of my stubbornness when I get into something and I appreciate your concerns but we are trying to progress this bypass to improve the air quality in central Hereford."

Cllr Bob Matthews said the Independents have always preferred an eastern route. He said the area of Breinton deserves to be called an Area of Outstanding Natural Beauty and should not be destroyed.

He said 80 percent of businesses have always wanted an eastern route adding: "The people of this county and local economy should come first and we are totally failing on both counts."

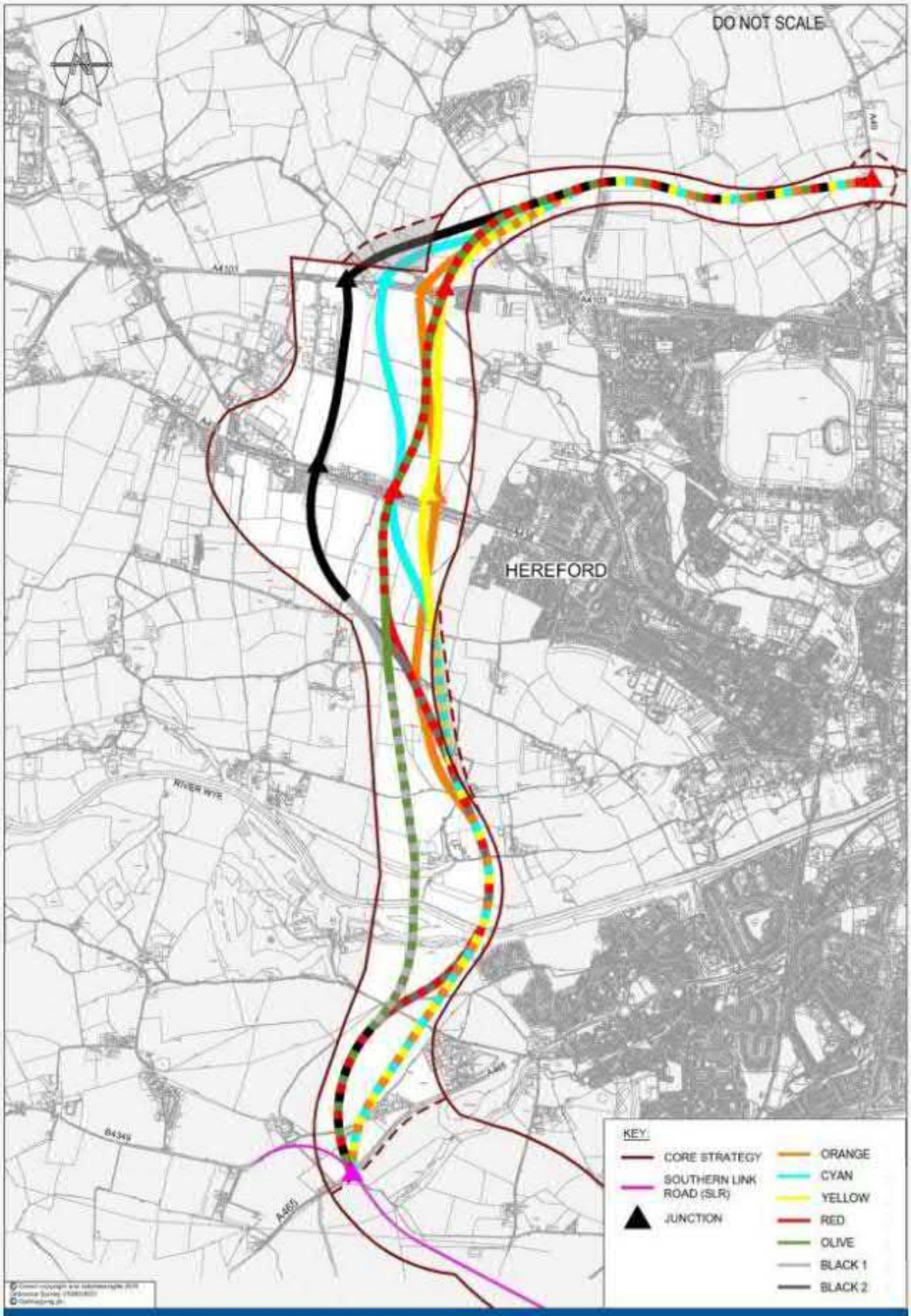
But leader of the council, Tony Johnson, said: "We have no reason to favour one side or the other. What we do is look at professional evidence carefully put together with proper full reports with all considerations taken into account. And they tell us to go west and west it will be."

A call-in period follows the decision made by cabinet. If the decision is not called-in by the scrutiny committee a consultation period will commence.

29th January

# Consultation starts next week on proposed routes for Hereford bypass

Rebecca Cain @rebeccacain_HT
Chief reporter




Seven shortlisted routes for Hereford bypass

PLANS for the Hereford bypass will go on display next week.

The exhibition at the Old Market Shopping Centre will give the public the chance to look at the proposed routes for the western bypass, as well as planned improvements for the walking, cycling and bus network.

The plans will be displayed at The Coffee Corner on February 6, 7, and 8 between 11am and 8pm, and at Whitecross High School from 6pm to 9pm on February 13.

Councillor Philip Price, cabinet member for infrastructure said: "In 2018, there is a real appetite; both locally and regionally to improve connectivity to the West Midlands, South Wales and consequently, the rest of the UK, to create the infrastructure to facilitate business growth, build new housing, develop better options for walking and cycling and alleviate Hereford's traffic congestion problems.

"Extensive work has taken place since we first consulted on the scheme in April 2017. The core strategy corridor has been surveyed and assessed. As a result of this work we will be consulting on seven shortlisted routes.

"This is an opportunity for the public to shape how we move forward."

The Hereford Bypass was identified as one of the early priorities of Midlands Connect's 25 year transport strategy for the region, published in 2017. Since then Midlands Connect has been supporting **Herefordshire Council** and other partners on these proposals.

Sir John Peace, Midlands Connect Chairman, said: "We're supporting these proposals because we believe the Hereford Bypass will benefit the wider Midlands region as well as Hereford itself, improving connectivity between the Midlands, the South West and Wales and helping to power the Midlands Engine.

"Reliable transport links are essential for businesses like Herefordshire's world-famous food and drink producers to thrive and stay competitive, as well as supporting new job sites such as the Hereford Enterprise Zone and stimulating vital new house building.

"We will continue to work with Herefordshire Council, Highways England and The Marches Local Enterprise Partnership to secure the funds from central government to make these plans a reality."

The exhibition will move to Hereford Library on Friday, February 16 where it will remain for the duration of the consultation period, until Tuesday, March 20.

The exhibition can be viewed during normal library opening hours and staff will be available to answer questions on Saturday, February 24 and Saturday, March 10 between 11am and 2pm.

The exhibition and film showing the route corridors will be available to view on the council's website Herefordshire.gov.uk/HTP from Tuesday, February 6.

# Have your say on the Hereford Bypass

Friday, 2 February 2018 - Community News

0
Post a comment

by **Ross Gazette reporter** - Reporter
@RossGazette reporter@rossgazette.com

**Plans for the Hereford Transport Package – the Hereford Bypass and associated walking, cycling, bus and public realm improvements will be exhibited on February 6th, 7th and 8th, 2018.**

The Old Market in Hereford.

The exhibition will be available for public view between 11am and 8pm in the pod next to The Coffee Corner at Old Market.

There will also be an evening session on Tuesday, February 13th, 2018 from 6pm to 9pm at Whitecross High School.

Councillor Philip Price, Cabinet Member Infrastructure said: "In 2018, there is a real appetite; both locally and regionally to improve connectivity to the West Midlands, South Wales and consequently, the rest of the UK, to create the infrastructure to facilitate business growth, build new housing, develop better options for walking and cycling and alleviate Hereford's traffic congestion problems."

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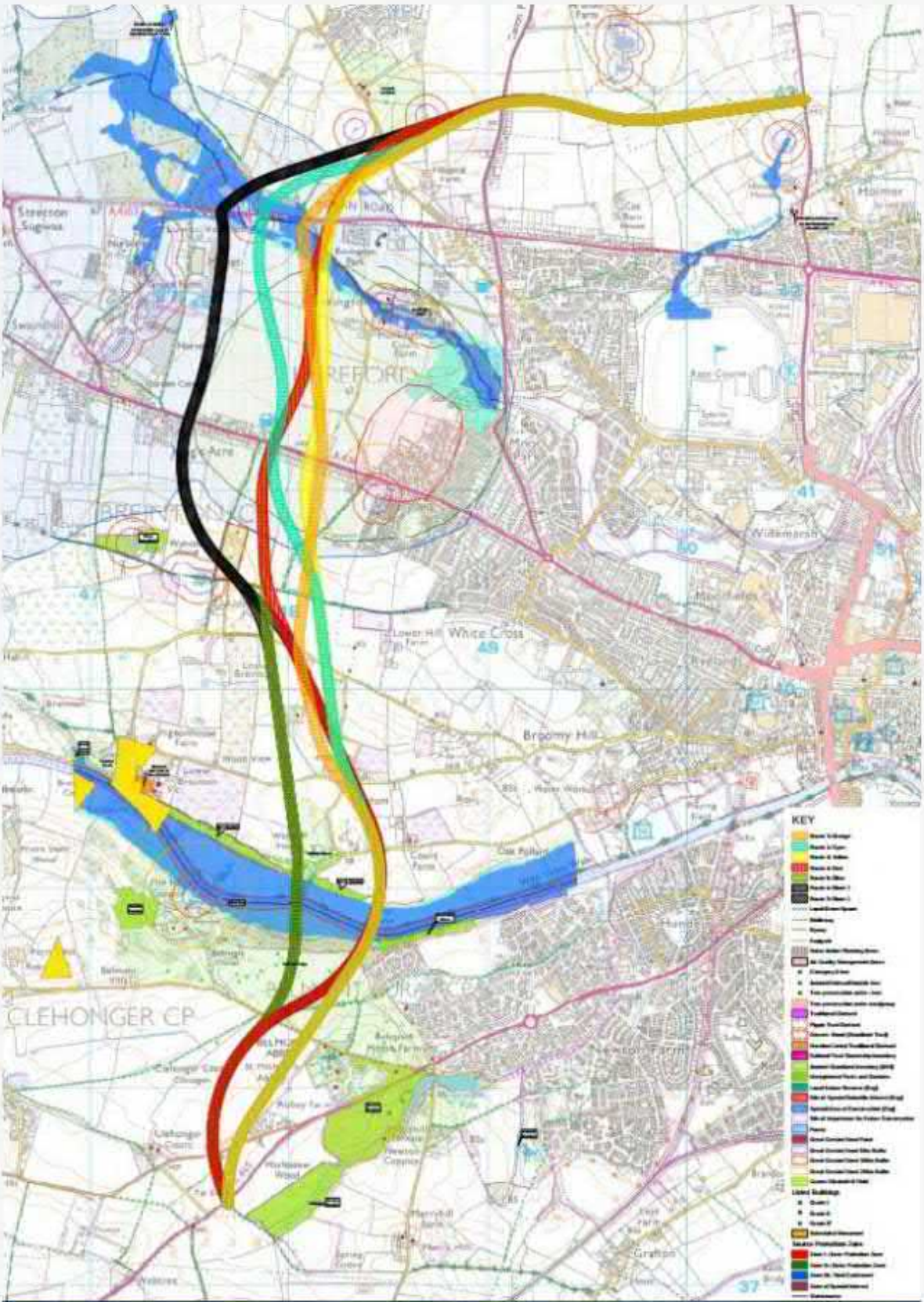
The exhibition and film showing the route corridors will be available to view on the council's website Herefordshire.gov.uk/HTP from Tuesday, February 6th.

6th February

# Detailed Hereford bypass map shows proximity to homes and abbey

Rebecca Cain @rebeccacain_HT
Chief reporter




The map is part of this week's exhibition at the Coffee Corner in the Old Market Shopping Centre

A DETAILED map of the proposed bypass routes shows the close proximity to Belmont Abbey and which houses will need to be demolished for the road.

An exhibition of the seven shortlisted routes of the western bypass are on display this week next to the Coffee Corner at the Old Market Shopping Centre.

The map shows the route corridors, which are 50 metres wide, and could accommodate a dual carriageway.

The road passes close to Belmont Abbey, crosses the river via a choice of two proposed bridges, through Warham and travels up through Little Breinton and across Kings Acre Road before going across Roman Road and then east to join the **A49** again.

The largest number of houses which would need to be demolished is five. However, planners said homeowners either side of the road may wish to sell so this number could go up. The other routes affect three or four houses.

Cllr Philip Price, cabinet member for infrastructure, said: "As a result of this consultation we will have a preferred route. We will then put together a full design and it will then go to planning."

The exhibition shows that all of the routes would have an adverse impact on the setting of Belmont Abbey and Belmont Lodge, while all of the routes would have an adverse effect on veteran trees.

The Olive and Black 1 route would have a largely adverse impact on the Queen Elizabeth II playing fields.

The longest routes are the orange and black options which are 5.4miles long.

By June/July the preferred route will have been chosen.

Cllr Price said: "Then we will be looking at traffic modelling and whether or not it is a single or dual carriageway or whether it will be roundabouts or traffic lights. There are two road crossings - the A438 and Roman Road. Are they going to be roundabouts or traffic lights? All other roads go under or over."

He said the council is hoping to apply for planning permission in 2019 and ideally he would like to see building work start in 2022.

Cllr Price said they will not have funding confirmed until they have got to the planning stage.

But he said there are number of channels for funding, where the project is listed as an early priority.

He said: "We are as likely to have the funding as any project anywhere in Britain can be, other than HS2."

Cllr Price said that personally he thinks a dual carriageway would be the preferred option but said it will depend on the traffic modelling results.

Campaign for Better Transport is calling on residents to attend the consultation sessions.

Chris Todd, from the campaign, said:“A new bypass would be a complete disaster. It would offer little relief from congestion for the people of Hereford, while damaging the landscape and increasing air pollution.

“Instead of a road that will generate more traffic, locals need a package of sustainable measures, including help for walking, cycling and public transport, which would tackle congestion more effectively while still allowing for new housing.”

The plans will be displayed at The Coffee Corner on February 6, 7, and 8 between 11am and 8pm, and at Whitecross High School from 6pm to 9pm on February 13.

The exhibition will move to Hereford Library on Friday, February 16 where it will remain for the duration of the consultation period, until Tuesday, March 20.

The detailed map and other panels from the exhibition are available to view on the council’s website Herefordshire.gov.uk/HTP

# Homes to be demolished to make way for road

Russell Bennett from WSP – project consultants working on behalf of Herefordshire Council – talks to Lesley Rosser about the plans for a western bypass. Photo: James Maggs

# Bypass plan goes public

A DETAILED map of the proposed routes of the Hereford bypass shows just how close the road would pass to Belmont Abbey and that houses will need to be demolished.

An exhibition of the seven short-listed routes of the western bypass went on display this week at the Old Market Shopping Centre.

The map shows the route corridors, which are 50 metres wide, and could accommodate a dual carriageway.

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The other routes affect three or four houses.

Cllr Philip Price, cabinet member for infrastructure, said: "As a result of this consultation we will have a preferred route. We will then put together a full design and it will then go to planning."

By Rebecca Cain

The exhibition shows that all of the routes would have an adverse impact on the setting of Belmont Abbey and Belmont Lodge, while all of the routes would have an adverse effect on veteran trees.

Cllr Price said the preferred route is expected to be chosen by June or July.

He said: "Then we will be looking at traffic modelling and whether or not it is a single or dual carriageway or whether there will be roundabouts or traffic lights.

"There are two road crossings - the A438 and Roman Road. Are they going to be roundabouts or traffic lights? All other roads go under or over."

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The Campaign for Better Transport group is calling on residents to attend the consultation sessions.

Chris Todd, from the campaign, said the bypass would be a complete disaster for the area.

"It would offer little relief from congestion for people in Hereford, while damaging the landscape and increasing air pollution," he said.

"Instead of a road that will generate more traffic, locals need a package of sustainable measures, including help for walking, cycling and public transport, which would tackle congestion more effectively while still allowing for new housing."

The plans will be displayed at the Old Market today (Thursday) from 11am to 8pm, and at Whitecross High School from 6pm to 9pm on February 13. The exhibition then moves to Hereford Library from February 16 to March 20.

■ See opinion - page 42.

# Learner drivers find happiness here

HEREFORD test centre is one of the easiest places to pass your driving test in the country, according to the latest data.

Figures from the Driver and Vehicle Standards Agency (DVSA) show 58% of all learners passed their practical test between April and September 2017. The average pass rate for test centres across the UK was 47%.

Overall built up urban areas tended to have lower pass rates, while at quieter rural test centres learners appeared to find the exam easier. Golspie in the Scottish Highlands has the highest pass rate of 79%.

The Hereford centre conducted 1,344 tests over the six months and 774 people passed.

Historically men have generally paid more for car insurance than women as they have more accidents. But the figures show they have a higher pass rates for the driving test.

At Hereford 61% gained their licence compared to 55% of women.

DVSA chief driving examiner Lesley Young said test results are entirely dependent on the performance on the day.

## IN BRIEF

### Murder charge

A PROVISIONAL trial date has been set for a man charged with killing Robert Eacock.

Anthony Boyd, 22, from Willenhall, was charged last Friday with the murder of the Hereford father.

Mr Eacock died in Hereford County Hospital on the evening of January 29 after being stabbed while riding his bike in Commercial Street, Hereford, earlier that day.

Boyd appeared before Worcester Crown Court on Tuesday for a preliminary hearing when no plea was entered.

He is due to appear next month for a pre-trial hearing with a provisional trial date fixed for July.

### Fractured skull

A TEN-year-old boy suffered a fractured skull when he was in collision with a car on Widemarsh Street in Hereford.

The accident happened close to the junction with the new link road on Saturday evening.

The boy was taken to Hereford County Hospital but has since returned home.

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# Letters

Letters over 250 words are unlikely to be published. Local topics preferred

COMMENT

## Is the western route worth all the destruction?

SO the plans are finally in and the route of just where Hereford's bypass will run is taking shape.

Each one of the proposals passes close to Belmont Abbey and all will require homes to be demolished.

Meanwhile, others living close to the western relief road will, no doubt, look to sell up as the peace and tranquility they currently enjoy is permanently altered.

No one at this newspaper is for one minute against a new road that will take traffic away from Hereford city centre but the more detailed plans highlight just why the Hereford Times has argued for a new road – and river crossing – to take traffic in an easterly direction.

Especially as the same arguments that Herefordshire Council uses to rule out an eastern route can also be used against a western road.

For Breinton is also home to unspoilt countryside and picturesque farms – plus a fresh water spring.

But it is the logistical argument which really explains why a new river crossing near Rotherwas with additional links (and improvements) to the Worcester road and the M5 should be the most pressing priority.

The distance it will take someone to travel from the A49 at Grafton across to Breinton and through Holmer's new estates makes one wonder if many drivers will simply plough on through the city centre as they do now.

With the jury still firmly out on the usefulness of the City Link Road, the council cannot afford to back the loser on a decision of such importance.

### CONTRIBUTIONS TO THE LETTERS PAGES

- Please keep letters to a maximum of 250 words so that as many views as possible can be represented on these letters pages.
- The editor reserves the right to cut letters
- Local issues will take precedence.
- A daytime telephone number must be supplied in case of queries.
- Requests for anonymity will be considered and will be at the editor's discretion.
- Anonymous letters will not be considered.
- Letters should be submitted by first post on Monday for consideration.

## Trust issues

ON February 1st the Hereford Times carried a two page advert for the proposed western bypass and a separate article. This is already causing anger, stress and disgust locally.

Homes will be demolished if this road is ever built. Herefordshire Council tried to send letters to those people likely to lose out but got this so badly wrong. Some letters went to people unaffected, some people who should have been told got absolutely nothing.

A fortnight later Herefordshire sent more letters to explain their mistake, often to people who had not got the first one. Imagine the horror opening a letter that says 'we forgot to tell you that we're taking your home'! How can we trust these people to build a road when they cannot even get a small mailshot right?

Every day parish councillors are dealing with distressed residents - often elderly, many close to tears. This is appalling. Nothing can compensate or forgive this. Councillor Price should make a full and public apology. He should consider his position and those managers responsible should be disciplined.

I wonder who the next leader of Herefordshire Council will be?'

**TONY GEESON**
Chair Breinton Parish Council

## High price

RECENT local road building has not been successful. Neither the Rotherwas relief road nor the new city link road carries much traffic. Neither has eased local traffic congestion. Both come at considerable cost. The Rotherwas road is built over the Rotherwas Ribbon, the Bronze Age artefact of 'international significance'.

So what are the chances for the Western Relief Road? Whilst the need for this road is moot - is it a ring road? - is it to access new housing? - there is widespread belief that the road will ease local traffic. The evidence from other new road developments around the UK is that they do not reduce local traffic levels. So this won't be third time lucky for Hereford.

The bottom line is that a north-south bypass will benefit people outside Herefordshire - long distance users of the A49. It will also forever damage a swathe of glorious Herefordshire countryside. The alternative is piecemeal but effective. We need better rail and bus services, park-and-ride, better provision for cyclists, new housing developments on brownfield sites, perhaps a city tram service.

**JOHN WESTOBY**
Hereford

## Sadly lacking

IT is apparent that the 'consultation' process being carried out by Hereford Council and Balfour Beatty, re: the proposed routes for a road to the west of Hereford, is anything but. There has been a failure of communications with the residents in the Towtree Lane/ Roman Road community, whose homes and land fall within the core strategy corridor, and who learnt rather abruptly last week, that their properties could be severely blighted and even demolished by the inclusion of routes never publicly suggested before. We should have received a letter warning us of the proposed routes, and given advance notice of the Public Cabinet meeting on 18/1/18. We were denied our right to put questions at this meeting, and the first information many received, was by hearsay, and by the HT report. Cllr Price has sought to avoid responsibility by blaming this on human error.

It would be interesting to hear how many other households that might be blighted by the proposals have been equally badly treated. These may appear to be just coloured lines on a map, but we now have to live with the uncertainty regarding our homes.

**RUTH TILLEY**
Burghill

## Cash crisis

I refer to your article "London Sale rings alarm" HT this week,, February 1 Yet another incident of this Authority selling off the family silver!

It's significant that your article points out that the Council wanted to keep its assets 20 years ago. That was before 1998 when this present authority came into being. I recall Cllr Adrian Blackshaw, then a cabinet member extolling the virtues of " Prudential borrowing", enabled of course because of the assets Council owned. That philosophy led to such prolific borrowing that has led this authority into the mire it now finds itself.

The problem is that it is easy to borrow, and to spend other people's money, especially when there is no accountability.

No one is accountable. Those responsible will walk away unscathed and yes, the rate payer will pick up the bill. I notice the leader of the Council this week has stood down. I spoke recently to a fellow who was the properties officer of the council until last year who retired early, because, as he said to me, he could see what is coming

In another part of this week's Hereford Times, you report on the rising cost of Adult Social Care, presently costing £170 million a year and rising by at least £5 million every year.

The real issue, as your article points out is that when there are no assets left to sell, the borrowing will come to a halt, and where do we go from there?

**CHARLES NICHOLLS**
Hereford

## Threat to pub

DESPITE the debacle and massive damage done to communities and businesses, including ours, as a result of the total road closure on the A4103 last year, Herefordshire Council have not yet ruled out a further complete closure in May of this year for phase two of this project. The closure of the road will adversely affect all businesses and residents during a period when passing trade is vital to the survival of small businesses. If the Council proceed with a total road closure, Cradley will almost certainly lose its community local pub which is an integral part of village life. Please support the Red Lion and other local businesses and communities by signing our petition against a total road closure for phase two of the Challenge Fund work . The petition is available at The Red Lion and no purchase is necessary.

**STEVE MOORMAN**
Red Lion,
Stiffords Bridge

## No evidence

DURING more than twelve years working for The Behaviour Service and as Headteacher of The Aconbury Centre I regularly visited The Brookfield School. I was not employed by the school but on occasion was given a room in which to work with a child in my care. I was flabbergasted to read of the claims made in the Ofsted report.

During my many visits to the school, I encountered happy and settled children.

When a child was upset in my experience, he/she was in the headteacher's office, being given time to calm down. I only once saw the reflection room being used and on that occasion a member of staff was with the child.

The classrooms were full due to good attendance, I saw no evidence of illegal exclusions. Exclusions were rare and short term.

It is shocking to read that a headteacher who has done so much for children in this county can be treated in this way.

**ELEANOR CHRISTOPHER**
Eaton Bishop

## Perfect piano

IT is difficult to describe the work of a genius and so it is when attempting to evaluate the piano playing of Duncan Honeybourne, whose recital at the Lion Ballroom in Leominster yesterday stunned the audience with its outright virtuosity and sensitivity.

His programme contained music by Liszt, Schumann and, to conclude, an exquisite performance of no.23 from Pensees Musicales, by Sigismond Thalberg which provided a perfect tranquil ending to this energetic programme. This was spectacular artistry at its best.

The quality of music performed at the Lion Ballroom is of a very high order and yet so few people seem aware of this. Perhaps the â€˜traditionalâ€™ country-concept of the inhibition of the existence of Dinmore Hill prevents travel from the lower areas of the county!

Meanwhile, efforts to increase publicity continue, both visually and by word of mouth, and one can hope that gradually the message will filter through that concerts at the Lion Ballroom can provide a musical experience equal in quality to any that exists in the principal recitals halls of the nation.

**ALAN CRUMPLER**
Leominster

## Bottomless pit

THE NHS is a bottomless pit. It will remain so until its purpose and the strategy for achieving that purpose are completely re-thought.

However much money is poured into social care, we will find it to be an even bigger bottomless pit.

Sixty years ago, few people lived long enough to suffer the many degenerative disorders now taxing the NHS. Care of elderly relatives was largely provided in the family. The extended family often resided in the same district. There was an unpaid army of relatives, mostly female, who volunteered to 'look after granny'. The traditional family has become unfashionable. Bachelor households and one-parent families proliferate, removing an important source of social care in the community and increasing the need for social care.

Management of home and family is held in less esteem by women than being the managing director of a cosmetics company. Yet, the former, done incomparably well, as only women can do it, is vastly more important to the nation.

Our society, including Government, exhorts all women to 'go out to work',

happy to have him."

# ion

303,505
Unique browsers every month*

2.18million
Page views on website every month*

17,346 likes on facebook.com/herefordtimes

18,852 followers on Twitter @HTnewsroom

*Publisher's statement Aug Nov 2015

Much of the Chadds store in Commercial Street, Hereford remains empty (inset) and highlights the fact that there have been very little in the way of major commercial building projects within the city's historic core over the past 30 years.

## TALKING POINT

JOHN JONES
Steering Group Chairman

THE area inside the ring road in Hereford, which is essential the area within the historic city wall, has seen next to no commercial building developments delivered in the last 30 years.

The last project of any real consequence was the building of the Left Bank, which is a fantastic building, but it was not a commercially viable development, and was completed only because it was a pet project for a local billionaire.

It has since, however, reopened under new management in a different guise and is now a very successful business.

Prior to that the previous project of any significance was Maylord Orchards over 30 years ago, which again was not a huge commercial success.

In that time other projects have been often been proposed, stalled, and eventually gone away.

The reason for this is simple; commercially they are not viable.

The value of retail and residential property in the city centre is low, meaning the returns developers can make are not sufficient for them to turn a profit, so projects never get delivered.

The failure to get Chadds redeveloped and the long-term failure to rebuild the fire site in High Town are testament to this.

In many ways we have a lovely historic city core that does not want or need huge amounts of development. However substantial change and will be need over the next 20 years to prevent the decline of the city centre.

That means creating conditions in which the right sort of developments can be delivered.

The last 30 years prove that we don't have the combination of commercial viability, building conservation and regulation correct at the moment.

Much of this is beyond the control of the local authority, but the chance presented in the drafting of the Hereford Area Plan must be taken to do what can be done, to ensure that we have a city centre that still has a purpose in the coming decades.

## TALKING POINT

LOLA COOK
Year 9
Hereford student

PROGRESSIVELY as I have got older I have realised how much more responsibility comes with age.

This responsibility varies from being allowed to go to town by myself or with my friends to doing jobs around the house and managing my school homework.

I always enjoyed responsibility of doing jobs at primary school, my teacher referred to me as his P.A.

However, I appreciate there are greater responsibilities in life then checking everyone's

and oats etc.

I really enjoy working there as everyone is so friendly and have made me feel very welcome.

I also enjoy working as I like earning my own money that I now I'll splash my own cash as much as I wish to!

I would encourage young people to go and try to find a Saturday job even if it's only for a few hours as it really helps you open up and see the real world in the sense that your mum is not always going to be there to hand out endless amounts of money.

Next month I will be choosing my GCSEs, which has made me start thinking about how the courses that I take ,or don't take, could impact massively on my

# No notice of homes demolition plans for Hereford Bypass

9 February 2018

Share

People whose houses could be demolished to make way for the Hereford Bypass said they were not told until last week

**People living on proposed routes of a new bypass were not given notice their houses could be demolished.**

Letters were supposed to be sent to 150 people likely to be affected by the **Hereford Bypass** on 9 January.

But an error meant they were not sent out until just before consultation began on the scheme, a month later.

Herefordshire Council has apologised and said it "was not acceptable for residents to find out through the press or social media".

Contractor Balfour Beatty Living Places was due to send out the letters but did not, which its managing director Steve Hellwell said had been "human error".

The firm apologised to those affected.

Residents of Kings Acre Road said they only received letters last week and many only realised the situation when they saw the possible routes online.

The Waite family said they were given little notice about the impact the plans could have on their home

Resident Justyn Waite said: "We got a small apology in a letter from Balfour Beatty blaming a clerical error which isn't good enough and we've missed the first consultation because of this.

"Obviously if we are right under the path, our house will be demolished, compulsory purchase I would have thought.

"Our biggest fear is we're not directly under the route and we're right next to the road, what do we do then? What happens to the house?"

Dozens of Hereford residents have been protesting the bypass plans with concerns about the impact the road could have on the local environment

Herefordshire Council said once the mistake was realised, a second letter was sent out to all residents and landowners inviting them to a preview of the plans to discuss the potential impact of the options on their property.

The people who should have received the letters were not all people that would have homes affected, but also those with land interests.

Proposals for a bypass have been debated for more than 50 years, but work could start in 2020, if it gets approved.

A six-week consultation on seven proposed routes is underway.

9th February

# Hereford Times opinion on western bypass

The proposed Hereford bypass routes go near Breinton Springs.

So the plans are finally in and the route of just where Hereford's bypass will run is taking shape.

Each one of the proposals passes close to Belmont Abbey and all will require homes to be demolished.

Meanwhile, others living close to the western relief road will, no doubt, look to sell up as the peace and tranquility they currently enjoy is permanently altered.

No one at this newspaper is for one minute against a new road that will take traffic away from Hereford city centre but the more detailed plans highlight just why the Hereford Times has argued for a new road – and river crossing – to take traffic in an easterly direction.

Especially as the same arguments that **Herefordshire Council** uses to rule out an eastern route can also be used against a western road.

For Breinton is also home to unspoilt countryside and picturesque farms – plus a fresh water spring.

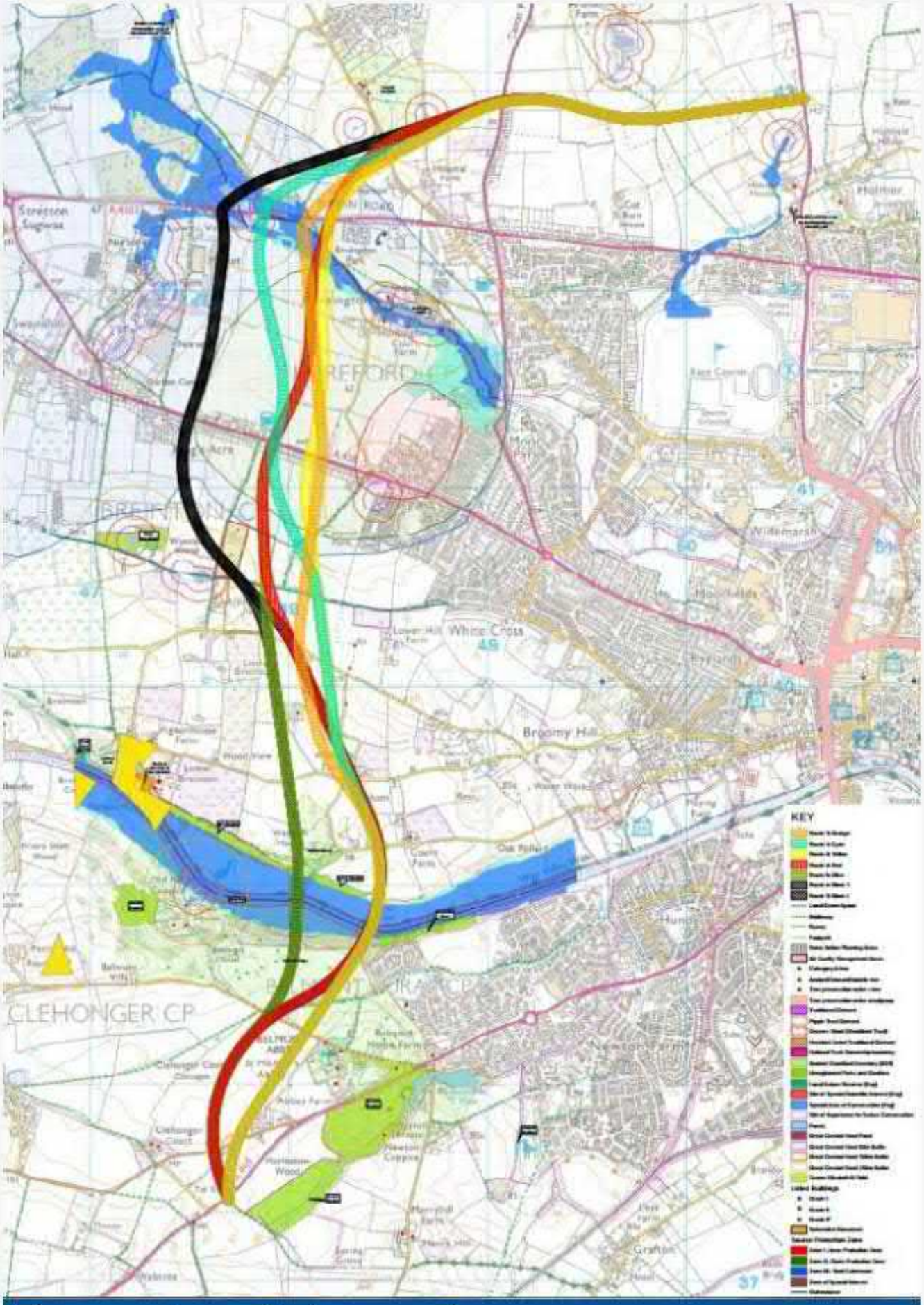
But it is the logistical argument which really explains why a new river crossing near Rotherwas with additional links (and improvements) to the Worcester road and the M5 should be the most pressing priority.

The distance it will take someone to travel from the **A49** at Grafton across to Breinton and through Holmer's new estates makes one wonder if many drivers will simply plough on through the city centre as they do now.

With the jury still firmly out on the usefulness of the City Link Road, the council cannot afford to back the loser on a decision of such importance.

13th February

# Poll result: Majority do not want a bypass




The proposed routes for the western bypass

THE Hereford bypass always provokes an opinion and after **Herefordshire Council** listed a number of routes as part of its western plan, we asked readers if they wanted a dual or single carriageway as part of our weekly online poll.

Almost 3,000 people voted and the clear majority - 42% - said they did not want a bypass at all because 'Hereford does not need one'.

A total of 37% put their support forward for a a dual carriageway as they felt the **A49** needs areas to overtake safely while 15% said they did not want the bypass to go to the west of the city.

And the remaining 6% plumped for a single carriageway as that would cause less of an environmental impact.

16th February

# Hereford residents left in the dark about proposed bypass through their street

Rebecca Cain @rebeccacain_HT
Chief reporter

PEOPLE living on the proposed routes of Hereford's new bypass were not given notice that their houses could be demolished.

Many of the residents living on Kings Acre Road only discovered their homes were in the firing line of the western bypass when they saw reports in the Hereford Times or were told by neighbours.

**Herefordshire Council** has now apologised to those who did not receive a letter informing them of the bypass consultation.

Ben Poulter's family home is earmarked for demolition on the yellow route. His mother, Kim, found out through a neighbour.

He said: "We weren't actually informed. I got a phone call from my mum and she was absolutely beside herself.

"I asked what on earth was going on and she said, 'They are going to compulsory purchase our family home and bulldoze it for a bypass'."

The council has shortlisted seven routes and currently says the maximum number of homes that will need to be demolished will be five. However, highway chiefs admit this number could rise.

Claire Bateman, who lives close to the yellow route in Kings Acre Road, said: “Some people still don’t know now. I went to see a friend who works in a beauty salon. She just had a customer who didn’t know anything about it and her house was marked to be demolished.”

Only a handful of residents received the first letter, dated January 9, informing them of the current consultation.

Paula Andrews, who lives next to the yellow route, said: “None of us have had letters. We all had to find out from each other.”

She believes another letter was meant to have been sent out a year ago at the start of the first phase of the Hereford transport package consultation, but she said nobody received this.

Debbie Griffiths, who lives next to the yellow route, said residents feel in limbo as the houses which are earmarked to be demolished could change.

She said that the 2010 bypass plans were much further out of the city and nobody in the street expected the road to be within the city limits.

“We are still part of Hereford city and they are cutting the bypass straight through us.”

Mrs Andrews, meanwhile, claims to have made Freedom of Information requests to look at the traffic surveys, but said these have not been forthcoming.

She also questioned how Balfour Beatty could carry out the consultation when it cannot even send out letters to the right people.

Mrs Andrews said more work should be done on improving accessible cycle lanes and investing in better public transport.

She said this would be more effective in improving congestion in the city as many of the car journeys are short trips within Hereford.

A council spokesman said: “Herefordshire Council would like to apologise to any residents who did not receive the first planned letter to advise of the cabinet meeting to consider the bypass consultation.”

The letter was informing all landowners within the corridor of the cabinet meeting in January.

The spokesman added: “Not all of these letters were sent, as a result of an administrative error in the mailing process, for which both we and Balfour Beatty are very sorry – it was not acceptable for residents to find out through the press or social media.

“Once this error was identified a second letter was sent to all landowners and residents in advance of the start of the public consultation this week. This provided information regarding the consultation process and an invitation to a preview of the exhibition to discuss the potential impact of the options on their property.”

The consultation exhibition begins at Hereford library tomorrow (Friday) and remains there until March 20.

It is also available to view online at Herefordshire.gov.uk/HTP

16th February

# VIDEO: How the proposed Hereford bypass could look

Rebecca Cain @rebeccacain_HT
Chief reporter

How the bridge crossing could look

A VIDEO of the proposed western bypass depicts the height and width of the potential new River Wye crossing.

The short video by **Herefordshire Council** takes the viewer through the different routes by showing aerial views of the surrounding landscape.

It shows the proximity of the seven suggested routes to various landmarks and also shows what the bridge crossing could look like.

It shows where the routes would cross Kings Acre Road, where many motorists may have noticed the ribbons tied around trees in the street.

These different colours depict where the different colour routes will cross and have been put up by residents.

These different colours depict where the different colour routes will cross and have been put up by residents.

The video says that the bypass will support the delivery of 6,500 new houses, 6,000 jobs, a new university and the expansion of the Hereford Enterprise Zone at Rotherwas.

It lists other benefits too which include: improving air quality, reducing lorries travelling through the city, reducing congestion, encouraging walking, cycling, bus use and improving public space, reducing maintenance costs and improving safety on the **A49**.

The video says that the bypass will reduce morning peak hour traffic on the A49 northbound by eight minutes and five minutes southbound.

The new road will cross the river valley allowing clear travel regardless of river flow, the video says.

The maximum length of the Wye Viaduct is listed as 365metres.

There are four possible junctions on Kings Acre Road and four on Roman Road. The routes will then cross over the Tillington Road and the A4110 **Canon Pyon** road.

The council has released a budget estimate with the most costly route listed as The Black 2 route at £135m to £140m. This is a preliminary estimate for the project.

The consultation exhibition is at Hereford library until March 20.

It is also available to view online at Herefordshire.gov.uk/HTP.

20th February

# Residents mark where bypass will cut through road

Rebecca Cain @rebeccacain_HT
Chief reporter

RESIDENTS of Kings Acre Road who are against Hereford's proposed bypass have earmarked where the routes will pass across the city street.

Seven routes have been shortlisted for the western bypass and each route has been given a colour.

Ribbons have been tied around the mature trees on the road to the west of the city to show where the different colour routes will pass through.

The coloured ribbons represent the same colour route as shown in the proposed route plan for the bypass.

23rd February

# Emotions run high at packed public meeting about western bypass

A COUNCIL contractor told a packed public meeting that traffic on Whitecross Road in Hereford is likely to go up following the construction of a bypass.

There was a public meeting in Breinton on Saturday about the bypass, which will cut through the area if the current proposals are approved.

Council officers, cabinet member for infrastructure Philip Price, MP for North Herefordshire **Bill Wiggin** and council contractor Balfour Beatty Living Places attended.

Stephen Williams, who lives in Whitecross Road in Hereford, attended the meeting.

He said: "I am against the bypass on environmental grounds but at least I thought it would reduce the traffic going past my front door, which is horrendous.

"I put the question to the representative from Balfour Beatty - 'Taking the main proposals together - that is the bypass, the 6,500 new houses, and economic growth, what is the effect on the volume of traffic [on Whitecross Road].'

"And he said, 'It goes up.'"

Mr Williams said due to the number of new homes proposed at Three Elms, the traffic into the city will more than outweigh the reduction in traffic using the bypass.

He said the consultation documents clearly imply that the bypass will reduce traffic and improve air quality, but he said the answer from Balfour Beatty suggests it will make it worse.

Breinton Parish Council facilitated the event which included information boards and documentation supporting the current consultation on the Hereford Transport Package, which includes the bypass proposals.

Peter Hands from Breinton said he was concerned that Balfour Beatty is running the consultation when they are the council's main contractors.

While Phil Chapman, who went to the meeting, said: "Coun Price was unable to explain where the 6,000 jobs this road promised would be based. He referred to the Rotherwas Enterprise Zone that was expanding rapidly, though still at 50 per cent capacity. The road would support the Rotherwas Enterprise Zone, creating new jobs and 6,500 new homes, expanding Hereford by 30 per cent. Coun Price said he is convinced 'Hereford is going to grow or die.'

"Two local employers of over 400 staff challenged Coun Price's assertion that Rotherwas businesses supported a bypass to the west of Hereford. They explained that they supplied Birmingham, the Midlands and areas to the east of Hereford and so they would not be using the new bypass as it went the wrong way."

A **Herefordshire Council** spokesman said: "The Hereford Bypass is a proposed new road to the west of the city. We are consulting on seven potential routes all of which include a new river crossing. The bypass would support the delivery of 6,500 homes and 6,000 jobs, the new university and expansion of the Hereford Enterprise Zone at Rotherwas. The Bypass will also enable the delivery of a package of measures in the city to increase walking, cycling and bus use for short distance journeys and more attractive and healthier public spaces.

"The provision of a bypass as part of the Hereford Transport Package is expected to improve journey times. Detailed transport surveys have been undertaken over the past two years and this data will be used to model in detail the likely future traffic movements and journey times across and within the city. This work will take account of the feedback and recommendations arising from the current consultation and will form part of the business case for the package which will be published later this year.

"Balfour Beatty Living Places and WSP consulting are currently commissioned to provide technical and professional services to the Council to develop the design and business case for the Hereford Transport Package. This is expected to include the development of a planning application for the bypass once a preferred route is chosen by the Council. At this early stage in the development of the project, the approach to securing a contractor to construct the scheme has not been determined. Any procurement process would follow the appropriate legislation and ensure an open and fair process is followed to appoint a contractor and ensure value for money."

27th February

# Two proposed bypass routes cut through Drovers Wood near Hereford

Rebecca Cain @rebeccacain_HT
Chief reporter

Residents gather to protest against bypass cutting through Drovers Wood. Photo by Jim Wood

TWO of the proposed bypass routes will cut through a wood which was planted by a charity for the public to enjoy.

Drovers Wood, which is close to Kings Acre Road in Hereford, was planted in 2001 by the Woodland Trust and is regularly used by walkers, runners and cyclists.

Herefordshire Council is currently consulting on seven proposed routes for a Hereford western bypass.

Nichola Geeson, who lives on Kings Acre Road, said: "Drovers Wood was designated as Local Green Space in Breinton's Neighbourhood Plan and is a very popular destination for people walking up from the Bay Horse pub on Kings Acre Road.

"Walkers, runners and cyclists also come to it from the city along the bridleway along Breinton Ridge. Wildplay is encouraged and groups of children are brought to build camps, make swings on trees etc. It is an important woodland recreation amenity very close to the city."

Within the wood are a number of veteran trees, which are trees in their second or mature stage of life.

Every one of the seven suggested routes would lead to the loss of woodland and ancient trees.

Catherine Brabner-Evans, external affairs officer for the South West for the Woodland Trust, said the area is incredibly rich in ancient woodland - these are areas which have had woodland cover for centuries and have been relatively undisturbed by human activity. She said these are irreplaceable.

She said: "Woodland Trust really does three things. We protect woodland trees, restore ancient woodlands and we create woodland. Our vision is for a UK rich in woodland trees."

**Ross** Kennerley, regional manager for the Woodland Trust said ancient woodlands and veteran trees are on a par with built heritage in terms of importance but are often overlooked.

He added: "The other great importance is the public benefit of it. This is owned by a charity on behalf of members and all of the public. It is a significant public space for everyone to enjoy. It is beautiful in its own right."

He also highlighted how important the woods and trees are for wildlife.

A **Herefordshire Council** spokesman said: "We appreciate that there are concerns about the impact the Hereford bypass may have on Woodland Trust woodland.

"Currently, two of the seven proposed routes would impact on Drovers Wood. The potential impact of all seven routes on Drovers Wood will be assessed as part of the next stage environmental assessment which will examine all aspects of the potential impacts of the route options on the environment and will be a key part of the information to be considered when selecting a preferred route.

"Initial discussions have taken place with the Woodland Trust and we will continue to work with them as the assessments continue."

1st March

# Road and rail options explored in new strategy to drive economic growth

Rebecca Cain @rebeccacain_HT
Chief reporter

From left:Philip Price (Herefordshire Council), Alun Jones (of T.Alun Jones), Paul Hinkins (Marches LEP), Ellen Ap Gwynn (Growing Mid Wales Partnership), Rhodri Griffiths (Welsh Government) and Rosemarie Harris (Powis Council).

A PARTNERSHIP which aims to drive economic growth across Herefordshire has worked with groups across the Welsh border on a new transport strategy.

The Marches Local Enterprise Partnership, which covers Herefordshire, Shropshire and Telford & Wrekin, helped commission a vision for how freight transport across the Marches and Mid Wales could be improved to support economic development and operational efficiency.

The strategy includes recommendations on how to improve the experience of businesses moving freight within and through the region, while enhancing the quality of life for residents near to key freight corridors and reducing environmental impacts.

Both rail and road options are included.

The Hereford bypass is highlighted in the strategy as a major scheme, which it said would "reduce the impact of bottlenecks on the freight road network, providing journey time savings and increased journey time reliability for freight movements."

The Marches LEP worked with The Growing Mid Wales Partnership, the Welsh Government, Midlands Connect and councils on both sides of the border, on the strategy.

Vice-chair of the Marches LEP, Paul Hinkins said: “When we first examined how the Marches and Mid Wales could work more closely with one another, improved transport links and cross border supply chains were both key considerations.

"We share several essential road links as well as an important rail infrastructure. It is, therefore, with much anticipation that we’re now here to launch this strategy."

If fully implemented, it is anticipated the strategy could provide benefits to operators of heavy goods vehicles (HGV) worth at least £149m.

This would be achieved through a series of highway enhancements focused on increased opportunities for safe overtaking; improvements to alleviate bottlenecks; and changes at certain key locations to allow 44 tonne HGVs to operate across the whole of the freight network.

Ellen ap Gwynn, chairwoman of the Growing Mid Wales Partnership, said: “Whether we’re considering a largely single carriageway road network and its impact on journey times and reliability; the effect of agricultural vehicles on the network; or the high levels of congestion experienced in many of our towns and villages, the picture is very similar on both sides of the border.

"Simply, good road and rail links are necessary for our businesses now and to support future growth both here in Mid Wales and in the Marches."

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# Speak up

RESIDENTS of Hereford's Kings Acre and Roman Roads are rightly concerned about the impact of having nearby entry points to the proposed new 'western bypass'.

The residents on other incoming roads in Belmont, Lyde, Burghill, and further east etc may currently be less worried.

However, do these residents really think that the council isn't bound to add more access points to the proposed new road and its likely eastern extensions, resulting in theirs becoming yet another major thoroughfare to the centre?

The council's own briefing papers admit that the access points are not yet determined, although council staff at their current consultation locations have been eager to say they are.

Unfortunately this is just one of the many inaccuracies and falsehoods the council has been spreading – the £140 million proposed for the road does NOT include any of the supposed "sustainable" measures, indeed there is no budget for these; there is absolutely no evidence to back up the claim of the proposed new road shaving a few minutes off north-south journeys along the A49; city centre traffic and pollution will not decrease but quite the opposite.

Make sure you make your thoughts clear to the council by March 20. Otherwise, you may find it is too late to stop this scandalous project proceeding.

KATE SEEKINGS
Hereford

# Lorry figures

VISITING the library's

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# Keep it free

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# Last chance

THIS is the last week of the Council's 'bypass project consultation' – paid for by diverting £600,000 of our money from other essential expenditure including the severe weather budget. We have been 'consulted' before and the results were clear. When asked what the Council should be prioritising we the electorate said ... improve options for people travelling by buses, bikes and on foot – all in preference to improving conditions for car travel.

These priorities could be addressed right now, at a fraction of the cost of the proposed bypass and leave money over for improved public services such as libraries, museums, arts and parks. This spending, along with the new university, will boost the local economy in more sustainable ways than a polluting bypass. Attracting investment into the city does not require a bypass, but rather the creation of an environment that people want to visit, live and work in.The 'consultation' to garner support for the preferred route of the Western Bypass does not include a simple box to say 'No, we don't want one'.

Having seemingly discounted a more cost efficient and geographically more rationale "eastern link", they are now kindly offering us the opportunity to pick our preferred route within a narrow western corridor. All the alternatives go through areas of outstanding natural beauty, protected woodland, listed buildings and destroy much of the natural attraction of the Wye Valley. There will be air and sound pollution for the whole city.The only way forward is to vote them out and get councillors in place that respect the views of local people, that are open to modern solutions that protect rather than destroy our local environment.

BARRY JENKINSON
Hereford

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Unfortunately this is just one of the many inaccuracies and falsehoods the council has been spreading – the £140 million proposed for the road does NOT include any of the supposed "sustainable" measures, indeed there is no budget for these; there is absolutely no evidence to back up the claim of the proposed new road shaving a few minutes off north-south journeys along the A49; city centre traffic and pollution will not decrease but quite the opposite.

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KATE SEEKINGS
Hereford

# Lorry figures

VISITING the library's exhibition covering 'The Bypass' recently, I overheard an official there assuring a lady that the bypass certainly would considerably reduce the number of lorries driving through Hereford. This pleased her enormously. He then said the bypass would commence at the beginning of next year at Clehonger/Rotherwas.

In fact the recorded number of lorries on Greyfriars bridge is 1500 a day and has been declinir since 2000 onwards. This is just 3.2% of all the traffic. Lorries will always need to come INTO Hereford City to resupply the many supermarkets and large company stores here, plus the likes of The Old Market, Cargill, Heineken, Bulmers etc additionally there are several, large lorry parks within the city's limits.

It is the Southern Link from the A49 to Clehonger that MAY start next year, but there is still no guarantee of available

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**KEITH FARNES**
Hereford

# Keep it free

I read with concern in your issue of March 8 of the proposal to offer commercial enterprises the opportunity to manage the Public Library service according to Councillor Bramer. As you rightly state, this is a statutory service - it is also a free service in so far as borrowing or access to reference books is concerned.

I cannot imagine that any private provider would take on the management of this service without a financial return and

News

## Councillor calls for protective corridor for eastern road route

# Bridge crossing bid gets rejected

By Rebecca Cain

A MOTION put forward to keep land clear to the east of Hereford to be able to provide a bridge crossing in the future has been rejected by the full council.

Councillor Jim Kenyon, of It's Our County, asked the council to investigate and ensure that a protective corridor can be established for an eastern river crossing. Coun Kenyon wanted to see the route protected from the B4399 at Rotherwas over to the A438 near The Cock of Tupsley.

This motion was slightly different to his proposal a year earlier as this time he asked for the route simply to be protected and did not ask for the council to support the construction of a road.

At last week's full council meeting he said: "This isn't anything to do with the bypass or changing anything to do with the western bypass.

"This route would alleviate traffic and take a percentage away from the A49.

"If the western route is one way and this is going the other way people can get in and around the city a lot easier."

Councillor Jim Kenyon wanted a route to the east of the city kept clear – a move backed by (inset) Hereford MP Jesse Norman

Seven routes have been shortlisted for the western bypass – a road which is now part of a major public consultation.

Jesse Norman, MP for Hereford, tweeted before the meeting saying: "Very much hoping @HfdsCouncil will support the motion tomorrow to keep a land corridor clear for an eastern link road from Rotherwas to the Ledbury Road."

Independent councillor Bob Matthews said: "It goes without saying this council would be totally irresponsible if it didn't take this option and protect this route."

But Conservative councillor Tony Johnson asked who would fund the bridge crossing. He said: "Certainly not Highways England, as they are only interested in getting the north/south traffic moving."

While Coun Johnson said this motion would represent a threat to the western bypass.

He added: "This administration does not give a jot whether we go east or west.

"What we care about is a bypass around this city that will open up land for the 6,000 houses we need. There is only one place that can go and that's to the west."

Conservative councillor Roger Phillips said: "Once in a generation we get an opportunity to build a bypass.

"A generation ago we lost that opportunity and we have long suffered the consequences of it."

Coun Chris Chappell, Independent, said the council has already been told that an eastern bypass is not an option due to the Lugg Meadows. The motion was lost with 33 against it, 15 in favour and two abstentions.

■ Opinion - see page 46.

COMMENT

# Unlikely alliance shows why west is not the best

JIM Kenyon certainly knows how to get emotions – and debates – going.

The councillor gained a very respectable 5,560 votes when he stood as an independent in the last general election, having attracted national attention for his music videos inside Hereford Town Hall and for backing ambitious, yet controversial plans, such as a bid to put a cycle track inside the city's racecourse.

And this week he split opinion again while attracting the ire of his Conservative opponents on the county council when he called for land to be kept clear for an eastern river crossing over the Wye near Rotherwas.

This common-sense approach put the frighteners on those Tory councillors who fear that any such diversion could spell the end for their plans to build a western bypass through Breinton.

Interestingly, Coun Kenyon's call was backed by the highest ranking local Conservative of all.

Jesse Norman, who beat Coun Kenyon in last year's election and is now the parliamentary under secretary for transport, supported the pitch for a land corridor to be kept clear to the Ledbury Road ahead of last Friday's meeting.

It is not the first time either Mr Norman or Coun Kenyon has spoken of the need for a new crossing to help the many businesses based at Rotherwas get across the river and head towards the Worcester road and the M5.

Anyone who has viewed Herefordshire Council's video of the route Rotherwas companies should travel along, via the proposed bypass, can see that Coun Kenyon's idea is a much quicker, simpler and cheaper solution.

## CONTRIBUTIONS TO THE LETTERS PAGES

- Please keep letters to a maximum of 250 words so that as many views as

# Do the math

I'M getting the feeling I'm living in a parallel universe to everyone else.

In the Hereford Times of March 1, we learn that local football as a sport is dying a slow death.

But this is the same sport now identified as benefitting from a proposed £700,000 meretricious 3G 15 meter floodlight facility in the conservation area on the top of Aylestone Hill.

The following week the Hereford Times has another full page report by the "legal beagle" for the Hereford FA, Mr Paul Tomkins, who tells us everyone goes to the gym rather than play football and there is thankfully no funding for a planet killing 3G floodlight sports pitch in Herefordshire.

But there's more: the plan for the artificial pitch has bee put together with the headmaster of Aylestone School, Mr Simon Robertson.

The embattled head who has presided over this failing school and who is the subject of two, yes two, damning Ofsted reports also highlighted in the March 8 edition of the Hereford Times.

Quite clearly neither of them are able to "do the math" as the Americans say.

I suggest the relationship between the Herefordshire Football Association and Aylestone School is dissolved and they kick this otiose scheme to the back of the net and get back to the fundamentals of running their respective organisations.

JEFFREY J HANCORN
Hereford

# In decline

ON March 1 you reported on the decline of adult football in the county, with the number of teams much reduced and the pitches on the King George V grounds reduced to two, neither used. Herefordshire FA's consultation exercise is a frank admission that it does not know the causes of falling demand for the sport it leads. On March 8 you reported on the Ofsted inspection of Aylestone School, which still 'needs improvement' in all areas two years after the last inspection. As one who

# Appendix F

STAKEHOLDER RESPONSES

# Appendix F.1

SUMMARY

| Stakeholder Group | Response |
|---|---|
| Belmont Rural Parish Council | Acknowledge parishioner's reluctant preference for the Olive and Black 1 routes, provided that walking, cycling, bus and public realm improvements are included. |
| Belmont Rural Ward | Believe that the Hereford Transport Package is flawed and just a way to open up land for new homes instead of alleviation of traffic problems. |
| Bloor Homes | Consider a bypass to the west of the city to be strategically important infrastructure that will enable Hereford and the wider county to grow in a sustainable manner. They suggest that alternative, cheaper and more sustainable methods should be investigated, |
| Bovingdon Park | Believe that Bovingdon Park has been ignored, with no consideration given to its group of elderly residents. |
| Breinton Parish Council | Feel that the transport problems that have been identified are misleading. They also feel that the positive features of the package are overemphasised while costs are ignored. The issue of the administrative error in distribution of letters in advance of the consultation is also raised. |
| Burghill Parish Council | Believe that local issues should be dealt with first, before constructing a bypass that will result in the loss of homes and agricultural land. |
| Campaign for Better Transport | Object to the proposed (seven) routes and are concerned about the development and detail afforded to sustainable travel options. |
| Church Commissioners for England | A report describing the significant impact the proposed bypass would have on two commissioner landholdings in Hereford. The report describes each route and the effect it would have on their Three Elms Site and their Kings Ace Road Site. The report showed that the Red and Olive Routes would cause the least disturbances for both sites. |
| CPRE Herefordshire | Concerned that the bypass will do irreparable damage to Hereford's landscape, bio-diversity and historic assets. They suggest instead that the package should exclusively be made up of walking, cycling, bus and public realm improvements. |
| Environment Agency | State that they are involved in ongoing discussions regarding the HTP, but address a number of specific issues. These relate to flooding, the Water Framework Directive (WFD) and groundwater. |
| Golf Inns Limited | State that the Olive route is their preferred route, followed by Black 1, partly down to their minimal impact on the environment. They also support the provision of a new junction on their land as it will enhance connectivity to the city for pedestrians, cyclists and public transport. |
| Hereford Business Board | Have expressed their support of the HTP and the bypass. They believe the HTP will encourage and unlock growth within Hereford. |
| Hereford Business Improvement District | Strongly support the principle of a bypass, coupled with improvements to sustainable transport. |
| Hereford Cider Museum Trust | Request that the Pippin Orchards and the heritage values of the Breinton landscape are taken into account in the consultation. |
| Hereford City Council | Concerned by the large adverse impact on Three Elms of the Yellow and Orange routes. |
| Hereford Green Party | Believe that a bypass should not be included in the package, instead suggesting that it is made up of just sustainable transport measures. They also state that although many of the objectives are important, the way in which they are being consulted on is flawed. |

| Stakeholder Group | Response |
|---|---|
| Herefordshire & Worcestershire Chamber of Commerce | Support the Hereford Transport Package, including the bypass, stating that they believe it is vital to the economy and growth ambitions of the city. |
| Herefordshire Ramblers | Say that they will leave the selection of a route to Herefordshire Council and its consultants but that whatever route is chosen, Public Rights of Way must be protected and remain useable. They also support walking and cycling improvements. |
| Herefordshire Tertiary Education Trust | Support the Hereford Transport Package, including the bypass, stating that they believe it is vital to the economy and growth ambitions of the city. |
| Herefordshire Transport Alliance | Feel that many of the objectives are worthwhile, but the package is not the right way to achieve them. A travel master plan is required with emphasis on non-road measures. |
| Herefordshire Westons Cider Makers | Supportive of the Hereford Bypass and the range of transport measures included with the proposal. Especially supports the economic and housing growth that they will bring. Also believes the bypass will greatly improve connectivity within and from the Midlands to the South West and Wales. |
| Historic England | Consider the harm on the historic environment to not be equal for each route, as stated in consultation documentation. They feel the Black 2 and Red routes will have the lease impact on the historic environment to the south, while all routes will have a negative effect with regards to archaeology to the north. They fully support the walking, cycling, bus and public realm improvements where they have a positive impact on the historic environment. |
| Holmer and Shelwick Parish Council | Have emailed expressing their support of the HTP and a western bypass route. They express no preference for a route. |
| It's Our Country | Dispute the claim that the bypass along with associated improvements will meet the package's stated objectives. They also feel there should be more emphasis on the walking, cycling, bus and public realm improvements. |
| Lichfields | A report discussing the proposed bypass. The mention of an opportunity to design a bypass which could contribute towards the reduction of flows into Hereford along Yazor Brook downstream of the Three Elms planning application site. The report also provides a discussion section for their route preferences. |
| National Trust | Of the opinion that a bypass would have significant environmental effects on countryside to the west of Hereford, but fully support walking, cycling, bus and public realm improvements. |
| New Model in Technology and Engineering | Support the Hereford Transport Package, including the bypass, stating that they believe it is vital to the economy and growth ambitions of the city. |
| Rail & Bus for Herefordshire | Believe that the Hereford Transport Package is flawed, stating that they do not agree that improvements to public transport cannot occur until a bypass has been constructed. |
| Stagecoach | Stagecoach strongly supports the bypass as a way to improve congestion and in turn improve air quality. Stagecoach is also very supportive of the public realm improvements and recommend a corridor focus is used to identify the scope to improve bus journey times and reliability. |
| Sustainable Transport Group | The Sustainable Transport Group wish to prioritise the promotion of sustainable travel within Hereford. |
| Three Counties Cidermakers Association | Concerned that routes Black 1, Black 2, Green and Red would destroy a collection of rare and significant apple varieties. |

# Appendix F.2

STAKEHOLDER WRITTEN

RESPONSES

Belmont Rural Parish Council

**Extraordinary Meeting resolution**

Having considered the matter, the Parish Council resolved ‘no’ to the bypass and acknowledges parishioner’s reluctant preference for the Olive/Black 1 route with the following conditions

- The South Wye Transport Package be brought into use first
- Improved bus routes and services
- A sustainable cycle route from Clehonger through Belmont to the City Centre, linking the bypass and designed as a proper shared cycle / pedestrian route as per national guidelines

113 Dorchester Way
Belmont
Hereford
HR2 7ZW

18 March 2018

Cllr Price
Herefordshire Council
Shire Hall
Hereford

Dear Councillor Price

Hereford Transport Package

After listening to the views of many residents in my ward and the feedback from Belmont Rural Parish Council's extra ordinary meeting I would make the following points:

I believe the HTP is flawed because it isn't a transport package it is a way for the council to open up land for new homes and it does nothing to alleviate traffic problems. I agree that Hereford does need to grow and new homes need to be built. However we do not yet have the infrastructure required for this growth. At the extra ordinary meeting on Friday a local resident, who is a nurse, explained that Hereford hospital is already under extreme pressure with patients in beds in corridors. How would we cope with thousands more homes which would mean thousands more residents.

I agree an extra bridge is essential to keep through traffic moving in Hereford but the Bridge proposed on the west would not solve our problems. Most of the traffic generated by Rotherwas will be still going through the city centre, companies will not travel to the west of the city to use the road.

Eighty percent of journeys is people trying to get to the city centre for work, shopping, leisure and schools. There are no sustainable transport plans which would help people to get into the centre of town. We need to look at regular bus routes, subsidised so they are affordable. It is actually cheaper to go into town via taxi than it is to take two children on the bus! Only when buses become more regular and affordable will people use them. We need to look at getting "real time" apps so people can track the buses and electronic boards on bus stops which tell people when the next bus is due. Lots of major cities have this!

There are too many traffic lights for car drivers to contend with, whenever the lights are broken at the Asda roundabout traffic down the Belmont Road always seems to be running freely.

We need to improve cycle routes to give people the opportunity to safely travel into the city centre and to the railway station and beyond. I believe the western route will increase pollution into the city as the prevailing wind is from the west.

There are lots of things that combined together could make a real difference and would cost a fraction of the cost of the proposed road.

The proposed route of the bypass will affect many residents in Belmont including Belmont Abbey. I agree with the Parish Council's recommendations that the olive and black route is the preferred option of residents within the ward. I also agree with their planning recommendations should the bypass be given the go ahead.

In summary, I would urge all Councillors to seriously consider the impact this proposed package will have. We need to work together to look at alternative, cheaper and more sustainable methods which will address the needs of residents trying to get into the city centre and beyond.

Yours sincerely

[redacted]

Belmont Rural Ward [redacted]

Our ref: NR.HTP.Bypass

20 March 2018

FREEPOST: RTHL-BBZH-JATH (Hereford Consultation)
Balfour Beatty Living Places
Unit 3, Thorn Business Park,
Rotherwas,
Hereford,
HR2 6JT

Dear Sir / Madam

**Hereford Transport Package Phase 2 Consultation: Hereford Bypass**

Bloor Homes has considered the current public consultation on the Hereford Transport Package which specifically deals with a new bypass to the west of Hereford.

It is noted that the consultation seeks views on seven possible routes for the bypass. Whilst Bloor Homes does not wish to identify or comment upon a specific route preference, we consider that a bypass to the west of the City is strategically important infrastructure in supporting the sustainable growth of Hereford (and the wider County) as planned for by the adopted Herefordshire Local Plan Core Strategy 2011 - 2031.

Bloor Homes are a major stakeholder in the planned growth of Hereford. We are currently building the first phase of new homes as an urban extension to the north of the City at Holmer West and are also progressing an outline planning application for around 1000 new homes, 5 hectares of employment land and a new primary school on land to the south of the City at Lower Bullingham. As such, two of the three sustainable urban extensions identified for Hereford in the adopted Core Strategy are under the control of Bloor.

In the case of Lower Bullingham, the Infrastructure Delivery Plan element of the Core Strategy (Appendix 5) confirms the comprehensive delivery of this sustainable urban extension is dependent on the provision of key infrastructure associated with the western bypass; in particular a new river crossing. It is, therefore, essential that this infrastructure is delivered in a timely matter.

Notwithstanding Bloor Homes support for the western bypass, I would also add that both of the above named sites incorporate 'park and choose' facilities to encourage the transfer of car based journeys accessing the City from the north and south of the county; enabling access to more sustainable modes of travel including car share, bus travel, walking and cycling. Bloor Homes, therefore, regard the western bypass as being part of a wider package of transport measures with support also being provided to sustainable transport opportunities which encourage 'modal shift'.

Yours sincerely
BLOOR HOMES (WESTERN) LTD

[redacted]

From: [redacted]
Sent: 19 March 2018 07:47
To: HerefordTransportPackage
Subject: Consultation Feedback

[redacted]

Dear [redacted]

You were kind enough to return my call on Friday afternoon and allow me to explain my concern over they way in which the Public Consultation 2 document had been presented. I operate Bovingdon Park, which is a Park Home Estate on the Roman Road to the West of Beeches Business Park. The Park has 60 homes registered for council Tax and some 90 residents. It is for people over 50 and indeed the vast majority the residents are considerably older, with a number into their nineties. As a result, they will be looking to spend their remaining years in peace, and as such are unlikely to respond individually to the consultation.

My main concern is that Bovingdon Park appears to have been ignored. On page 9 of the document, you list various items and state the effect that the different routes will have. Impact on three Elms is listed, but we are slightly to the North West of the representation of Three Elms on the map at page 10, but there is no reference to Bovingdon Park. This is surprising as if route 1 is chosen, together with its junction of the Roman Road, it will be almost touching the Park. Furthermore, on the map of the various routes on page 7, the key for routes 1,2 and 3, has been placed directly over the Park, as if we didn't exist.

So I feel that no consideration has been given to this group of elderly residents, most of whom have chosen the Park as a quite place to retire. With this in mind I would ask you to consider the effect on the Park, and if the road goes ahead, to use the more westerly routes with 7 being favoured and 6 to 1 being progressively less acceptable. Indeed route 1 on your chart at page 9 lists the impact on Three Elms as 'Very Large and adverse', and we are even closer so the effect will be worse.

On a more general note, it is very interesting to note that during the school holidays, traffic congestion in Hereford virtually disappears. This demonstrates that the majority of traffic wants to get into the city and not around it. Clearly a By Pass will have some effect, but I am of the opinion that for a minimum spend of £129 million, and the enormous disruption it will generate, the gains will be limited and certainly not worth the costs, either financial or to individuals effected.

[redacted]
Bovingdon Park
01432 277966

If you wish to write to me please address to [redacted]. (E mail is preferred)

# Breinton Parish Council

[redacted]

18th March 2018

FREEPOST:RTHL-BBZH-JATH (Hereford Consultation)
Balfour Beatty Living Places
Unit 3, Thorn Business Park
Rotherwas
Hereford
HR2 6JT
Sent by email to : - herefordtransportpackage@balfourbeatty.com.

## BREINTON PARISH COUNCIL HTP RESPONSE

**Q1 – Do you agree with the HTP objectives to address the transport problems in Hereford and enable growth?**

**INTRODUCTION - Transport problems**

1.0 No, we do not agree with the objectives which are based on Herefordshire's misleading characterisation of the transport problems facing the city.

1.1 The reasons given for delays for long distance journeys include:

- Heavy congestion and unreliable journey times arising from low speeds
- A single river crossing struggling to cope with current traffic levels
- Extensive queuing on the network and
- Large numbers of heavy goods vehicles using the key roads

As we shall show time and time again in this response the facts do not support these points and is it the HTP's job to improve long distance journeys rather than those in and around the city anyway?

1.2 The barriers to growth are apparently

- Difficulty in attracting new businesses and jobs
- Difficulty in retaining existing businesses
- Unable to build new homes and
- Discouraging young people leaving the area – whatever that means?

No evidence is offered for any of these assertions and if there was any it would show five years of failure at the much vaunted HEZ and the weakness of the Core Strategy

1.3 Safety reasons for the HTP are given as

- Accidents and breakdowns
- Buy roads are difficult to cross and

- Traffic and congestion is intimidating to walkers and cyclists

These are all facts of life, building expensive new roads will not change any of them

1.4 Poor local and regional connections.
The points listed in the consultation largely repeat previous assertions, and the HTP proposals do not appear to offer reliable solutions

1.5 The HTP will apparently address health and environmental problems due to

- Poor air quality and emissions due to high levels of congestion and heavy goods vehicles
- Barriers to safe walking, cycling and bus use
- Traffic noise and vibration from heavy goods vehicles
- Busy roads that are difficult to cross
- Damage to our historic environment and increasing levels of obesity due to unhealthy travel habits such as short distance car use

Again as we shall show the facts do not support many of these assertions, the HTP proposals are unlikely to improve the situation substantially and may in fact make matters worse.

**INTRODUCTION – General comments**

1.6 Before addressing each objective in detail turn we have a number of general comments

1.7 The barriers to growth claimed in various displays are unsubstantiated and, if true, would be partly self- inflicted since the Council has deliberately chosen to go for more housing growth in its Core Strategy than the Objectively Assessed Need calculation requires. Fundamentally the proposed bypass cannot reduce congestion or air pollution because of supressed demand, the traffic generated by 6500 new homes in Hereford in the next decade, the effect of the additional homes to be built in surrounding rural areas (including on smallholding land retained by the Council) and the lack of viable alternatives to the car.

1.7 Herefordshire have also chosen to ignore much more pressing needs such as hospital facilities, shortage of GPs, water supply and sewage/sewage treatment capacity presumably on the basis that these aspects of growth are not theirs to solve

1.8 Herefordshire Council (HC) have created further problems by

- introducing additional as well as more complicated road junctions in Hereford along Edgar Street/A49,
- agreeing with Highways England that Leominster bound traffic on the city link road should be directed to the A49 via residential streets like Widemarsh Street/Newtown Road

- as well as encouraged developments such as the Old Market that rely on car access for their financial viability.

From 2010 through to February 2018, council officers and consultants have repeatedly said at various Parish Council events that Hereford will continue to have very busy traffic irrespective of a bypass. This is never publicised by Herefordshire Council.

1.9 Land use planning and transportation policies are being combined in unhelpful ways to create fresh problems and exacerbate existing concerns. Transportation policies have reduced bus subsidies and school travel plans to box ticking exercises.

1.10 Amongst the poor planning decisions that may conceivably be contributing to any capacity challenges on the A49 and congestion concerns across the wider urban area is the new sub regional shopping centre, the Old Market. The economic success of this centre depends on attracting car borne shoppers along the A49 and no amount of later road building will alter this access. We are however surprised that the traffic generated by this development and its impact on the capacity of the A49 right next to it were not dealt with in the same way as at the Hereford Enterprise Zone (HEZ). This is linked to but not directly adjacent to, the strategic network. Here Highways England required a cap on the additional vehicle trips generated by the zone until the zone's accessibility could be improved – a potential limit on its development. Why no cap for the Old Market? We will return to the HEZ in our comments on objective 1 of the HTP.

1.11 The consultation focusses on the bypass (five display boards relative to the other proposals) and is thus misleading to say this is a worked up Hereford Transport Package. It is essentially a consultation on the bypass proposal alone. This is not a package but a series of measures cobbled together which don't all work in the same direction

1.12 The single display board that does talk about walking, cycling, bus and the public realm is purely illustrative and many measures are not possible at the suggested locations which we will return to in our answers to Question 4. The walking, cycling, bus and public realm measures are minimised in the consultation and are largely hypothetical – just like those promised in the South Wye Transport Package but still not delivered.

1.13 Generally many of the non- bypass proposals are possible without waiting for or being combined with a hugely expensive new road and this will be picked up point by point throughout our response. There is also a considerable number of proposals from past reports not least 'Delivering a Sustainable Transport System (DaSTS) report for Herefordshire researched by Mouchel in 2010. Relatively few of these have ever been considered much less tried and found to be ineffective.

1.14 Herefordshire is also ignoring decades of national and international research – including some from the UK Government - that show major new roads generally

increase traffic volumes. Most recently the 2017 national CPRE report *'The impact of Road Projects in England' clearly* showed that building roads such as the proposed Hereford bypass is closely associated with a pattern of land development that relies on people using cars, including housing, business and retail parks. The potential additional congestion and traffic volumes produced by such developments are just the factors that current users/stakeholders of the A49 object to most according to Transport Focus. Clearly such changes in the A49 corridor through and around Hereford would be counter-productive and conflict with stakeholders current views.

**Objectives**

1.15 While it is possible to agree with some individual objectives, taken together they are a clear attempt to claim the maximum number of all positive features for the HTP while ignoring its costs, the many environmental negatives and the fact that the proposals are unlikely to be effective.

Objective 1 – facilitating economic growth.

1.16 Locally we do not want to see what would be a massive investment in increased road capacity at great financial and environmental cost and with limited economic benefit. Accordingly we have studied many relevant documents in some detail. *The Road to Growth* from Highways England shows the reality of Hereford's economy. Neither the city nor its' hinterland are major elements of the English economy nor is there apparently high growth potential. Herefordshire is not a major manufacturing area and efforts to attract major businesses to the Enterprise Zone have failed so far. Nor will Herefordshire ever be a sensible location for major distribution depots or logistics operations whilst high tech, value added jobs do not rely on road communications for success. Consider the following:-

i. Figure 2 of *The Road to Growth* shows how few enterprises there are per hectare in Herefordshire – in the lowest two categories of the five mapped – so the opportunities for synergies between businesses (let alone road based ones ) are sparse.
ii. Equally the population density mapped as Figure 3 shows Herefordshire – with the exception of Hereford City – as being in the lowest possible category at less than 5 people per hectare. Quite simply there is neither a sizeable market nor a workforce locally. Successful road dependent businesses will always locate near one or both of these or close to an international gateway. Road building in Herefordshire will simply induce travel as materials are imported, products are exported and employees have to travel significant distances to, and from work.
iii. Figure 4 maps the percentage employment growth forecast for 2015-2031 in English businesses that are dependent on strategic roads like the A49. All of Herefordshire is in the range 0%-3% growth, the lowest category.

Basically the growth of Herefordshire's key economic sectors is not dependent on the A49 and this will not change.

1.17 The findings of the 2017 national CPRE report *"The impact of Road Projects in England"* are once again relevant. This shows that 76% of schemes justified on the basis that they would benefit the local economy had no or, at best, weak evidence of any positive economic impact.

1.18 The HTP objective of facilitating economic growth seeks to do this in a number of ways, first by reducing peak hour journey times. Serious school travel plans in our view are a much more cost effective way of doing this than road building. Herefordshire are well aware of the significant difference in traffic flows between school term and holiday periods, not least from the Destination Hereford bid in April 2011. Is there more recent data available?

1.19 The consultation brochure gives indicative reductions along the proposed bypass of in the morning peak of 8 minutes northbound and 5 minutes southbound in 2032. It is believed that this is for the entire journey from a junction south of the city to the A49 in the north so would only be correct for through traffic not vehicles originating in Hereford itself. The different north/south timings could not be explained and even if correct would not occur for 14 years well after the phased opening proposed for the new road. The lengthy timescale could not be explained either. Are these reductions sufficient incentive for people to swop from the through route? We believe that the value and priority attributed to any forecasts of reduced journey times are excessive, particularly when they are being bought at such a huge environmental and monetary cost with any new road realistically costing £180m.

1.20 Second shorter and more reliable journey times on the A49 – Figures released by the Department for Transport for 2016 as recently as February 2018 show the factual weakness of this argument. Herefordshire drivers are actually delayed less than the majority of those in England as a whole. Furthermore in 2016 motorists in Herefordshire drove along, on average, at 33,3mph some of the fastest speeds in England. Another survey – also in February 2018 – by Drive Line Drive Plus provides a useful insight into what the HTP bypass proposals could mean for Hereford. Based on 20 million miles of data across the country the survey found that Worcester was the third worst city for rush hour gridlock. Furthermore while approximately 30,000 drivers use the Worcester bypass, 35,000 drivers still use Worcester's single bridge. The Leader of Worcester City Council (also Deputy leader of Worcestershire Council) said that they travel through the city centre rather than use the bypass. As will be described later, journey times on the A49 are dependent on a number of factors of which conditions around Hereford are only one.

1.21 Delays will always be perceived as long as there are agricultural traffic, tractors, farm supplies and livestock movements on A49 and a mix of local and through traffic

around Hereford. We do not believe that these apparently longer or unreliable journeys are of a scale that hinders economic growth significantly nor will significant road building address them while Herefordshire remains a rural county with an active agriculture and food processing sector as key parts of its economy.

1.22 We repeat there is little empirical evidence to support the view that Herefordshire has a wide economic significance and the forecast that the HTP – whose overwhelmingly dominant component is an expensive bypass – will result in more reliable journey times is doubtful. Once again we draw your attention to the 2017 national CPRE report *"The Impact of Road Projects in England"* which is one of a number of studies dating back decades that casts doubts over claims that new roads do improve reliability and reduce journey times.

1.23 Thirdly facilitating economic growth also appears to involve improving access to the Hereford Enterprise Zone (HEZ) but a western bypass does not to help journeys towards the M5 and West Midlands where many of the HEZ's employers businesses focus. Neither will the proposed bypass improve cross city journey east to west. We will return to these points under objective 2 – improving regional connectivity.

1.24 Highways England's *Route Strategy for the Midlands to Wales and Gloucestershire* (that includes the A49) attributes the current cap on additional journeys generated by the HEZ as mentioned in our introduction, to existing congestion problems in the zone rather than its potential to generate traffic in future on the A49. Regardless of the inconsistent arguments, if access to the zone really is an issue (which it wasn't seen to be when the zone was originally proposed and approved) and avoiding excessive additional vehicles on the A49 is a real concern, then a potentially more cost-effective and less damaging solution for the Herefordshire countryside might be to build a new bridge across the River Wye east of Hereford. This has been promoted in the past by the city's MP and businesses on the HEZ. It would provide direct access to the zone from the north on the opposite side of the city from the A49, might be more effective in addressing any congestion issues in the city itself – particularly in the east - and would add resilience to the local highways network.

1.25 As also noted in our Introduction, statements that additional road capacity will be required to support economic growth at the HEZ in the Route Strategy are fundamentally inconsistent with the Highways England and Herefordshire Councils approach in Hereford itself. Here a traffic generating development has been allowed to proceed right at the side of the A49 despite Hereford apparently being the current focus of concern on the entire A49 corridor.

1.26 Fourth reducing congestion is seen as another facilitator of economic growth locally. Again we refer to the Highways England report *The Road to Growth*. In Figure 5 traffic flows across the entire Strategic Road Network are mapped. Those on the A49 corridor are in the lowest category at >20,000 vehicles per day. This is an argument for keeping the existing road in a good condition, not for building new

bypasses.

1,27 The recently published Highways England *Initial Report* on a road investment strategy for 2020-2025 (RIS2) forecasts future network demand. The increase in traffic levels is expected to be concentrated in hotspots across the whole strategic road network corresponding to areas of high population and economic activity and along the key routes which connect them. Herefordshire does not fit any of these categories. In the same report

i. The core growth scenario forecasts that growth in daytime vehicles per day from 2015-2041 mapped along the A49 will be in the lowest national category (<5000 vpd). Whilst any forecast is subject to a high degree of uncertainty this level of increase is nowhere near a compelling case for a new bypass for Hereford.
ii. The accompanying graph in the *Initial Report* forecasts that the average speed in the West Midlands as a whole will only decline from 58mph to 54mph. This is not surprising given the significant overall increase in traffic forecast in a region that has some of the busiest roads outside London. However; as noted above, the A49 has amongst the lowest traffic flows in the West Midlands or indeed nationally on the strategic roads network and we would be surprised if this regional forecast applied even to that extent locally.
iii. Figure 6 in *The Road to Growth* maps the total annual delay hours (April 2014 – March 2015) across the strategic road network. This shows a variable picture along the A49 with most of Herefordshire experiencing <100,000 hours per annum (hpa) i.e. in one of three lowest categories. Only around Hereford City does the annual total rise above this level and even this is significantly below both the top two categories of delay (200,000–500,000hpa and 500,000+hpa) experienced elsewhere on long stretches of strategic roads and at real congestion hot spots in England.

1.28 Put another way, whilst the *Initial Report* does forecast increases in daytime delays around Hereford over the next 23 years to 2041 this is simply one of a number of similarly rated locations along the A49. The majority of this north /south route corridor is in the lowest two categories of increase. This indicates to us that

a. road-building will simply move any delays experienced along to the next location north or south
b. that options other than roadbuilding aimed at smoothing traffic flows might be more useful particularly when features like sensible speed limits, at grade junctions, engineering constraints and relatively slow moving – essentially agricultural traffic will – remain and finally
c. if the forecast delays do actually occur they are not high in real, regional or national terms, and actually inconvenience relatively few people.

The issue of real or perceived congestion should be kept in perspective locally.

1.29 Fifth enabling job creation at the HEZ. What is the basis of the 6,000 new jobs often claimed that this development will create? The claim about the HTP particularly the bypass 'being needed for jobs' is repeated time and time again throughout the consultation literature in various guises. Similarly the proposed new University is not mentioned in the Core Strategy so to say HTP proposals supports its creation is misleading and self-seeking. A western bypass was suggested before the creation of a university was agreed and the Core Strategy including the proposed bypass should be totally re-examined in the light of this and other changes. Incidentally the university has explicitly turned against car usage.

1.30 Those who believe that roads bring jobs should remember that roads are two way and that there is every danger of Hereford becoming even more of a branch economy than it is at present. It is located between the agglomeration economies of South Wales and the Birmingham conurbation which offer greater economies of scale, business synergies, markets and workforces. Low wages rather than high unemployment are Herefordshire's problem and we question how many new highly paid jobs have actually been created on the HEZ for local people or will be when a new university begins.

1.31 Finally, economic growth will apparently be facilitated by reducing traffic volumes over A49 Greyfriars bridge.

1.32 We have looked at the most recent traffic statistics available on the Government website and for Greyfriars Bridge (count point 36537) the figures show that HGV traffic has declined steadily from a peak of 2173 in 2000 to 1520 in 2016 (Average annual daily flow – AADF figures). HGV traffic is now only 70% of the 2000 figure. HGV traffic is now only 3.4% of total traffic and is declining as a proportion. These facts do not easily align to statements in the Highways England route strategy for Midlands to Wales and Gloucestershire that 'a large amount of long-distance traffic mixes with local traffic especially around Hereford'. Bus and coach numbers have similarly declined over this period. Car/taxi traffic is still below the 2008 peak though now increasing while light goods vehicles numbers do appear to be still increasing, The largest group of people who may benefit from any bypass would appear to be car and van drivers wishing to avoid Hereford. Even then will a bypass with adjacent housing estates really produce these benefits?

1.33 The figures also show that the total number of motor vehicles crossing the bridge peaked in 2014 (45,542) and we believe that the vast majority of these are local traffic trying to travel between various parts of the city a feature which will not be resolved by any additional road capacity provided by the western bypass through open countryside around the city proposed in the HTP. We doubt that this proposed, new road capacity would improve the performance of the A49 through the city significantly either – if that is what is required. In our view any local traffic using any of the proposed new roads around the city will return at another point of the compass and may then

need to cross or use the A49 via an existing inadequate junction to get to their intended destination.

1.34 Any improvements to the A49 around the city would appear, from the figures above, to be investment in a relatively small volume of long distance traffic. This view is supported by the traffic figures for the A464/Belmont Road (count point 7200) that show a similar pattern to those for Greyfriars Bridge (to which they largely contribute). The decline in HGV and bus/coach numbers here is significant in our view since they indicate that if the A465 was ever being used significantly to travel from Wales to the Midlands then this use is declining. Whatever the numbers originating in Wales coming up the alternative A49 from Ross on Wye instead of the A465, it would appear to us that the case for this corridor being promoted by Highways England, Herefordshire Council, business interests and Welsh representatives as a preferred route between the Principality and the Midlands is extremely weak and a poor basis for investing in major new build. In contrast there may be a case for investing in the Newport (Gwent) to Manchester railway that runs parallel to the A49 for much of its length.

1.35 Overall we conclude from all this that the business and economic case for major road investment in the Herefordshire countryside is very weak, that there are many higher national priorities and that stretches of new road will simply not provide what is needed. As previously noted, increasing road capacity in Herefordshire should be the last resort, bigger in this most rural of counties is certainly not better.

Objective 2 - Improving regional connectivity

1.36 We question if this is actually the role of the HTP? No examples of what would be connected to what could be provided at the various consultation sessions and certainly there is no published evidence of need. This objective smacks of window dressing and the previous paragraphs cast doubt on the A49 as a truly viable link between Wales and the Midlands. How does one stretch of road improve connectivity? As the Highway England maps referred to under objective 1 show, the A49 is an all-purpose trunk road that has a number of points where relatively low levels of delays can occur along its entire length and there are a considerable number of different reasons why this might occur.

1.37 For many employers who sell to the West Midlands including a bypass within this package does nothing at all. It explicitly ignores links to Worcester road – the most direct route to the West Midlands - and does not solve over capacity junctions in suburbs like Tupsley or areas east of Hereford city through which any such traffic has to pass. The map of over-capacity and term-time/holiday time flows shows the problem which the HTP as currently envisaged almost ignores. As previously said a bypass simply moves any problem along the network.

1.38 The points under this objective about taking through traffic away from Hereford and about fewer goods vehicles going through Hereford may prove to be true to a

limited extent and in the short term. Both are essentially repetitions of points made in support of other objectives. In the first case the likelihood of through traffic being replaced by supressed demand, induced traffic and housing growth is at least as strong. In the second the most recent Department for Transport figures indicate that goods vehicles represent <3.5% at most so the impact of their diversion is marginal. particularly as many HGV's will continue to be needed to serve the Old Market, supermarkets and scattered trading estates across the city as well as major employers like Heineken and Cargill. Delivery only restrictions will not be effective unless they are enforced but even with these the vehicles involved will still be using city roads. Once again the consultation material provided only tells part of the story.

Objective 3 Encouraging healthier life styles.

1.39 This objective also smacks of tokenism and indeed the single bullet point under this objective - enabling and improving the active travel network – perhaps shows just how low a priority the objective is and how little joined up thought has been devoted to the subject. The fact is that many improvements can be done now and do not depend on a bypass. They just require political will, prioritisation and an appropriate level of funding to be provided.

Objective 4 Encouraging sustainable development

1.40 Both of the bullets listed ' creating attractive alternatives to car journey within the city i.e. improving the walking and cycling network and improving the roads and public realm for walkers/ cyclists' can begin now as has been said under Objective 3. However a new road cannot possibly be said to be encouraging sustainable development when it will generate more traffic, support vehicle dependent land uses, the unchecked expansion of Hereford city into its surrounding rural fringe and cause substantial and irreversible environmental damage.

1.41 Equally if many of the proposed business and housing developments were sustainable to any real extent then they would not require the road works that are planned or the use of S106 monies for junction improvements (such as at Whitecross roundabout) as partial mitigation for the proposed 3 Elms Strategic Urban Extension.

Objective 5 - Provide network resilience.

1.42 The impact of accidents, breakdowns and maintenance work on the city's main road network is relatively infrequent and rarely high. There is no data provided to indicate otherwise. Indeed the Transport Focus research for the route strategy shows that the A road sections in the study area (including the A49) are one of the highest rated of the eighteen routes strategies with 67% of users calling their experience extremely good or fairly good. However poor, un-co-ordinated planning decisions have been a major contributory factor to reducing resilience recently.

1.43 We mentioned transport problems in our Introduction. We are surprised that

Highways England agreed to the addition of another road junction and traffic lights on the A49 at Edgar Street, as well as the building of a petrol station at the Asda roundabout south of the river bridge. The first of these simply seems to add to potential delays while the latter is simply a poor planning decision coupled with substandard design and build that resulted in the delays when a roof broke loose during eminently predictable high winds. Highways England's work over recent years at Asda had actually appeared to have added resilience to the network at this point but rather than working together, Herefordshire Council's actions have negated Highways England's efforts. Such conflicting, detrimental actions should not be allowed to happen again if we are all serious about addressing the locations where a strategic road reaches a market town.

1.44 We believe that there are other more cost effective ways of increasing resilience than a bypass. The Highways Officer service is sadly lacking along the A49 and should be introduced while technological improvements like average speed cameras and the provision of real time information should be considered. There is still ample scope to improve the M50 and A40 which offer much better prospects of improved regional connectivity than the A49 corridor. Even a second bridge does not guarantee resilience. Hereford is a small place so tailbacks would still be likely to occur as people try and re-enter the city from another direction having travelled further and polluted more across the alternative bridge. As the 2017 ASDA incident demonstrated most traffic is internal to the city and people sought other routes to avoid a temporary blockage. A bypass may simply put displaced vehicles onto other radial roads into the city. As the new City Link road and changed congestion levels along Aylestone Hill now show, new roads do not always improve network resilience.

<u>Objective 6 Improve air quality and reduce noise</u>

1.45 There has been a lamentable lack of action on the AQMA on Edgar Street to date – these issues have not had the attention they deserve in the past – but now appear to be being used to justify the proposed bypass

1.46 The exporting of air, light and noise pollution into Herefordshire's tranquil countryside by creating new roads is neither environmentally sensible nor responsible. As the previously mentioned 2017 national CPRE report *"The impact of Road Projects in England"* says 'the commitment of Highways England to major reductions in carbon emissions across the strategic roads network appears to be difficult to reconcile with ambitions for major road building.' The proposed bypass means that the dominant westerly winds will simply blow pollution back over the city.

1.47 Simply moving vehicles into open/unpolluted country side along a bypass neither improves air quality nor reduces noise. It simply spreads their impacts more widely. Intellectually this is the thinking of the past centuries when raw sewage was allowed to run directly into our rivers and coastal waters. Thankfully we now treat most sewage rather than simply dilute and disperse it and we should treat air/noise problems

similarly at source rather than seek to disperse them.

1.48 Rather than use outdated arguments like dilution and dispersion to support road building proposals, the HTP should be harnessing the full range of emerging technology to address Objective 6 rather than building a hugely expensive road. Technology seems to be providing prospects of more sustainable and long term solutions. These include providing more charging points for which there are government grants still available. Just recently grants for electric buses have become available.

1.49 Like Highways England we support the introduction of more charging points for electric vehicles along the strategic road network *(Initial Report*). We would prioritise the approaches to Hereford City from where people can walk, cycle or use public transport to reach their final destination. We think Herefordshire Council and Highways England could introduce a scheme where parking charges are removed, or significantly reduced at such points. As part of their RIS2 proposals Highways England propose dedicated funds for wellbeing and environment or innovation and air quality. Both could be used to assist joint projects such as charging point based clean air zones and to promote modal shift.

1.50 Lowering levels of air pollution and noise from traffic in the city centre by displacing it into Clehonger, Belmont, Breinton, Stretton Sugwas, Burghill etc. would actually only come about if there was no increase in traffic volumes from any other source and technology progressively cleaned up the vast majority of traffic currently trying to get to and from city destinations. However; as noted on a number of occasions already, traffic is likely to increase for various reasons not least current planning policies. Furthermore the current A49 does not actually go through the city centre. If there were credible proposals for Blueschool and Bath Street as well as Commercial Road then improvements in the actual city centre might become feasible. We wait to see a proper assessment of the impacts of the city link road in this regard.

1.51 We will not repeat our points about ‘less noise from fewer vehicles routed through Hereford’ or ‘improving air quality by reducing the number of heavy vehicles travelling through the city’ even though your consultation duplicates these assertions.

<u>Objective 7 Reduce severance</u>.

1.52 This appears to be a recently invented justification for the HTP’s road building focus and presumably relates primarily to the length of the A49 adjacent to the city centre. This ignores other long standing causes of severance e.g. the numerous inadequate bridges over and under the railway to which we will return later.

We will now deal with each statement supporting the severance objective in turn.

1.53 First improving connections for pedestrians and cyclists could be done now and

there is no need to wait for a bypass to be built. Simply claiming improvement is disingenuous as one fundamental problem will always be present. Improved connections will mean inconveniencing the city's car/lorry traffic most of which will remain and probably increase over time. Improved connections don't just require technology and education but more safe shared space, longer crossing times etc. i.e. delays for motorists and hauliers.

1.54 Second it will only become 'easier and safer to travel along and across the city's main roads' if the HTP proposals (when they eventually emerge in sufficient detail) significantly reduce the space available for remaining 80% of current vehicles that are local not long distance traffic. There is very little scope to make the main roads safer in any event due to a lack of space particularly if traffic volumes rise. The scheme on Holme Lacy Road shows what can go wrong.

1.55 Third there is no evidence that the HTP proposals as currently sketched out will improve access to local facilities. There were no satisfactory answers available at any of the consultation events as to what this means. The proposals do not provide details e.g. for the NE quadrant of the city which has the railway station, hospital, award winning colleges and high quality schools.

1.56 Fourth 'better walking and cycling links between communities and the city centre' could be created already had they been anything like a priority. The map/display boards at the consultation events do not convince that this has been seriously thought through e.g. a potential cycleway link along Kings Acre Road is missing. Unlike motorists, cyclists/walkers will still not go far out of the way if obvious links aren't provided. More strategically the facilities envisaged in the proposed new communities like 3 Elms are inadequate. They end at the boundaries of the developments and there is no evidence of connectivity beyond the boundaries or indeed of a city wide plan to bring this network about.

Objective 8 Improving Safety.

1.57 To get a fix on the safety issues around Hereford we have examined the recent transport assessments and representations on the various strategic urban extensions around Hereford. In relation to the both the 3 Elms and Holmer developments Highways England focus almost entirely on alleviating the inevitable additional pressures on the A49 junctions but not safety issues. Of the 182 accident reports in the data set relating to Three Elms less than 10% involve goods vehicles weighing more than 7.5 tonnes.

1.58 Although we cannot agree that the traffic impacts of these massive developments will be negligible we tend to agree with the conclusion of the consultants acting for the Church Commissioners in relation 3 Elms (WYG). That is that one fatality and 16 serious accidents in the study area (which includes the A49 and all other A roads with accident records around Hereford) are low when taking into account the volume of

traffic. It appears to us that the HTP consultation is overstating the safety case and therefore the benefits that might accrue from it.

1.59 We have also studied the technical appendices behind the Highways England route strategy for the Midlands to Wales and Gloucestershire covering the A49. This shows that collisions on the A49 had declined by 33% when the 2011 data are compared with the period 2005-09 and that the A49 was demonstrating a clear downward trend in all categories of collision data at that time. We have yet to see any results of the impact of the three recent pinch-point improvement schemes within Hereford particularly on safety at the Asda/Belmont junction. While every effort should be made to reduce accidents in the county we do not believe that the safety record on its own is a sufficient justification for building the proposed bypass.

1.60 We would also point out that there will always be the potential for conflicts between heavier long distance and local traffic in Hereford whilst the two most significant private sector employers – Heineken plc and Cargill – maintain / increase their production capacity and rely primarily on heavy goods vehicles to carry raw materials into Hereford and finished products from it. As we have said on many occasions only improvements within the city will reduce this potential conflict and these changes do not require a bypass first

1.61 We agree with the 2017 national CPRE report *"The impact of Road Projects in England"* that 'the longer-term safety impacts of road schemes need to be investigated further' so the use of safety arguments to justify road building should be done with care. Using Highways England's own data Hereford ranks low in absolute and relative terms for traffic volumes, safety issues and delays/congestion. A zero harm network is aspirational but sadly impossible to achieve while humankind is involved. We feel very strongly that a sense of proportion and perspective is required. The current safety position should not be exaggerated nor should false hopes raised about the possibility of improvements.

1.62 The potential safety improvements contained within the 2010 DaSTS report referred to earlier have largely been ignored. It is crucial to focus improvements at junctions rather than lengths of easy to provide cycleway that end in danger spots.

1.63 How will you 'enforce the re-routing of heavy vehicles to the bypass? According to the latest available traffic counts referred to earlier, the numbers to be re-routed are low, and many will still need to enter the city (see Objective 2) and the accident data referred to above does not support heavy vehicles being the issue. While city traffic remains busy – and it will, conflicts will inevitably occur causing safety issues.

1.64 As said earlier in comments under Objective 7 'Safer crossings at busy roads and junctions' will only happen if non motorists are given priority (unpopular), the current busy Hereford traffic is reduced (it will not be!) and a fortune is spent at each junction.

We fear that money will not be forthcoming once a bypass is funded and/or political commitment is weak and will vanish completely in future.

1.65 That 'fewer collisions' will occur should the HTP proposals be implemented is an assertion and cannot be proved. We note that there have been two on the city link road already involving pedestrians. Nationally there was a 3% reduction in injuries of all forms in 2016 - a statistically significant change - but it Is not possible to assess the significance of the 4% increase in deaths. Both these figures are against a 2.2% increase in vehicle traffic levels. Deaths in the West Midlands were down 4%. There is one constant fact in road safety which is that accidents increase as economic development increases largely because traffic volumes rise. The Core Strategy is predicated on increasing Hereford's prosperity so on this basis claims that the HTP proposals will mean fewer collisions appear to lack foundation.

**Q2 Do you agree that a bypass should form part of a package?**

2.0 No a bypass should not form part of the package. It will not deliver the claimed benefits as previously explained but it will do great harm to the landscape and to local heritage assets. In the event of a bypass being built, the Parish Council expects all of Breinton's existing lanes, bridleways and footpaths to be retained as through routes. The bridges/cuttings needed to carry the proposed road under these will be unwelcome and obtrusive new landscape features. Any junction along Kings Acre Road will irretrievably damage the historic avenue of lime trees. This unique avenue is a substantial landscape feature and provides one of the most attractive entrances to Hereford. It is worthy of preservation in its own right irrespective of and in addition to the merit of each individual component tree. Herefordshire Council has consistently refused to consider tree preservation orders over the past few years because there is no imminent risk.

2.1 The list of local assets (some of which have been mapped while others have been missed) to be degraded include the Breinton Community Farm which saves the social care budget many hundreds of thousands of pounds a year. Warham Court Farm is another local business whose viability is threatened due to fields being severed into uneconomic parcels, fodder fields becoming unusable, lack of access to water meadows used for grazing while any bridge is being constructed actually built, the large access road required from the north and the huge construction camp which will be necessary on the river bank for a number of years. A minimum of 58 and a maximum of 81 fields/land parcels being taken – highest quality agricultural land destroyed for ever. A mix of temporary (up to 3 years) and permanent disruption which will make the farm un-economic and un-useable

2.2 All the proposed by pass routes destroy people's homes and businesses and a large number of unique environmental and heritage assets. We doubt that either of

the two proposed bridging points over the River Wye does actually avoid ancient woodland as claimed. A crossing at either point will certainly damage the setting of Warham House and the integrated nature of the unlisted parkland that links the landscape on both sides of the river bank. The impact of a high level bridge – however it is designed - will irretrievably damage the landscape captured in the paintings of Brian Hatton at the start of the last century, As these pictures show the landscape has not changed in the last 100 years and his views are as recognisable today as they were when first painted.

2.3 In this connection we would like to draw your attention once again to the findings of the 2017 national CPRE report *"The impact of Road Projects in England"* that examined 86 road schemes whose landscape impacts had been evaluated. It found that 80% had adverse impacts, 57% affected an area with a national or local designation for landscape, bio-diversity or heritage (like the Wye Valley SAC and SSSI at Breinton) and only 5% improved the landscape slightly. Even these findings were considered unjustifiably positive by the report's authors who criticised the existing, limited assessment methods and the fact that in three quarters of schemes there was no landscape monitoring information available at all.

2.4 Herefordshire's predominantly rural nature means that its bio-diversity is particularly special. In many cases it includes relatively large proportions of what is rare or extinct elsewhere in England. Our good fortune does not mean this should be reduced by new roads simply to increase the existing network resilience or reduce the impact of strategic roads elsewhere by diverting inter regional traffic or providing bypasses. As Highways England's *Biodiversity Action Plan* acknowledges 'roads have the potential to compromise the quality of the environment, fragment habitats and destroy sensitive landscapes' and that 'roads should not add to these pressures'. However the proposed bypass around Hereford will do just that.

2.5 More locally the bypass proposals are contrary to Herefordshire's own 2016-2031 Local Transport Plan policy statement on highway network development which has 5 steps. First demand management, then network management, targeted engineering improvements, road widening and finally new road building. New roads are seen as the last intervention when all else has been tried and demonstrably failed. This sequence is not being followed by the HTP proposals nor have many possibilities been tried let alone shown to fail.

2.6 The Inspector's report at the Core Strategy examination in February 2015 pointed out that two of the three significant risks to the whole Strategy are the proposed Hereford relief road and the effect on the River Wye Special Area of Conservation. The report stated that 'it is likely that funding towards the HRR would come forward through developer contributions where appropriate and that the HRR may be delivered during the Plan period'. This funding route no longer seems to be Herefordshire's preferred option nor is it likely to meet the costs of the road even before other expenses

– new schools etc. are considered.

2.7 The Inspector's report goes onto say that ' the funding is not secure, it is not part of Highway's England's Road Investment Strategy for 2015-2020, the route has not been modelled or identified in detail and there is a high degree of uncertainty about whether the HRR is viable and can be achieved within the plan period'. Three years on all these points remain true. Indeed the HRR is not even in Highway's England's newly published strategy for 2020-2025

2.8 In addition to being ineffective in transport terms and causing huge environmental damage to Herefordshire's largely unspoilt countryside a bypass does not represent value for money and its sheer size and cost draws attention completely away from the rest of the proposals. In our view if these were assembled as a proper package they could significantly improve Hereford at much smaller cost and command much greater public support than this divisive road.

2.9 There is every chance that the HTP's focus on road building will detract from action to reduce demand for road usage or alternatives to cars and heavy goods vehicles locally. One of the explicit objectives for the HTP should be to reduce traffic. Locally the "Destination Hereford" (2016) results demonstrate how a small amount of money (<£5m) compared to the high level initial budget costings of the bypass (£129-£140m) actually achieved a reduction in car usage in and around Hereford from 66% to 62%. This shows that capacity issues can be addressed by ways that do not involve road building through the countryside surrounding Hereford.

2.10 We note that car travel per person has been falling nationally since 2002 (National Travel Survey) and a recent Association for Consulting and Engineering (ACE) report once again points to declining car ownership as have a number of Transport for London Reports in recent years.

**Q3 Which bypass route would you prefer?**

3.0 Our answer is **No** to all seven proposed and our preference is not 'no preference', all the routes are as bad as each other. **Our preference is for no bypass at all**. None of the routes are acceptable. We note that some of the seven remaining routes go outside the corridor identified in the Core Strategy. Anyone affected by these changes will regard this as unforgivable and a clear sign that the Strategy information was wrong.

3.1 The information provided to help assess the impacts of each route is misleading and incomplete while the actual appraisal is irrational and subjective. The brochure might follow pre-determined planning criteria but it simply does not provide sufficiently good information to make a properly informed choice. For example

- the destruction of homes (in some cases lived in by generations of the same family since they were first built 100 or so years ago) is only seen as being neutral or at worst moderately adverse
- the impact on the settings of historic, listed Belmont Abbey and the misnamed Belmont Lodge are seen as 'large adverse' compared to peoples' homes
- the highest possible adverse impact is reserved for one route affecting a housing development that has not yet received planning permission (3 Elms)
- the impacts on Wye and Rough coppices (ancient woodland) are seen as neutral which they will not be
- the agricultural land take is assessed as either slight or moderate but will actually destroy farming businesses along the proposed routes
- the landscape and visual impact on the existing unspoilt and protected River Wye Corridor is only seen as large or moderately adverse in contrast to the 3 Elms development mentioned above which does not exist

3.2 It is hard to escape the conclusion that this assessment of potential routes is deliberately designed to support other Core Strategy proposals and minimise any impacts on environmentally sensitive aspects of the routes and on the social (human) and economic costs of the proposed road. The assessment is barely credible.

3.3 Other responses to the consultation will undoubtedly comment in detail on the weaknesses of the maps provided. Suffice it to say that we believe that they are incomplete, misleading and a thoroughly poor basis for decisions to be taken about any route let alone the preferred one. Some examples:

- Inexplicably great crested newts are identified in a newly built flood alleviation reservoir adjacent to the Fayre Oaks caravan park yet those which live along the southern boundaries of homes along Kings Acre Road – and in line for demolition – have been missed.
- Large active badger sets have been missed – certainly along the proposed yellow and orange routes – so much for protected species
- There are no buffer zones shown along the River Wye Special Area of Conservation to show the habitats of the various species that live there and which should be protected.
- The high risk of surface water flooding particularly south of Kings Acre Road appears to have been missed.

3.4 Since we believe that a separate Habitats Regulation Assessment will be needed to support any eventual planning application we believe that the current poor state of awareness of the bio-diversity along the proposed routes is scandalous and that any Assessment that comes forward is unlikely to be comprehensive or authoritative. This will lead to legal challenges. The fact that environmental surveys are understood to be ongoing yet decisions are being made about routes does indicate a cavalier approach to the facts and that a route has been determined whatever damage it may cause.

3.5 The costs used in the consultation for the bypass are significant underestimates and their only merit is that they are on a consistent base. Worcestershire County Council has recently been awarded £54.5 million by the Government to widen the Carrington bypass bridge over the River Severn from the local major transport projects fund, This is a far simpler and shorter bridge compared to what will be required over the River Wye at Breinton but still requires local government in Worcestershire to find some £15.5m towards the total scheme cost of £70m. At least this is apparently the cheaper option. The alternative of a new road and new bridge to the north-west of Worcester has been rejected as being too expensive but the HTP continues to try and justify a western route whatever the costs.

**Q4 Do you agree that the package should include possible walking, cycling, bus and public realm measures described in the consultation materials?**

4.1 Yes but these should be the entire content of the package – the bypass should be removed and reconsidered. Many of the measures can be done anyway starting now, do these before even considering major road building but we will not repeat our arguments on this fundamental point again.

4.2 Again there is an issue of the package not being a package but an ill thought out list of possibilities not tied to any particular location – indeed some are not possible at the locations listed. The consultation is misleading and deficient since it does not contain proposals and the limited explanation provided does not help people actually understand the impact of their choices. For instance bus lanes might generally be seen as a good thing but a bus lane over the Greyfriars Bridge may not be liked by everyone if this reduced car/bus/ lorry traffic down to one lane as it will

Each theme of the package will be addressed in turn

4.3 Traffic management – 20 mph speed limit. Which residential streets are affected and when will residents know? It is to be hoped that communication is better than it was for residents of Kings Acre Road whose homes will be demolished. There is no explanation of what is meant by supporting measures.

4.3.1 HGV restrictions between the proposed bypass junctions and the city centre. What restrictions are intended? Only 3% of HGV's are through traffic according to latest figures. We have dealt with the issue of HGV's more fully under our comments on HTP Objective 2.

4.4 Better use of public space**.** Who would not think this is a good idea but then what does it meant?

4.4.1 New bus lanes or on-road cycleways require space and there are very few

lengths of road in the locations to be considered where this space already exists. Creating space will require unpopular parking restrictions. Where space does exist e.g. on the current A49 north of ASDA such proposals will mean one lane fewer for cars etc. and require traffic light priority for buses/cyclists - again unpopular with motorists. Modal shift requires huge incentives and major penalties to get people out of their cars and it is about time Herefordshire started to make this clear to local residents and businesses in all HTP consultations.

4.4.2 Remove street clutter now and improvements to bus stops Again who would not support this and why is it not being done? Real time information is only useful if the bus services are funded. The proposers of 3 Elms for instance are not prepared to fund bus services.

4.4.3 Tree lined boulevards require space. As mentioned in our comments under Objective 7 above this is not readily available. Such green infrastructure might also conceivably harm measures designed to encourage pedestrians and cyclists, they certainly compete for the same scarce space. In addition we note that cities such as Sheffield are removing trees in/on pavements.

4.4 Junction improvements for pedestrians, cyclists and bus users are clearly desirable but require space which is not always available at the locations to be considered. They almost certainly require motorists to give up road space on most occasions – an uncomfortable fact that is unpopular and is being hidden in a sea of generalities in this consultation. Many could be done now, and in fact could have been tried over the past 20-30 years in Hereford as they have elsewhere. The failure to do so is a major criticism of local government in the city historically
.
4.4.1 Other proposals like those in the DaSTS report referred to earlier should be tried. Arguably the replacement of railway bridges would remove much more basic barriers to pedestrians, cyclists and bus users than some of improvements listed in the consultation documents. Bridges at Burcott Road and Outfall Works Road are both mentioned but they are just two examples of a much more fundamental weakness with the city's infrastructure. Other sub-standard bridges should be tackled on the Roman Road, Old school Lane, College Road (two), Ledbury Road, Eign Road and Holme Lacy Road.

4.4.2 There has been a significant lack of investment in traffic management schemes for over a decade and the wholesale replacement of the many substandard, narrow and poorly aligned bridges over the railway in the city would certainly improve safety for pedestrians, cyclists and motorists as well as easing traffic flows and vehicular access to the many trading estates throughout the urban area. This would encourage more sustainable travel within the city but even if this did not occur, new bridges would improve travel on the existing A49 by reducing the volume of local traffic that would have switched to the more viable and direct alternative routes. Clearly any that impact

on the A49 will need Highways England's agreement.

4.4.3 Local people can point to many potential interventions locally (which would improve traffic flow and safety of all classes of road users as well as pedestrians) that have been ignored in the past, as well as a number of possibly unwise local choices that have arguably worsened the current situation.

4.4.4The "*Delivering a Sustainable Transport System*" (DaSTS) report for Hereford by Mouchel in 2010 lists the possible interventions at length and ranks them, but this study's recommendations have largely been ignored to date. Examples of what can be done on the A49 itself to improve safety and traffic flows include:

- The removal of the potentially redundant bridge on Newtown Road over the railway siding south of Widemarsh Common – it has to be recognised that, however desirable, the industry at Plough Lane is never again going to connect to the railway.
- Implementing and enforcing parking restrictions along Holmer Road by the Leisure Centre and
- Creating a sensible roundabout at the north east corner of Widemarsh Common in conjunction with improving access through a vacant site into the Westfields Trading Estate for the many long distance heavy lorries that use it. This would remove HGV's from residential Grandstand Road. There is space and ample opportunities locally for land swaps – one site is currently on the market - so that the much valued common land is not in any way diminished and indeed, could be improved or extended. This should have been done years ago and there is a very real danger that the opportunity will be lost.

All of these will add resilience to the A49 at very little cost

4.5 Crossing improvements along and across main roads. Much of the comments on the previous theme apply here. The list is a peculiar mix of the road hierarchy and includes essentially local roads such as Grandstand and Yazor Road along with major radial and through routes.

4.6 Improved existing traffic free paths. These could start now but money should be focussed on solving big obstacles/dangers and not extending already exists. Those paths we currently have needs to be made into a viable network first

4.7 New traffic free paths. We have mentioned the failure to complete a cycle way along King's Acre Road already yet there is mention of a new route from here to Holmer? As noted above traffic free paths are to be applauded until you reach the end of these and emerge into traffic. Solving these danger zones and building connectivity of a network means spending money

4.8 Measures to improve safe cycling and reliable affordable public transport should be implemented now, as soon as possible and not only after a bypass is in place as suggested in the timetable on pp 12 of the brochure. We have been told that there is no room in Hereford to undertake these measures until a bypass has relieved the city centre congestion but as the bypass won't do this in our view there is no reason not to start now

**Q5 Are there other walking, cycling, bus and public realm improvements or locations that you think we should be considering?**

5.0 Yes – see all previous points and the DaSTS report that should not be wasted. However the map on pp 10 of the consultation brochure is difficult to read and more detailed plans are required as this is the stage where most objections will arise. This is particularly the case if the proposals involve reducing road space for motorists, increasing parking restrictions and giving non-motorised road users priority.

**Q6 Do you have any other comments about the current proposals included in the Hereford Transport Package?**
Included in all of our previous points

**Q13 b The quality of Herefordshire's consultation efforts.**
**i** did you receive sufficient notification about the public exhibition? – YES
**ii** did the exhibition meet your expectations? – NO
**iii** was the information displayed sufficient to answer any questions you had? – NO
**iv** was the venue suitable? – NO
**v** were the opening hours sufficient – YES
**vi** were the staff sufficiently informed to answer your questions? – NO

**Q14 How would you rate the quality of the consultation materials?**
POOR

**Further comments**
Maps are inaccurate and incomplete plus in many cases too small a scale. For instance the crossing points of Kings Acre Road on the detailed maps are different from those you might deduce from the larger but smaller scale whole corridor maps. Out of date base maps have been used in some cases
Display boards are repetitious, full of unsupported assertions, totally biased to the issue of a bypass almost to the avoidance of other, non-road measures and maps are often hard to read.

Similarly the questionnaire and leaflet are biased and full of unsupported assertions. The questionnaire was not originally in formats accessible to a number of different disability groups.

Yours sincerely,

[redacted]

# Breinton Parish Council

[redacted]

2nd March 2018

[redacted]

Herefordshire Council
*Sent by email to : -* [redacted]

Dear [redacted]

It is with some deep concerns that Breinton Parish Councillors have been made aware that a large number of residents and businesses along the 7 proposed routes for the Hereford western relief road / by-pass, did not initially receive letters advising them of the proposed routes, or consultation. Many of these residents are within Breinton Parish, some being severely affected by this road proposal.

Anecdotal evidence suggests that residents affected by the route of the southern link road were similarly forgotten when the consultation for that road was commenced some time ago.

It has been noted that the routes have been drawn on “old” maps, which no longer reflect the current roads, buildings and developments. It appears that this latest mistake has been put down to “human error”.

Given the previous failures to notify residents of matters that undoubtedly have a major impact on their lives and homes, extra care would have been taken to ensure that the right people got the right letter at the right time?

Not only does this question the reliability of Herefordshire Council’s communication strategy, but it does not instil much confidence in the whole process of the proposed further development of housing or new road network. It also shows a total lack of care and consideration to local taxpayers who help fund the work of Herefordshire Council.

What assurances can you give to the Breinton Parish Councillors that such a catalogue of errors will not happen again?

What is being done by Herefordshire Council to apologise to those who faced considerable distress when they only saw the impact on their homes and businesses at public displays of the road proposal?

Yours sincerely,

[redacted]

Burghill Parish Council's (BPC) comments on Hereford Transport Package Consultation 2 with reference to proposed Western By-Pass.

Arising from the recent consultation exercise for the proposed Western By-Pass corridors the BPC has requested the views of parishioners. An open day was held at The Simpson Hall in Burghill during which by-pass information packages were distributed, large plans made available and parishioners were asked to provide their comments. A record of these comments is set out below. Essentially, the BPC supports these views from parishioners and is concerned that the routing of this proposed by-pass will cause significant unrest and uncertainties within the community for many years to come. The BPC considers this to be an unacceptable disruption in the life of its parishioners. There will be uncertainty relating to any chosen route and then the uncertainty of planning permissions, compulsory purchase orders, statutory compensation or discretionary payments for possible loss of property which will perpetuate for many years. The current consultation process has seen no change in people's views from the Core Strategy consultations in 2014.

The BPC is neither set against progress and improvement nor the efficient movement of transport through the city. However, the BPC considers that more research is needed into seeking and implementing measures to improve the flow of traffic and ease any existing congestion. Attention should be paid to solving these local problems before embarking on major and possibly unnecessary by-pass construction. There are several bottlenecks within the existing city traffic system which together with concentrated high flow periods (School start and finish time) result in traffic congestion. With the new city link road now being open, this has created new traffic bottlenecks at Newtown Road and Widemarsh Street.

The by-pass information pack gives anticipated time saving for through routes should the road be built. For 2031 it predicts 8 minutes north-bound and 5 minutes for south-bound traffic. These are time savings that might be achieved at a cost of £140m. These are insignificant savings in travel time linked to the proposed by-pass at a cost burden to the population of Herefordshire of almost £800 per person.

At the time of the consultation period on the Core Strategy the BPC submitted comments on *Policy HD3 - Hereford Movement and its supporting text.* The BPC takes the view that its current position is unchanged regarding the aims of this policy and its intentions regarding the provision of a by-pass to the west of The City.

The BPC's comments to The Core Strategy are repeated in the following text:

*Despite assertions made by Herefordshire Council as far back as 2011 that the proposed Western Relief Road will become the new A49(T) there is no indication from the Highways Agency that this upgraded designation will take place. It seems that to date the Herefordshire Council has received no confirmation from the Highways Agency that it will either adopt, fund or maintain the proposed Western Relief Road. It is likely that the provision of the proposed relief road will need to be funded entirely by the Herefordshire*

*Council from funds that it anticipates will arise from the CIL derived from new development. The Herefordshire Council is already a cash strapped municipality with a significant debt burden equivalent to approximately £2,500 per household within its entire administrative area. This is a proportionate and unacceptable Council debt burden of approximately £1.7m for the approximately 700 dwellings in the Parish of Burghill.*

*The proposed alignment of the relief road would require acquisition of private lands. If this cannot be achieved through negotiation, then the HC will be obliged to proceed with acquiring the lands through CPO actions. If this arises a public inquiry will ensue in which the HC will have to demonstrate that its proposed Western Relief Road would be a scheme in the wider public interest that transcends the interests of those bodies whose land would need to be acquired. If this situation arises then the Highways Agency might well launch an objection to the council's proposed road scheme on the grounds that it is an unnecessary project. The result of such a costly public confrontation between a government agency and a local authority is unlikely to favour the Herefordshire Council.*

*The correct process for any proposed relief road for the City of Hereford is for the HC to link with the Highways Agency to jointly investigate and fund a scheme which will benefit all council tax payers and also those who use the arterial transport routes through Hereford. This would be a far more cost-effective option than the provision of this proposed relief road scheme where the entire cost would rest with a single municipality. The Hereford Council's current piecemeal approach in attempting to alleviate traffic congestion is flawed and should be changed to embrace a wider conceptual approach.*

Burghill parishioners have made the following comments to the BPC in answer to the questions set out below and wish them to be taken into account in this consultation exercise. Together with these comments the BPC re-affirms the views expressed at the time of the Core Strategy consultation exercise:

*Question 1: Are you in favour of a by-pass in principle? Please state why/ why not?*

No – not necessary if other options to make the traffic flow are adopted.

Not until proper research has been done into alternative routes.

Not until all other options have been properly explored.

No because it is being used as an excuse for the building of thousands more houses. The occupants of these houses will travel into Hereford City Centre to work, shop, attend schools, hospitals and doctors' surgeries. Thus any traffic relief for lorries passing through Hereford will be invalidated by the gridlock of 13,000 more cars and the collapse of the city's infrastructure and services as a result of increased population.

No – other cheaper alternatives such as improved bus and rail links should be investigated further.

Yes in principle to reduce traffic congestion in Hereford BUT NOT at the expense

of additional housebuilding which would only add to traffic congestion.

Yes – to alleviate traffic congestion in Hereford Town Centre.

Yes – in principle. To alleviate the congestion in the city.

Yes - to take the pollution and HGV congestion out of the town.

*Question 2: East or West, please state preference and why ?*

Neither but East is so obvious, if deemed appropriate.

Neither, not necessary if other options to make the traffic flow are adopted.

They all destroy a wonderful part of Herefordshire which can never by repaired.

East, the road's route is shorter and will lead directly to Rotherwas, which is supposedly your industrial hub. A longer and more expensive Western route making a big circle around Hereford will merely engender more mass housing expansion. More people will cost the council more money in public investment to cope. The Council Tax they bring in will not pay for this investment and the Council will get further in debt.

East – join up with Rotherwas and motorway networks. Cheaper option too.

East, probably at less cost.

East – less impact.

Preferably East, but haven't seen any detailed plan of the eastern route.

East. About half the cost. If planned correctly it shouldn't affect any houses and will not use up good agricultural ground. The other traffic problems could be solved by better transport management, for example more school buses at realistic prices affordable to all. We also need safer footpaths.

*Question 3: What are your particular concerns regarding the proposed 7 routes?*

Huge scar on the countryside for an unnecessary road. Land lost forever.

Inadequate research into alternatives.

They all destroy a wonderful part of Herefordshire which can never be repaired.

This is good agricultural land. I see very little indication from the Council that they care about the county's agricultural industry – and it's about time they did. The routes are longer to reach Rotherwas. The routes will almost certainly engender infill with mass housing in this position which is <u>not</u> sustainable in its knock-on effects.

Very costly. Destroy agricultural land.

The loss of existing homes that these routes entail. The amount of new housing proposed on either side of any of these routes will detract from the "by pass" effect for the city.

Whichever western route the by-pass takes will be detrimental to the residents of Kings Acre Road with some people losing their homes. I am concerned that the amount of housing proposed along the western route will negate any benefits of a by-pass with the increased volume of traffic from the new houses and businesses.

Too expensive – a lot of private homes will be affected, and good agricultural land will be wasted. If all the proposed new houses are to be built, what provision has been made for extending the hospital, doctors and dentist surgeries and schools. It's already very difficult to get appointments.



*Question 4: If you have to pick a preferred route which would it be and why?*

If decided one is necessary, East as you could link the A49, A4103 and A438 across the River Wye to join the Rotherwas Relief Road and the A49 South.

None until it has been confirmed as the only preferred options.

Under the edge of Hereford above the Lugg flats.

I would not even consider this long western route. I would look at an eastern route to connect directly with the A49 South via Rotherwas.

None East is best! Up-grade Roman Road to link with an Eastern route.

Prefer the OLIVE or BLACK route as these have minimal loss of existing houses. I have concerns about these routes as they would have a "large adverse" effect on the Queen Elizabeth II playing fields.

Preference would be the OLIVE route but that crosses the Queen Elizabeth's playing fields which is used for outdoor sports by the Cathedral School, whom I'm sure would not like to lose this facility.

Olive route seems to be shorter route and less impact on people's houses.

# Hereford Western Relief Road consultation - Response from Campaign for Better Transport

Campaign for Better Transport is a leading charity and environmental campaign group that promotes sustainable transport policies. Our vision is a country where communities have affordable transport that improves quality of life and protects the environment. We welcome the opportunity to respond to proposals for the Hereford Transport Package.

**Summary**

We formally object to the Hereford Transport Package on the grounds that it is not a proper package of measures that prioritise sustainable transport and because a bypass, the main element of the package, will not relieve Hereford's traffic problems. Instead the 'package' is a road building programme with a set of ill-defined and incoherent measures for pedestrians, cyclists and public transport users tacked on as an afterthought.

It is clear that a great deal of work has been done looking at seven different road route options and the impacts that these will have. In contrast, the amount of information provided on the rest of the package, covering all the other forms of transport (walking, cycling and public transport) is minimal. Only one of the information boards provided any real information on these sustainable measures, whereas there were at least five on the road options. There is also very little information as to the timescales involved or why the sustainable transport measures could not be progressed straight away. If air pollution is a problem, that should strengthen the case for implementing these sustainable measures immediately.

**Detailed comments on the transport proposals to support new development**

Campaign for Better Transport is not convinced from the plans coming forward that new development is being planned for in a way that will minimise car use and prioritise sustainable transport. The National Planning Policy Framework (NPPF) states: *"…that planning should: …actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which can be made sustainable…"*[1]

The new draft NPPF, currently out for consultation, states: *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: …opportunities to promote walking, cycling and public transport use are identified and pursued…"*[2]. It then goes on to say: *"…Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes…"*[3]

[1] Paragraph 17, page 6, National Planning Policy Framework – DCLG, March 2012
[2] Paragraph 103 (part c), page 29, draft National Planning Policy Framework – MHCLG, March 2018
[3] Paragraph 104, page 29, draft National Planning Policy Framework – MHCLG, March 2018

Yet the locations of the proposed new development are all on the periphery of Hereford without seemingly any major investment in public transport connections to the city centre and to the rail network. While it is true that some sustainable transport measures are suggested near these areas, they are often ill-defined and do not appear to be comprehensive. There is also no assessment as to whether the list of possibilities for sustainable transport improvements will make any difference whatsoever to levels of traffic, or whether they will have sufficient capacity to cater for the extra numbers that will arise due to the new developments.

In addition to the above, there is no discussion about the current quality of provision, whether it is fit for purpose, and whether there needs to be an investment in the bus fleet and frequency of services to improve standards to attract more people to using the buses.

Therefore, it is very difficult to see how these proposals satisfy the emerging requirement to offer a genuine choice of transport modes when the sustainable transport measures are so ill-defined and lacking any assessment as to their effectiveness.

In comparison the work on the road appears far more advanced. Indeed, the information on traffic movements seems to be all about motor vehicle movements with little or no information on walking, cycling or public transport. While there were extensive car parking surveys, no equivalent surveys were carried out for other modes from what we can see.

**Detailed comment on the sustainable transport measures**

As described above, there is no detailed analysis of what improvements are required to provide comprehensive networks for walking, cycling and public transport. Without this, it is very difficult to assess what use the rather vague and incomplete proposals will be and whether they will offer a genuine choice of transport.

However, it is possible to observe that, with respect to sustainable transport:

- Communities to the east, such as around Tupsley, have poor connections to the city centre and even with improvements along the A438 (although it is unclear what is proposed) these connections will remain incomplete. They also have poor connections around to the north of the city towards Holmer with no proposals to address this.

- Few improvements are proposed on the A465 in the east of the city.

- The proposed development at Lower Bullingham appears to have no new dedicated links to the centre. While some improvements are suggested, these fall short of providing high quality pedestrian and cycle routes into the centre and across into other parts of the city such as west to Belmont.

- There are no proposed improvements along or across the A465 and A49 south of the Asda superstore, yet these roads pose barriers to sustainable transport links between the communities separated by these roads. They could also be important for public transport, if not now, then certainly in the future, such as for the new development at Lower Bullingham (see above).

- Connections to Three Elms would appear to be possibly better than for other areas, but because of the lack of transparency as to what is being proposed along the A438 and A4110 it is impossible to judge whether these will be fit for purpose and offer a genuine

choice of transport.

- Connections to Holmer West for public transport and walking and cycling appear to fall short of connecting it to the city centre, while links round to the east are also poor.

- No mapping of bus routes, frequencies or quality of buses is provided, yet if the bus network is going to fulfil its potential for developing the local economy it needs to be considered far more seriously. It is worth noting that buses make far better use of scarce road space and a double decker bus can take up to 75 cars of the road.

Proposed improvements to existing traffic free paths and the creation of new ones are welcomed, but we believe more paths need upgrading, such as the Great Western Way south of the River. Also new and existing paths need to be built to the correct standards. They must not be two or two and a half metre wide paths that can lead to conflict between pedestrians and cyclists because they are squeezed into too narrow a space. They need to have the capacity to encourage more people to use them and so that cyclists can give pedestrians plenty of width when overtaking.

The standards outlined in Sustrans guidance[4] and in the Design Manual for Roads and Bridges[5] would suggest a four metre wide surface within a five metre clear path is needed on major routes such as along the Great Western Way where there are likely to be many people and bikes travelling along side by side. New paths elsewhere, which may be less heavily trafficked should be an absolute minimum of three metre side surface in a four metre clear path. Exceptions can apply for short stretches but in general, these are the sorts of dimensions that should be aimed for and could and should have been specified here.

**Detailed comment on the need for a new road**

Given that over 80% of all traffic going into Hereford stays within it, the vast majority of this traffic is by definition local. Therefore, much of it has the potential to switch to more sustainable modes and dramatically cut traffic levels. Equally, given that most of the traffic is local, the building of a bypass is going to do little to cut city centre traffic.

Without a significant and comprehensive investment in sustainable transport, which is not evident from these plans, traffic levels, air pollution and carbon emissions will not be reduced. The local economy could also suffer with continued traffic congestion.

If this failure to invest sufficiently in sustainable measures is compounded by building a big new road, then traffic congestion risks getting worse. That is why we remain firmly opposed to new road building around Hereford, which should only be considered as a last resort.

An approach based on demand management and sustainable modes would sit far more comfortably with the NPPF which advocates that *"economic, social and environmental gains should be sought jointly and simultaneously through the planning system"*.

Providing new road capacity can only be a temporary solution to congestion. The phenomenon of induced traffic is well-established. This has been seen for example at the Dartford Crossing in Kent, where repeated increases in capacity have been overwhelmed by growing demand.

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[4] Sustrans Design Manual: Handbook for cycle-friendly design, page 22, Traffic free routes 1: Design
[5] Design Manual for Roads and Bridges IAN 195/16, page 18, Table 2.2.11

Highways England report *"Analysis of traffic data shows that traffic demand at Dartford has responded in step with capacity; such that whenever new capacity has been provided, it has filled up and created the need for more capacity. This has been a recurring pattern since the second tunnel was opened at Dartford in 1980 and then the QEII Bridge in 1991. Today there is insufficient capacity to cater for current and future traffic demand."*[6]

The higher traffic volumes and encouragement of car use arising from new road capacity would be at odds with other key public policy priorities. The UK has a binding target of an 80% CO2 emissions reduction by 2050 and reducing transport emissions is key to achieving this. It is questionable whether these emissions can be reduced quickly enough through a move to low and zero emission vehicles alone. The 2017 Report to Parliament from the UK Committee on Climate Change noted that carbon dioxide emissions from transport have increased 0.9 per cent from 2015 to 2016, the third successive year that emissions have risen. The Committee advises that this trend needs to be reversed, as a matter of urgency, to deliver a reduction in emissions of 44 per cent from 2016 to 2030[7].

The UK Government has been found to be in unlawful breach of air quality standards with local authorities required to implement action plans to reduce air pollution. The major source of NOx and particulates is emissions from diesel engines. The level of breaches of vehicle emissions regulations means that air pollution baseline assumptions are meaningless. New research has found that not one single brand complies with the latest air pollution limits ('Euro 6') for diesel cars and vans in real-world driving conditions.[8] Even a marginal increase in traffic levels as a result of the new road will adversely impact roadside air quality.

**Conclusion**

We object to all seven road route options and are concerned at the lack of detail and options being put forward for sustainable transport.

We believe that the impact on the landscape, combined with damage to important habitats, increased air and noise pollution and likely community severance, provide clear grounds to reject these plans.

March 2018

[redacted]

Campaign for Better Transport

Campaign for Better Transport's vision is a country where communities have affordable transport that improves quality of life and protects the environment. Achieving our vision requires substantial changes to UK transport policy which we aim to achieve by providing well-researched, practical solutions that gain support from both decision-makers and the public.

16 Waterside, 44-48 Wharf Road, London N1 7UX
Registered Charity 1101929. Company limited by guarantee, registered in England and Wales: 4943428

[6] Highways England "Lower Thames Crossing Pre-Consultation Scheme Assessment Report" 2015
[7] UK Committee for Climate Change – 2017 Report to Government
[8] Transport & Environment: "Dieselgate: Who? What? How?" September 2016

CPRE Herefordshire RESPONSE to the Hereford Transport Package (HTP)

**Q1 – Do you agree with the HTP objectives to address the transport problems in Hereford and enable growth?**

1.0 No, we do not agree that the HTP proposals

- Will significantly reduce any on long distance journeys
- Resolve any current barriers to growth
- Improve local road safety in a meaningful way
- Make the case for poor local and regional connections.
- Improve poor air quality and emission levels overall

In particular we repeat our comments made to Highways England on both their Route Strategy for the Midlands to Wales and Gloucestershire (largely the A49) and also on their Road Investment Strategy 2 documents that 'it is barely credible even to consider that the A49 through one of England's most rural and scenic counties could ever become a serious alternative north-south corridor to the route via the M50, M5 and M6 motorways'.

The HTP proposals, whose major element is a large, new, expensive road through un-spoilt open countryside, will do irreparable damage to the landscape, bio-diversity and historic assets that Hereford city is currently fortunate enough to be surrounded by. Council officers have repeatedly said that Hereford will continue to have very busy traffic irrespective of a bypass.

Fundamentally the proposed bypass cannot reduce congestion or air pollution because of suppressed demand, the traffic generated by 6500 new homes in Hereford in the next decade, the additional homes to be built in surrounding rural areas (including on smallholding land retained by the Council) and the lack of viable alternatives to the car especially since rural bus services have been reduced so significantly.

Herefordshire is also ignoring decades of national and international research – including some from the UK Government - that show major new roads generally increase traffic volumes. Most recently the 2017 national CPRE report '*The impact of Road Projects in England*' showed quite clearly that building roads such as the proposed Hereford bypass is closely associated with a pattern of land development that relies on people using cars, including housing, business and retail parks. CPRE Herefordshire continues to be concerned at the prospect of Hereford city and our other market towns growing out into the countryside in an unplanned way

Locally we do not want to see what would be a massive investment in increased road capacity at great financial and environmental cost and with limited economic benefit. The findings of the 2017 national CPRE report *"The impact of Road Projects*

*in England"* are once again relevant. This shows that 76% of schemes justified on the basis that they would benefit the local economy had no or, at best, weak evidence of any positive economic impact.

Delays will always be perceived as long as there are agricultural traffic, tractors, farm supplies and livestock movements on A49 and a mix of local and through traffic around Hereford. Significant road building will not address these issues while Herefordshire remains a rural county with an active agriculture and food processing sector as key parts of its economy. Once again we draw your attention to the 2017 national CPRE report *"The Impact of Road Projects in England"* which is one many studies that casts doubts over claims that new roads do improve reliability and reduce journey times.

Overall we have concluded that the business and economic case for major road investment in the Herefordshire countryside is very weak and that stretches of new road will simply not provide what is needed. Increasing road capacity in Herefordshire should be the last resort, bigger in this most rural of counties is certainly not better.

CPRE Herefordshire does not believe that the HTP objectives will necessarily encourage healthier lifestyles or encourage sustainable development. Many of the walking and cycling improvements proposed do not depend on a bypass and should have started decades ago. A new road cannot possibly be said to be encouraging sustainable development when it will generate more traffic, support vehicle dependent land uses, the unchecked expansion of Hereford city into its surrounding rural fringe and cause substantial and irreversible environmental damage.

We have told Highways England repeatedly that there are other more cost effective ways of increasing the resilience of the strategic road network than a bypass. The Highways Officer service is sadly lacking along the A49 and should be introduced while technological improvements like average speed cameras and the provision of real time information should be considered. The investment in roadside technology might well bring spin off benefits to rural areas. There is still ample scope to improve the M50 and A40 which offer much better prospects of improved regional connectivity than the A49 corridor.

There has been a lamentable lack of action on air quality in the past yet the current position is being used to justify the proposed bypass

The exporting of air, light and noise pollution into Herefordshire's tranquil countryside by creating new roads is neither environmentally sensible nor responsible. As the previously mentioned 2017 national CPRE report *"The impact of Road Projects in England"* says 'the commitment of Highways England to major reductions in carbon emissions across the strategic roads network appears to be difficult to reconcile with

ambitions for major road building.' The proposed bypass means that the predominant westerly winds will simply blow pollution back over the city.

Simply moving vehicles into open/unpolluted country side along a bypass neither improves air quality nor reduces noise. It simply spreads their impacts more widely. We should treat air/noise problems similarly at source rather than seek to disperse them.

Lowering levels of air pollution and noise from traffic in the city centre by displacing it into surrounding rural parishes like Clehonger, Belmont, Breinton, Stretton Sugwas, Burghill etc. would actually only come about if there was no increase in traffic volumes from any other source and technology progressively cleaned up the vast majority of traffic currently trying to get to and from city destinations cleaner.

In our evidence to various Highways England consultations we examined various reports on road safety issues around Hereford and conclude that the HTP consultation is overstating the safety case and therefore the benefits that might accrue from it. While every effort should be made to reduce accidents in the county we do not believe that the safety record on its own is a sufficient justification for building the proposed bypass.

There will always be the potential for conflicts between heavier long distance and local traffic in Hereford whilst the two most significant private sector employers – Heineken plc and Cargill – maintain / increase their production capacity and rely primarily on heavy goods vehicles to carry raw materials into Hereford from the surrounding areas and finished products from it. Growth in this type of traffic is being actively encouraged by Herefordshire's current planning policies toward even more chicken broiler units

We agree with the 2017 national CPRE report *"The impact of Road Projects in England"* that 'the longer-term safety impacts of road schemes need to be investigated further' so the use of safety arguments to justify road building should be done with care. Using Highways England's own data Hereford ranks low in absolute and relative terms for traffic volumes, safety issues and delays/congestion.

**Q2 Do you agree that a bypass should form part of a package?**

No a bypass should not form part of the package. It will not deliver the claimed benefits as previously explained but it will do great harm to the landscape and to local heritage assets. We understand that engineers prefer new roads to pass under existing lanes, bridleways and footpaths. These bridges will be unwelcome and obtrusive new landscape features along any of the proposed routes. In addition there is the very real possibility that any new road will sever important local connecting routes

On the north western edge of Hereford any of the proposed junctions along Kings Acre Road will irretrievably damage the historic avenue of lime trees. This unique avenue is a substantial landscape feature and provides one of the most attractive entrances to Hereford. It is worthy of preservation in its own right irrespective of and in addition to the merit of each individual tree.

Farming businesses are threatened by the proposed bypass. Fields are being severed into uneconomic parcels, being made unusable or inaccessible particularly while any bridge is being constructed by the large access road required from the north and the huge construction camp which will be necessary on the river bank for a number of years. A minimum of 58 and a maximum of 81 fields/land parcels being taken – highest quality agricultural land destroyed forever.

All the proposed by pass routes destroy a large number of unique environmental and heritage assets. Like the Woodland Trust we doubt that either of the two proposed bridging points over the River Wye does actually avoid ancient woodland as claimed. We note that the National Planning Policy Framework's protections are currently being strengthened in this respect.

A crossing at either of the proposed points will certainly damage the setting of Warham House and the integrated nature of the unlisted parkland than links the landscape on both sides of the river bank around Belmont House. This importance of this parkland was recognised recently at a planning appeal into housing close to Belmont Abbey which failed. Two extracts from the Inspectors report explain the environmental reasons why

'The proposed planting, parkland management and measures intended to enhance biodiversity interests do not overcome or outweigh the harm that I have identified to the character and appearance of the area. As a consequence, the proposal would be at odds with the environmental role/dimension to sustainable development. Moreover, notwithstanding the shortfall in HLS, these adverse environmental impacts and the harm to the setting of heritage assets that I have also identified would significantly and demonstrably outweigh the economic and social dimensions/benefits of the scheme. The proposal would therefore fail to contribute to the achievement of sustainable development. The appeal should not therefore succeed'.

Nevertheless, the appeal site with its un-spoilt open qualities, important trees (32), established hedgerow (33) along Ruckhall Lane and its agricultural use (34) has an unmistakable and very attractive parkland character. Ancient English Oak trees growing in a parkland setting is an alluring feature of the landscape. The site conveys the clear impression of having left the city and entered the surrounding countryside and creates a sense of tranquility. It makes a significant contribution to the character of the area and is an integral part of this wider parkland setting and the attractive rural surrounds to Hereford'.

Given these findings it is strange that Herefordshire itself is proposing a major new road through such an area, particularly one that local land owners believe will open up their sites for housing development.

The impact of a high level bridge – however it is designed - will irretrievably damage the landscape captured in the paintings of Brian Hatton at the start of the last century, As these pictures show the landscape has not changed in the last 100 years and his views are as recognisable today as they were when first painted.

We would like to draw your attention once again to the findings of the 2017 national CPRE report *"The impact of Road Projects in England"* that examined 86 road schemes whose landscape impacts had been evaluated. It found that 80% had adverse impacts, 57% affected an area with a national or local designation for landscape, biodiversity of heritage (like the Wye Valley SAC and SSSI at Belmont / Breinton) and only 5% improved the landscape slightly. Even these findings were considered unjustifiably positive by the report's authors who criticised the existing, limited assessment methods and the fact that in three quarters of schemes there was no landscape monitoring information available at all.

Herefordshire's predominantly rural nature means that its bio-diversity is particularly special and in many cases includes relatively large proportions of what is rare or extinct elsewhere in England. Our good fortune does not mean that it should be reduced by new roads simply to increase the resilience of the existing network or reduce the impact of strategic roads on other areas by diverting inter regional traffic or providing bypasses. As Highways England's *Biodiversity Action Plan* acknowledges 'roads have the potential to compromise the quality of the environment, fragment habitats and destroy sensitive landscapes' and that 'roads should not add to these pressures'. However the proposed bypass around Hereford will do just that.

More locally the bypass proposals are contrary to Herefordshire's own 2016-2031 Local Transport Plan policy statement on highway network development which has 5 steps. First demand management, then network management, targeted engineering improvements, road widening and finally new road building. New roads are seen as the last intervention when all else has been tried and demonstrably failed. This sequence is not being followed by the HTP proposals nor have many possibilities been tried let alone shown to fail.

The Inspector's report at the Core Strategy examination in February 2015 pointed out that two of the three significant risks to the whole Strategy are the proposed Hereford relief road and the effect on the River Wye Special Area of Conservation.

In addition to being ineffective in transport terms and causing huge environmental damage to Herefordshire's largely un-spoilt countryside a bypass does not represent value for money and its sheer size and cost draws attention completely away from the rest of the proposals. In our view if these were assembled as a proper package they could significantly improve Hereford at much smaller cost and command much greater public support than this divisive road. There is every chance that the HTP's focus on road building will detract from action to reduce demand for road usage or

alternatives to cars and heavy goods vehicles locally. One of the explicit objectives for the HTP should be to reduce traffic. Locally the “Destination Hereford” (2016) results demonstrate how a small amount of money (<£5m) compared to the high level initial budget costings of the bypass (£129-£140m) actually achieved a reduction in car usage in and around Hereford from 66% to 62%.

**Q3 Which bypass route would you prefer?**

Our answer is **No** to all seven proposed, all the routes are as bad as each other in our view. Our preference is for no bypass at all. None of the routes are acceptable. We note that some of the seven remaining routes actually go outside the corridor identified in the Core Strategy.

Furthermore the information provided to help assess the impacts of each route is misleading and incomplete while the actual appraisal is irrational and subjective. The brochure might follow pre-determined planning criteria but it simply does not provide sufficiently good information to make a properly informed choice. For example

- While we agree with the severity of the likely impacts on the settings of historic Belmont Abbey and the misnamed Belmont Lodge (largely adverse) we find the ranking of these impacts perverse when compared to the destruction of peoples’ homes (neutral or moderately perverse)
- the highest possible adverse impact is reserved for one route affecting a housing development on the rural fringe of Hereford (3 Elms) that has not yet received planning permission
- the impacts on Wye and Rough coppices (ancient woodland) are seen as neutral which, as we have stated earlier, they will not be
- the agricultural land take is assessed as either slight or moderate but will actually destroy farming businesses along the proposed routes
- the landscape and visual impact on the un-spoilt and protected River Wye Corridor is only seen as large or moderately adverse and not ranked very large adverse the 3 Elms development mentioned above

It is hard to escape the conclusion that this assessment of potential seeks to minimise the impacts on environmentally valuable aspects of the routes and on the social (human) and economic costs of this proposed road. The assessment is barely credible.

The consultation maps we have seen contain many weaknesses. We believe that they are incomplete, misleading and a thoroughly poor basis for decisions to be taken about any route let alone the preferred one. Some examples:

- Inexplicably great crested newts are identified in a newly built flood alleviation reservoir adjacent to Kings Acre Road yet those we are told that live along the southern boundaries of homes along the same road – including some that are identified for demolition – have been missed.

- Large active badger sets have been missed – certainly along the proposed yellow and orange routes – so much for protected species

- There are no buffer zones shown along the River Wye Special Area of Conservation to show the habitats of the various species that live there and the areas which should be protected.

- The high risk of surface water flooding particularly south of Kings Acre Road appears to have been missed.

We understand that a separate Habitats Regulation Assessment will be needed to support any eventual planning application but believe that the current poor state of awareness of the bio-diversity along the proposed routes is scandalous. Any Assessment that comes forward is unlikely to be comprehensive or authoritative. This will lead to legal challenges. The fact that environmental surveys are understood to be ongoing yet decisions are being made about routes does indicate a cavalier approach to the facts and that a route has already been determined whatever damage it may cause.

**Q4 Do you agree that the package should include possible walking, cycling, bus and public realm measures described in the consultation materials?**

Yes but these should be the entire content of the package – the bypass should be removed and reconsidered. Many of the measures can be done anyway starting now, do these before even considering major road building but we will not repeat our arguments on this fundamental point again. We have been told that there is no room in Hereford to undertake these measures until a bypass has relieved the city centre congestion but as the bypass won't do this in our view there is no reason not to start now

**Q5 Are there other walking, cycling, bus and public realm improvements or locations that you think we should be considering?**

Yes – and these were contained in our responses to Highways England on the A49 Route Strategy which is attached for your attention

**Q6 Do you have any other comments about the current proposals included in the Hereford Transport Package?**

Included in all of our previous points

**Q13 b The quality of Herefordshire's consultation efforts.**
i did you receive sufficient notification about the public exhibition? – YES
ii did the exhibition meet your expectations? – NO
iii was the information displayed sufficient to answer any questions you had? – NO
iv was the venue suitable? – NO
v were the opening hours sufficient – YES
vi were the staff sufficiently informed to answer your questions? – NO

**Q14 How would you rate the quality of the consultation materials?**
POOR
**Further comments**
Maps are inaccurate, use out of date base layers and are incomplete. In many cases they are too small a scale making them hard to read. Display boards are repetitious, full of unsupported assertions, totally biased towards the issue of a bypass almost to the avoidance of other, non-road measures.
.
Similarly the questionnaire and leaflet are biased and full of unsupported assertions.

17 March 2018
Public Consultation 2

Pell Frischmann

excellence through innovation

Church Commissioners for England

# Hereford Transport Package – Hereford Bypass Consultation 2

Transport and Highways Consultation Response

Final Report

A13397/VAA
20 March 2018

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**Prepared for:**

Church Commissioners for England

**Prepared by:**

Pell Frischmann
5 Manchester Square
London
W1U 3PD

Tel: +44 (0) 20 7486 3661
Fax: +44 (0) 20 7935 2589
E-mail: pflondon@pellfrischmann.com

Pell Frischmann

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## APPENDICES

Appendix A Hereford Bypass Route Alignment Options

# 1. INTRODUCTION

## 1.1 OVERVIEW

1.1.1 Pell Frischmann is retained by the Church Commissioners for England (the 'Commissioners') to provide transport planning and highways consultancy advice in connection with the Commissioners' strategic landholdings in Hereford. This report is prepared on behalf of the Commissioners as a response to the Herford Transport Package – Hereford Bypass Consultation 2 that is currently underway.

1.1.2 This report should be read in conjunction with the Lichfields consultation response letter dated 20 March 2018, which provides comments on the consultation in relation to a broader range of matters, beyond transport and highways.

## 1.2 BACKGROUND

1.2.1 The Local Planning and Highways Authority is Herefordshire Council (HC). The Strategic Highways Authority for the A49, which is a Trunk Road and forms part of the Strategic Road Network (SRN), is Highways England (HE).

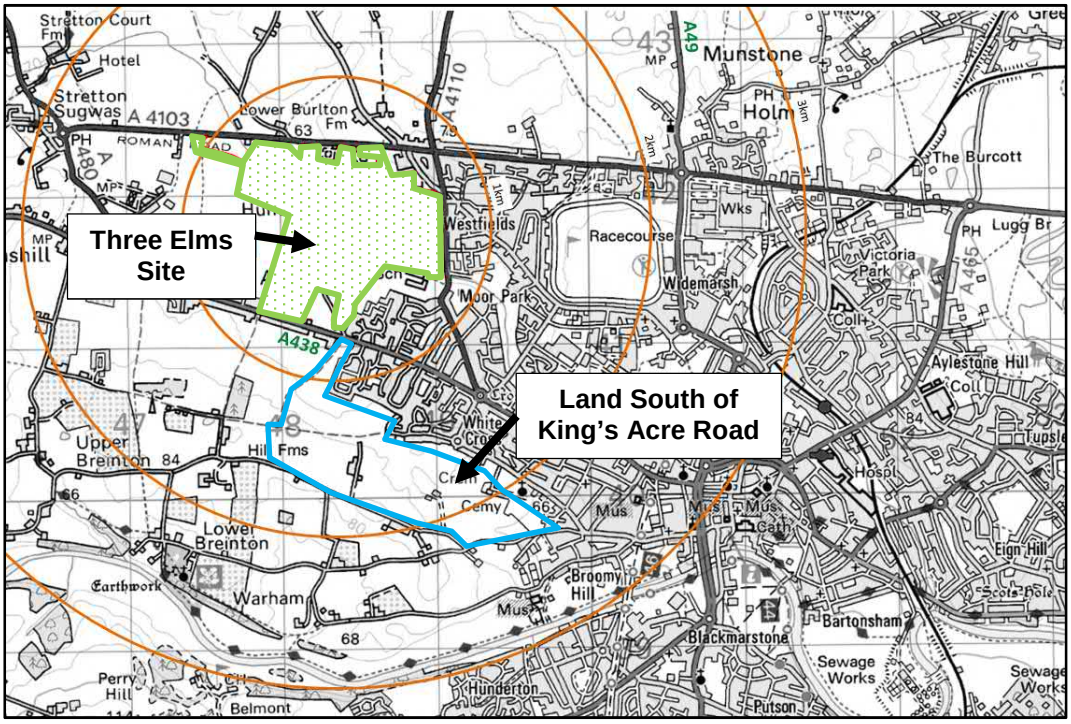
1.2.2 The Commissioners own various strategic landholdings in and around the Hereford area and significant changes to the local infrastructure such as the introduction of the new Herford Bypass will inevitably impact upon the Commissioners' landholdings.

1.2.3 This report is in response to the second phase of the Hereford Bypass consultation process. During the first phase of the consultation, it was identified that the Hereford Bypass – previously known as the Hereford Relief Road (HRR) – would likely have a significant impact on the Commissioners' two strategic landholdings in Hereford. During this second phase of consultation, it has been identified that each of the remaining seven route options would also result in a potentially significant impact on the same strategic landholdings – both the Commissioners' site at Three Elms (to the south of Roman Road and the north of King's Acre Road) and its separate landholding south of King's Acre Road.

1.2.4 The sites are known as Three Elms and land to the south of King's Acre Road and are shown in **Figure 1-1**. The orange concentric rings around the Three Elms site indicate 1km, 2km and 3km travel distances respectively, demonstrating that the land to the south of King's Acre Road is within approximately 2km of the centre of the Three Elms site.

1.2.5 The Three Elms site is an allocated site within the Hereford Local Plan and is currently the subject of a live yet undetermined planning application for a major residential-led mixed-use scheme, significantly contributing to Herefordshire's local housing and employment requirement over the Local Plan period. The Commissioners' site to the south of King's Acre Road is not currently an allocated site. However, the Commissioners promoted this land through the Local Plan process as a suitable site and HC was minded to allocate this land for development in earlier stages of the Local Plan making process. The Commissioners consider that the development of its land to the south of King's Acre Road would also be to the benefit of meeting Herefordshire's housing requirements.

**Figure 1-1 Site Location Plan[1]**




1.2.6 Subject to the more detailed comments provided within this report and within the other consultation responses submitted to HC on behalf of the Commissioners, and subject to further discussions with the Council, it is noted that the Commissioners support the principle of the proposed Hereford Bypass, which it is considered will provide important additional capacity to the local highway network and facilitate future growth within the area. However, the Commissioners are not supportive of some of the options proposed.

## 1.3 REPORT STRUCTURE

1.3.1 Following this introductory chapter, the remainder of this report is structured as follows:

- **Chapter 2: Three Elms Planning History** – Provides details of the planning history for the Three Elms strategic development site from a transport and highways perspective;
- **Chapter 3: Hereford Bypass Route Options** – Provides a brief overview of the route options discussed within the ***Hereford Transport Package*** (HTP), January 2018;
- **Chapter 4: Potential Impacts on the Three Elms Site –** Reviews impact each of the six bypass options will have on the proposed Three Elms site;
- **Chapter 5: Potential Impacts on the Commissioners' Land South of King's Acre Road** – Reviews impact each of the six bypass options will have on the land south of King's Acre Road; and

[1] Source: © OpenStreetMap contributors (http://www.openstreetmap.org/copyright); with Pell Frischmann annotations, March 2018.

- **Chapter 6**: **Summary and Conclusions** – Provides a summary of the key findings from the report.

1.3.2 Technical Appendix A is included at the end of this report for reference.

# 2. THREE ELMS PLANNING HISTORY

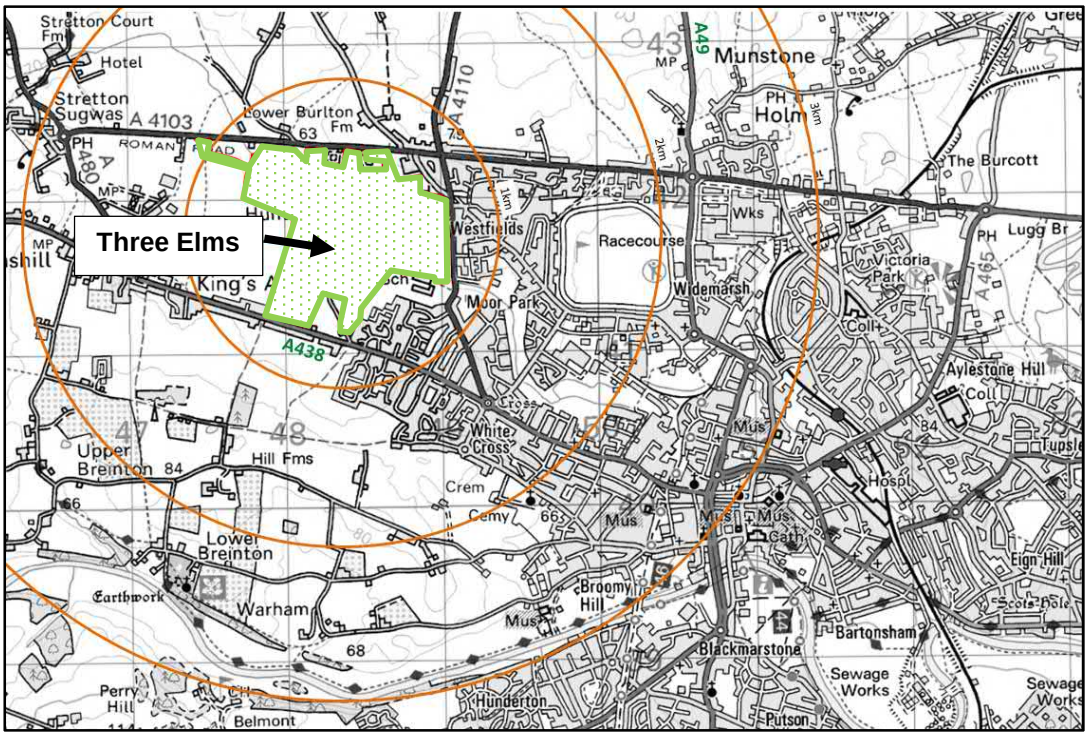
## 2.1 INTRODUCTION

2.1.1 This chapter of the report provides an overview of the planning history of the Three Elms site from a transport and highways perspective.

## 2.2 SITE LOCATION AND DESCRIPTION

2.2.1 A plan showing the location of the Three Elms strategic development site in the context of the surrounding area is presented in **Figure 1-2**. The orange concentric rings around the Three Elms site indicate 1km, 2km and 3km travel distances respectively.

**Figure 2-2 Site Location Plan[2]**




## 2.3 PROPOSED DEVELOPMENT

2.3.1 The Three Elms outline planning application that was submitted in 2016, with all matters reserved except for access, is for a strategic residential-led mixed-use development comprising the following:

- The demolition of existing agricultural buildings and the creation of a new urban extension comprising up to 1,200 homes (C3 Use Class);
- Employment development (comprising B1/B2/B8 Use Classes);
- A neighbourhood centre comprising a mix of retail (A1/A2/A3/A5 Use Classes), health provision (D1 Use Class) and leisure uses (D2 Use Class);
- A new one-form entry primary school;

[2] Source: © OpenStreetMap contributors (http://www.openstreetmap.org/copyright); with Pell Frischmann annotations, March 2018.

- A safeguarded route for the new Hereford bypass;
- 'Park and choose' (park and ride) car parks; and
- Open and play space, landscaping, highways, infrastructure and associated works.

2.3.2 It is understood that the Three Elms proposed development would, subject to planning approval being granted, be developed out in two separate phases. The first phase would, it is anticipated, be built-out and completed by 2022, whilst the timing for the build-out and completion of the second phase would be determined by and reliant upon the completion of the relevant sections of the proposed Hereford Bypass (previously known as the Hereford Relief Road).

## 2.4 PLANNING HISTORY

2.4.1 The Three Elms outline planning application was submitted to HC on behalf of the Commissioners in 2016 for the proposed development of land at Three Elms, to the north of the A438 Kings Acre Road. The planning application is yet to be determined.

2.4.2 It is noted that planning application discussions are ongoing with HC officers and representatives of third-party stakeholder organisations, and it is further noted that the majority of transport and highways matters are, at this stage, considered to be resolved, subject to final confirmation by HC officers.

2.4.3 The Three Elms proposals also include a package of transport measures comprising both improvements related to delivering the site accesses, public transport improvements, improvements to pedestrian/cyclist connectivity and off-site highway works. In-depth discussions have taken place with HC Highways officers and their transport/highways consultants both leading up to and since the submission of the planning application related to detailed off-site highways proposals, which are also likely to be affected, in part at least, by the proposed Hereford Bypass.

2.4.4 A series of technical assessments have been undertaken in support of the overarching Three Elms Transport Assessment (TA), which accompanied the planning application and included a detailed traffic modelling exercise of the surrounding junctions.

2.4.5 Throughout the planning process, officers from HC and their transport/highways consultants have been engaged to ensure that the scheme was generally acceptable in principle from a transport and highways perspective, prior to the submission of the final Transport Assessment (TA). The location of the bypass, as well as potential access points was discussed with the Council to ensure that Phase 2 of the scheme could be delivered alongside the proposed bypass.

## 2.5 PLANNING POLICY CONTEXT

### Herefordshire Local Plan (Core Strategy 2011-2031)

2.5.1 The Three Elms site forms one of the largest strategic land allocations in the Core Strategy and its delivery is critical to HC in meeting its housing growth targets over the plan period.

2.5.2 Policy HD5 of the ***Herefordshire Local Plan (Core Strategy 2011-2031)*** (October 2015) recognises the importance of the Three Elms site in the delivery of the bypass, by stating that:

"***Delivery of land and infrastructure to facilitate the construction of the adjoining phase of the Hereford Relief Road***"

2.5.3 The Three Elms planning application is for a strategic residential-led mixed-use development and Policy HD5 requires the development site to deliver several different elements, including:

1) 1,000 homes at 35 dwellings per hectare;

2) A minimum of 10 hectares of employment;

3) New green spaces;

4) 'Park and choose' site;

5) New linkages through the site for pedestrians and cyclists; and

6) A new primary school and extension to the existing Whitecross High School.

2.5.4 It is also noted that Policy HD5 explicitly states:

"***a minimum of 10 hectares of employment land, comprising predominantly of a mixture of use class B1, B2 and B8 located near to the new livestock market with access to the Hereford Relief Road and Roman Road***"

2.5.5 Para. 4.2.67 provides further clarification on access into the rest of the development, stating that:

"***Vehicular access options will need to be informed by a traffic assessment but opportunities exist to connect to Roman Road, Three Elms Road and Kings Acre Road as well as the new Relief. "***

2.5.6 The design of the masterplan carefully considered all of these elements when it was prepared as part of the outline planning application. Relocation of the bypass away from the safeguarded alignment within the Three Elms masterplan, could affect the quantum of development which is being proposed, result in the loss of green spaces / key linkages / access points and cause the redistribution of development traffic onto local roads.

# 3. HEREFORD BYPASS ROUTE OPTIONS

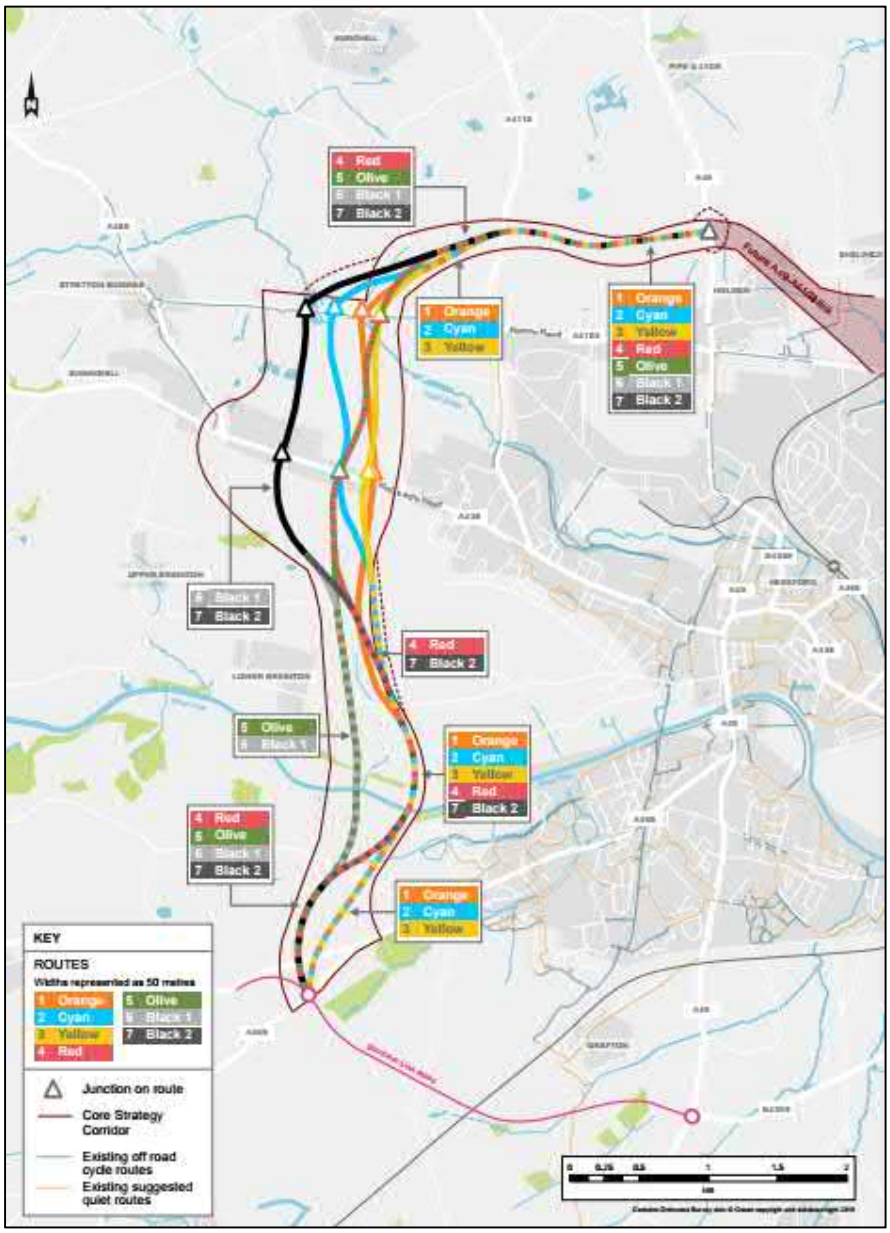
## 3.1 INTRODUCTION

3.1.1 This chapter of the report details the seven different routes proposed as part of the bypass.

## 3.2 ROUTING

3.2.1 The six of the seven options for the bypass alignment that run through the Three Elms site are shown in **Figure 3-1**. These are referenced from the 'Hereford Transport Package Options' (January 2018) and are currently being consulted on.

**Figure 3-1 Bypass Route Alignments**[3]




3.2.2 Initially, within the first phase of the bypass consultation, there were 24 separate options for the bypass. However, the '***Hereford Transport Package – Hereford Bypass'*** report, produced as part of the second phase of consultation, has reduced this by discounting a number of routes based on the following criteria:

- Conservation;
- Landscape;
- Heritage;

[3] Source: Hereford Transport Package (HTP) Public Consultation 2 exhibition boards, February 2018.

- Agriculture;
- Amenity;
- Flooding;
- Noise;
- Development (including impact on Three Elms); and
- Construction.

3.2.3 It is noted that the most critical factor in the decisions related to routing appear to be related to ancient woodland and, indeed, a number of the original routes appear to have been sifted out based on their impact to the ancient woodland and veteran trees in the area. Transport and highways, including access to the Three Elms site, do not appear to have been considered in detail, based on the information contained in the consultation report.

3.2.4 Connectivity to the southern link road was also a major consideration, with a number of the route alignments sifted out based on the fact that an additional junction would be required.

### 3.3 ROAD DESIGN

3.3.1 Further to recent discussions with HC Highways officers and their transport/highways consultants, it is understood that limited information is available to date with regards to the future design of the road. However, whilst the width of the road, number of lanes, speed limit, etc, are all yet to be determined, it is understood that HC is assuming that up to a 50m wide corridor would be required for the preferred route. Furthermore, it is understood this corridor width has been allowed in case the bypass takes the form of a grade-separated dual-carriageway, although the road could still take other forms.

3.3.2 HC officers have indicated that, at this stage, it is unclear as to whether the road will be adopted by HC or whether Highways England may choose to adopt the new road and de-trunk the existing A49(T) route through the centre of Hereford.

3.3.3 It is currently indicated that two accesses onto the bypass would be provided, from both Roman Road and King's Acre Road. However, as previously noted the HC policy states that the employment land at Three Elms would have access onto the bypass and the residential development would also have opportunities to access onto the bypass.

3.3.5 A meeting to discuss the bypass in more detail has been scheduled with HC officers for Wednesday 21 March 2018. More detailed drawings are requested, in order for the Commissioners to better understand how the various bypass route options are likely to affect their strategic landholdings.

# 4. POTENTIAL IMPACTS ON THE THREE ELMS SITE

## 4.1 INTRODUCTION

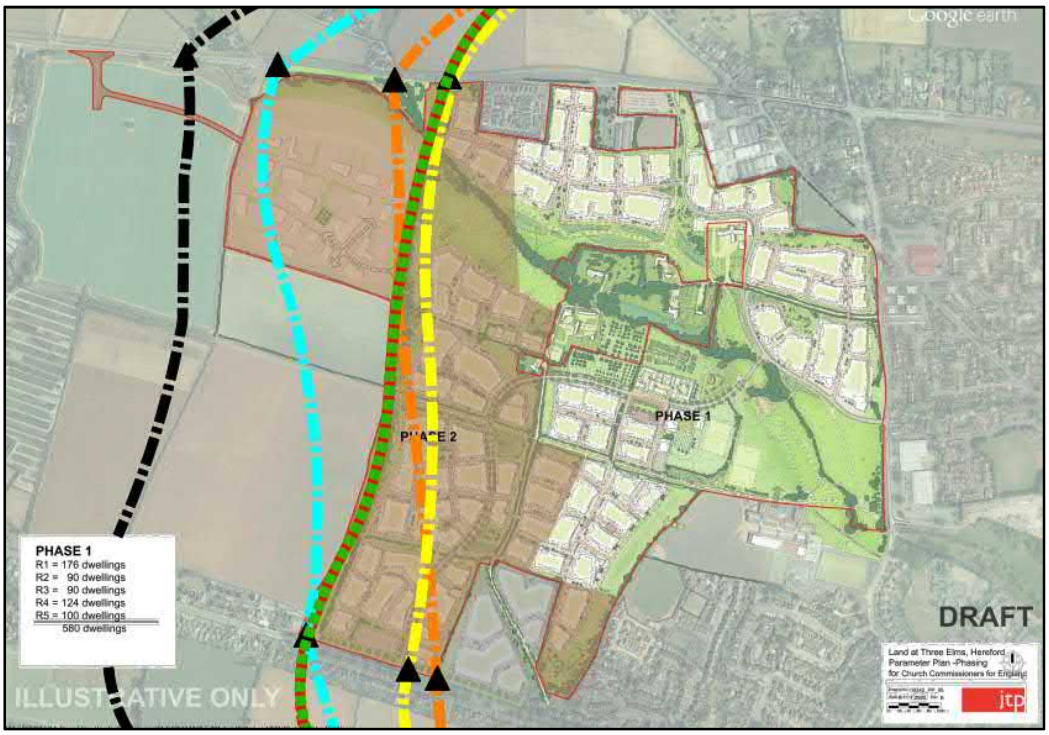
4.1.1 This chapter of the report considers the impact of each of the alignments against the Three Elms masterplan, which was submitted in 2016 as part of the outline planning application.

4.1.2 It is noted that the Commissioners' are supportive in principle of a new bypass, which will create capacity on the highway network and facilitate future growth for the area. Notably, Phase 2 of the Three Elms development requires the introduction of the bypass to provide capacity on the highway network before it can be built out.

## 4.2 BYPASS ALIGNMENT OPTIONS

4.2.1 The six alignments considered against the Three Elms masterplan as shown in **Figure 4-1**. It is noted that none of the routes will directly affect Phase 1 of the development, which is located to the east of the bypass routes, although at least two of the route options could potentially affect connectivity and permeability between the Phase 1 part of the development at King's Acre Road.

**Figure 4-1 Bypass Route Alignments**[4]



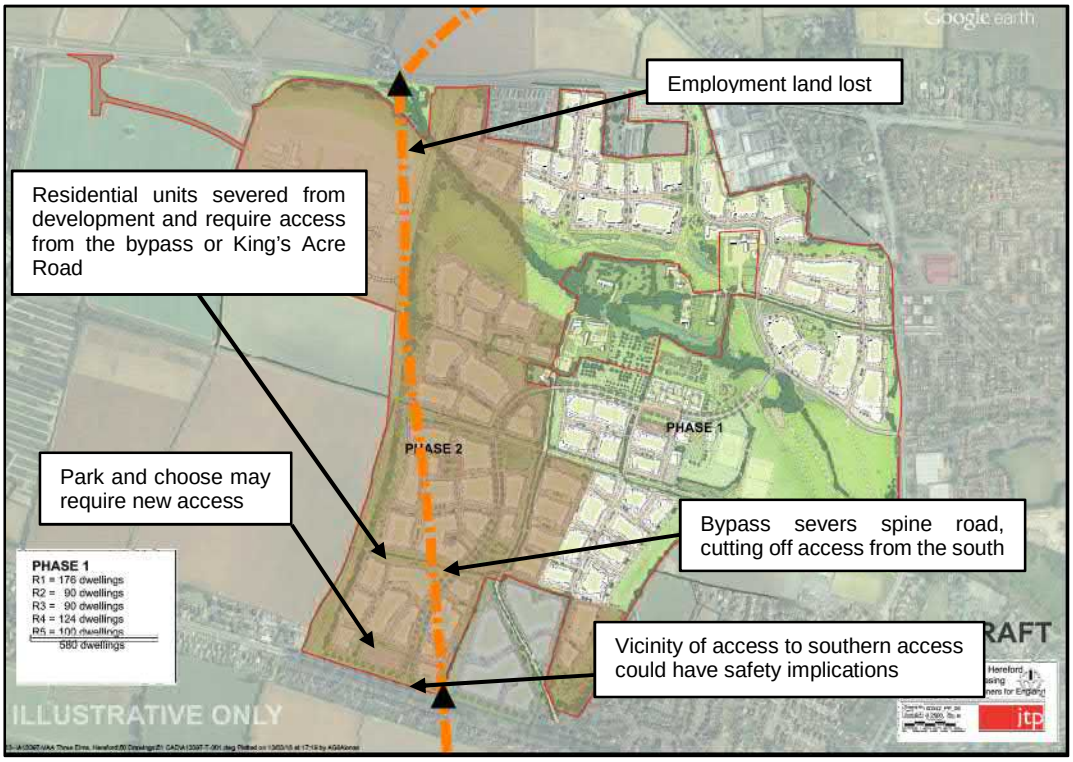

4.2.2 As previously noted, the masterplan assumes that access to the employment phase of the development could be taken from the bypass in line with the previously described Policy HD5 of the ***Herefordshire Local Plan (Core Strategy 2011-2031)***.

[4] Source: JTP submitted masterplan; with Pell Frischmann annotations, March 2018.

**Orange Route**

4.2.3 The Orange bypass alignment is shown in isolation with annotations in **Figure 4-2**.

**Figure 4-2 Orange Route**[5]




4.2.4 This route will align through a large portion of the residential development and effectively creates severance through the residential development. It also, cuts through the main spine road running through the masterplan, which means residential units to the east would no longer be able to access the site from King's Acre Road without a direct access onto the bypass. This would result in these residents having to access the site from either the north or the east of the site.

4.2.5 It is also noted that the proximity of the bypass / King's Acre Road junction to the proposed southern site access could have highways safety implications. This could result in the southern access having to be removed or relocated from this location. The park and choose facility is currently accessed from this part of the site and an alternative access would be required.

4.2.6 A portion of the employment land may also be lost as the bypass encroaches into the employment area.

4.2.7 It is noted that the Three Elms masterplan has been carefully laid out and considered to ensure that all policy requirements are met. This alignment of the bypass could result in the loss of residential units, employment land, the park and choose site and open green space.

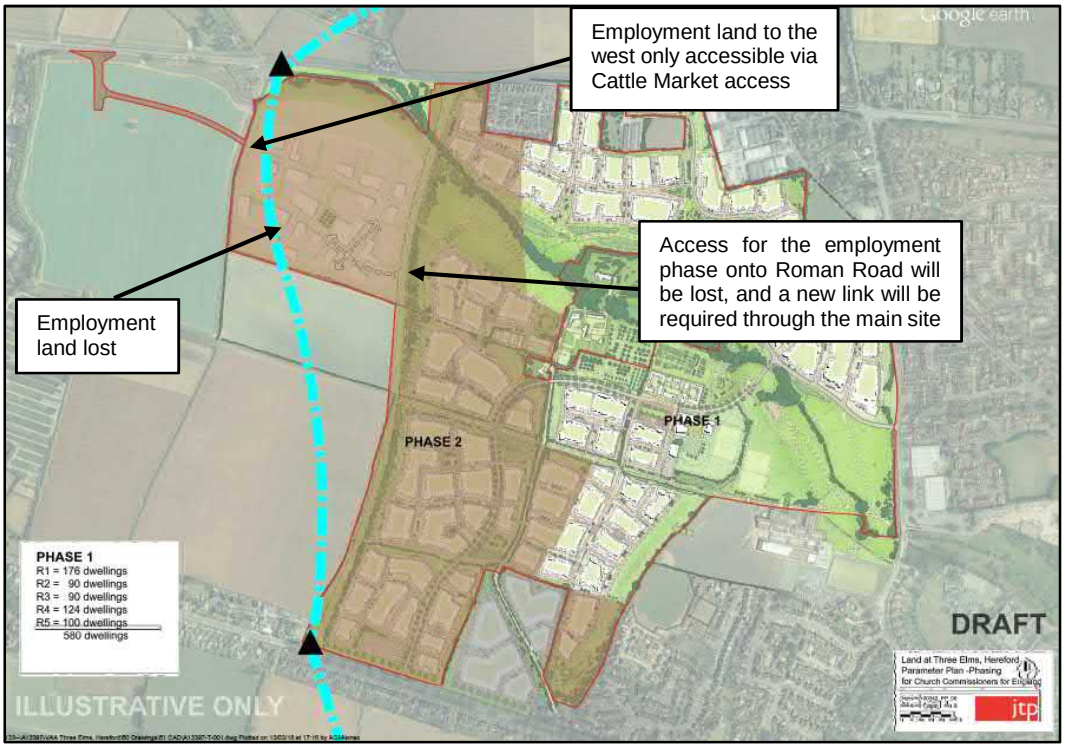
4.2.8 For the reasons stated above, **the Orange route is not supported by the Commissioners**.

[5] Source: JTP submitted masterplan; with Pell Frischmann annotations, March 2018.

### Cyan Route

4.2.9 The Cyan bypass alignment is shown in isolation with annotations in **Figure 4-3**.

**Figure 4-3 Cyan Route**[6]




4.2.10 A large portion of the employment land will be lost and the employment land to the west of the alignment would only be accessible either via the bypass or via the Cattle Market access.

4.2.11 It is noted that that policy contained within Policy HD5 of the ***Herefordshire Local Plan*** (***Core Strategy 2011-2031***) explicitly states that the 10 hectares of employment land would have access to the Hereford Relief Road (now known as the Hereford Bypass) and Roman Road and that the rest of the development site would have opportunities to connect to the new bypass (Paragraph 4.2.67).

4.2.12 Access from the employment land onto the bypass will potentially no longer be achievable in line with the safeguarded route put forward as part of the original masterplan. A new junction into the bypass from the employment land would have to be provided which could further reduce the amount of developable employment land.

4.2.13 A secondary access from the Cattle Market will no longer be achievable and traffic would therefore have to route back through the main masterplan site to achieve access onto Roman Road. Alternatively, a new access onto Roman Road could be provided on the safeguarded bypass alignment within the masterplan.

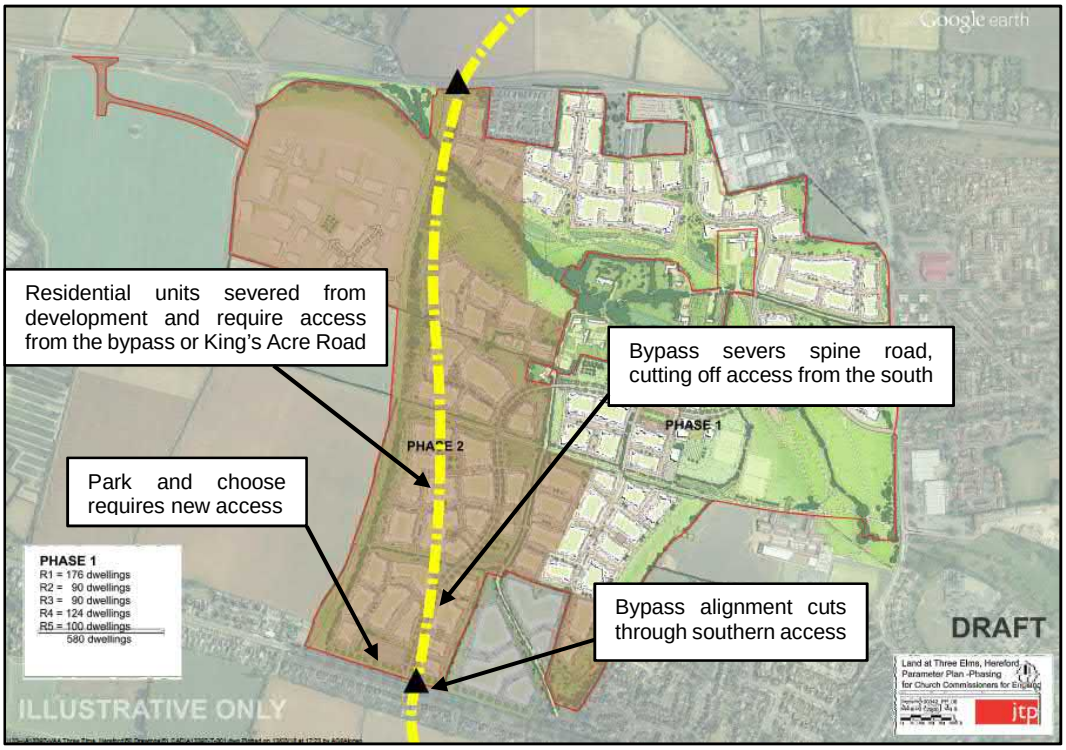
4.2.14 **At this stage, therefore, the Commissioners have no 'in principle' objection to the Cyan route alignment providing that access can be gained into the employment land from the bypass.**

[6] Source: JTP submitted masterplan; with Pell Frischmann annotations, March 2018.

### Yellow Route

4.2.15 The Yellow bypass alignment is shown in isolation with annotations in **Figure 4-4**.

**Figure 4-4 Yellow Route**[7]




4.2.16 This route will align through a large portion of the residential development and affectively creates severance through the residential development. It also, cuts through the main spine road running through the masterplan, which means residential units to the east would no longer be able to access the site from King's Acre Road without a direct access onto the bypass. This would result in these residents having to access the site from either the north or the east of the site.

4.2.17 It is also noted that the bypass / King's Acre Road junction aligns through the proposed southern access of the masterplan. This could result in the southern access having to be relocated from this location. The park and choose is currently accessed from this section of the site and an alternative access location would be required if it were to be retained.

4.2.18 It is noted that the masterplan has been carefully considered to ensure that all policy requirements are met. This alignment of the bypass could result in the loss of residential units, employment land, the park and choose site and green space.

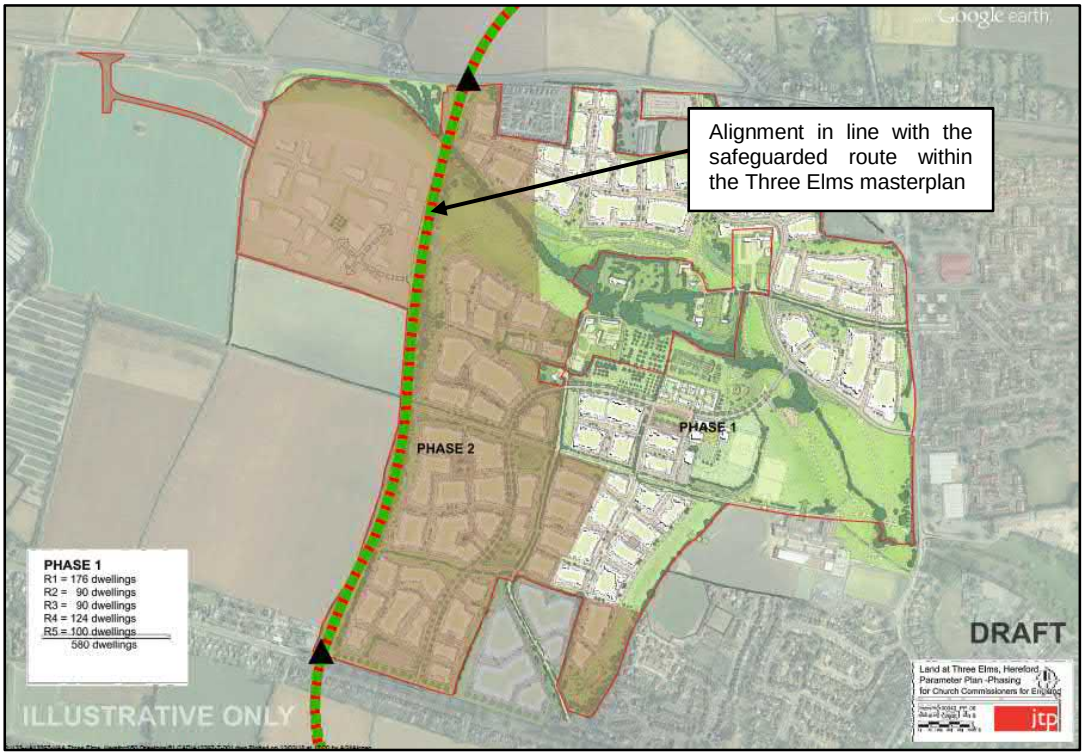
4.2.19 **For the reasons stated above, the Yellow route is not therefore supported by the Commissioners.**

[7] Source: JTP submitted masterplan; with Pell Frischmann annotations, March 2018.

**Red and Olive Routes**

4.2.20 The Red and Olive routes have the same alignment through the Three Elms site, this alignment is shown in **Figure 4-5**.

**Figure 4-5 Red and Olive Routes[8]**




4.2.21 The Red and Olive alignments generally align with the bypass route already safeguarded by the masterplan and therefore this alignment could, it is considered, potentially be delivered without compromising the proposed masterplan. It is noted that this alignment has been shown within the masterplan as it is away from the Conservation Area and listed buildings contained within the site and, in the interests of good masterplanning and creating an integrated community, is also away from the centre of the site where community facilities would be provided.

4.2.22 However, as previously noted, the road width will need to be confirmed and it is noted that no junction has been shown to connect with the employment site as set out in the policy.

4.2.23 **At this stage, therefore, the Commissioners consider that the Red and Olive routes have the potential to be acceptable, subject to confirmation that access onto the bypass from the masterplan development can be achieved.**

[8] Source: JTP submitted masterplan; with Pell Frischmann annotations, March 2018.

**Black 1 and 2 Routes**

4.2.24 The Black 1 and 2 routes have the same alignment through the Three Elms site, this alignment is shown in **Figure 4-6**.

**Figure 4-6 Black 1 and 2 Routes**[9]

4.2.25 Access onto Roman Road, will no longer be achievable from the Cattle Market access, instead a new access will have to be provided or the traffic will have to route through the residential development onto Roman Road.

4.2.26 The secondary access from the employment onto the bypass will no longer be achievable without going through third party land.

4.2.27 **At this stage, therefore, the Commissioners consider that the Black 1 and 2 routes have the potential to be acceptable, subject to confirmation that access onto the bypass from the masterplan development and, specifically, the bypass can be achieved.**

## 4.3 SUMMARY

4.3.1 Individual analysis of the six alignments and their impact upon the site is provided in **Table 4-1**.

[9] Source: JTP submitted masterplan; with Pell Frischmann annotations, March 2018.

**Table 4-1 Bypass Analysis Three Elms Site**

| Route Alignment | Comments in relation to Three Elms Site Phase 2 |
|---|---|
| **Orange** | • This route will align through the residential plots and the proposed spine road.<br>• Access from the resident units directly onto the bypass will likely be required.<br>• A small portion of the employment site will be lost.<br>• This will also have implications on the park and choose site located in the south of the site. |
| **Cyan** | • No access will be required via the Cattle Market for the employment, instead vehicles will have to access directly from the bypass.<br>• A portion of the employment land will be lost. |
| **Yellow** | • This route will align through the residential plots and the proposed spine road.<br>• It will also impact on the proposed access onto King's Acre Road.<br>• This will also have implications on the park and choose site located in the south of the site. |
| **Red** | • The route is largely similar to the alignment proposed in the Masterplan and will have minimal impact on the Masterplan<br>• An access into the employment land from the bypass will be required |
| **Olive** | • The route is largely similar to the alignment proposed in the Masterplan and will have minimal impact on the Masterplan |
| **Black 1 and 2** | • No access will be required via the Cattle Market for the employment, instead vehicles will have to access directly from the bypass.<br>• The secondary access from the employment onto the bypass will no longer be achievable, without going through what is assumed to be third-party land. |

# 5. POTENTIAL IMPACTS ON THE COMMISSIONERS' LAND SOUTH OF KING'S ACRE ROAD

## 5.1 INTRODUCTION

5.1.1 As previously noted within this report, the Commissioners also own a strategic landholding to the south of King's Acre Road. The bypass alignment also impacts upon the land to the south of King's Acre Road and a review of the possible alignments is summarised in this chapter.

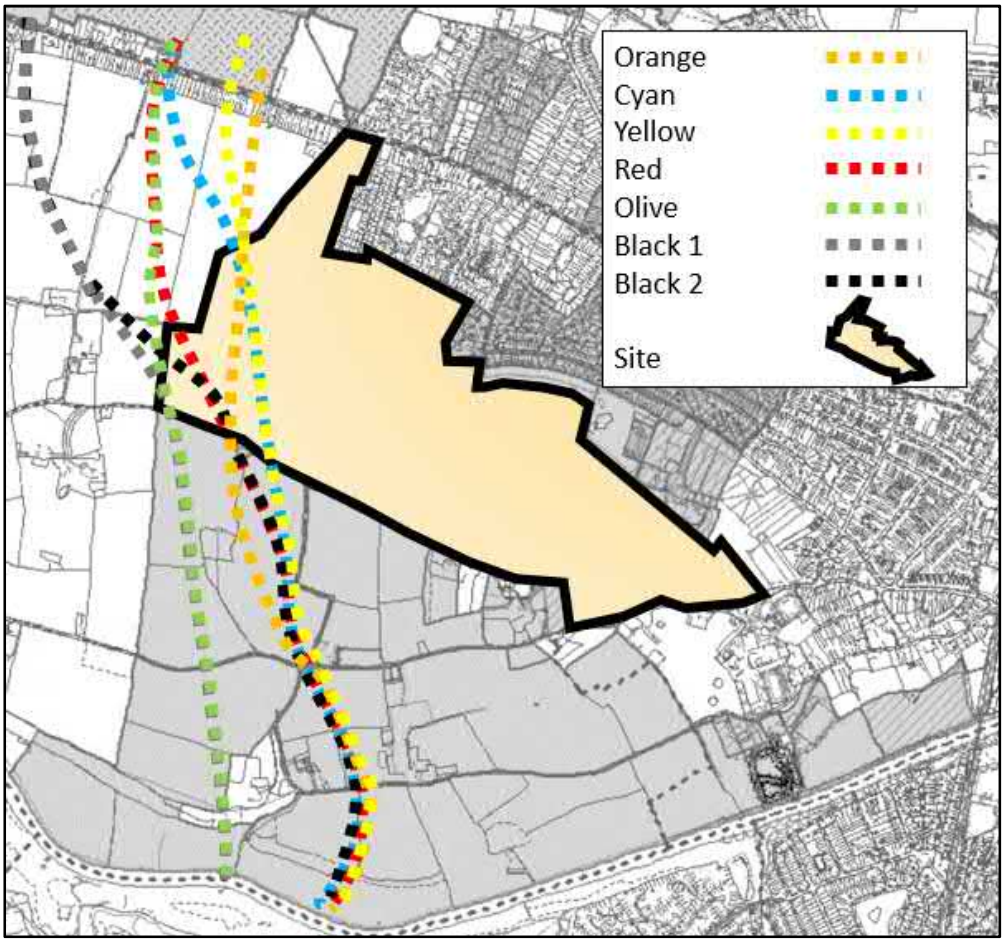
5.1.2 There is a small section of this site which has access to the public highway without the bypass. However, given that the bypass aligns through the site there is the potential for a second access from the bypass, which could result in a higher level of development on the site.

5.1.3 It is noted that the Commissioners' are in support of a new bypass in principle, which will create capacity on the highway network and facilitate future growth for the area.

## 5.2 BYPASS ALIGNMENT

5.2.1 The seven bypass options are shown in **Figure 5-1**.

**Figure 5-1 Bypass Route Alignments**[10]




**Orange Route**

5.2.2 The alignment takes up a large part of the developable site and severs some of the land to the west of the bypass from the rest of the site.

5.2.3 The junction of the bypass and Kings Acre Road is relatively close to the section of developable land that fronts the public highway and could provide an access into the site. As a result, any planned future development may not be able to achieve an access onto King's Acre Road due to the proximity of the new bypass junction with King's Acre Road.

**Cyan Route**

5.2.4 The alignment takes up a large part of the developable site and severs some of the land to the west of the bypass from the rest of the site.

**Yellow Route**

5.2.5 The alignment takes up a large part of the developable site and severs some of the land to the west of the bypass from the rest of the site.

[10] Source: © OpenStreetMap contributors (http://www.openstreetmap.org/copyright); with Pell Frischmann annotations, March 2018.

5.2.6 The junction of the bypass and Kings Acre Road is relatively close to the section of developable land that fronts the public highway and could provide an access into the site. As a result, any planned future development may not be able to achieve an access onto King's Acre Road due to the proximity of the new bypass junction with King's Acre Road.

**Red Route**

5.2.7 The bypass alignment takes up a relatively small amount of developable land and still appears to afford access into the site.

**Olive Route**

5.2.8 The bypass takes up a relatively small amount of developable land and still appears to afford access into the site. From the drawings produced to date; it would appear that access could be achieved onto the bypass.

**Black 1 Route**

5.2.9 The bypass takes up a relatively small amount of developable land and still appears to afford access into the site. From the drawings produced to date; it would appear that access could be achieved onto the bypass.

**Black 2 Route**

5.2.10 The bypass alignment takes up a relatively small amount of developable land, however, it is unclear from the plans as to whether any sort of access could be achieved without the use of third party land.

## 5.3 SUMMARY

5.3.1 Individual high-level analysis of the seven alignments and their impact upon the site is provided in **Table 5-1**.

**Table 6-1 Bypass Analysis**

| Route Alignment | Comments in relation to Land South of King's Acre Road |
|---|---|
| **Orange** | • The alignment takes up a large part of the developable site.<br>• The junction of the bypass and Kings Acre Road is relatively close to potential future access points into the site. |
| **Cyan** | • The alignment takes up a large part of the developable site. |
| **Yellow** | • The alignment takes up a large part of the developable site.<br>• The junction of the bypass and Kings Acre Road is relatively close to potential future access points into the site. |
| **Red** | • The alignment takes up a relatively small amount of the developable land and still allows the potential for an access onto the bypass. |
| **Olive** | • The alignment takes up a relatively small amount of the developable land and still appears to allow a potential access onto the bypass. |
| **Black 1** | • The alignment takes up a relatively small amount of the developable land and still allows the potential for an access onto the bypass. |
| **Black 2** | • The alignment takes up a relatively small area of the site, however there is less potential for access onto the bypass from the developable area. |

# 6. SUMMARY AND CONCLUSIONS

## 6.1 KEY POINTS

6.1.1 Pell Frischmann is retained by the Church Commissioners for England (the 'Commissioners') to provide transport planning and highways consultancy advice in connection with the Commissioners' strategic landholdings in Hereford. This report is prepared on behalf of the Commissioners as a response to the Herford Transport Package – Hereford Bypass Consultation 2 that is currently underway.

6.1.2 This report should be read in conjunction with the Lichfields consultation response letter dated 20 March 2018, which provides comments on the consultation in relation to a broader range of matters, beyond transport and highways.

6.1.3 The Commissioners own various strategic landholdings in and around the Hereford area and significant changes to the local infrastructure such as the introduction of the new Herford bypass will inevitably impact upon the Commissioners' landholdings.

6.1.4 This report is in response to the second phase of the Hereford Bypass consultation process. During the first phase of the consultation, it was identified that the Hereford Bypass – previously known as the Hereford Relief Road (HRR) – would likely have a significant impact on the Commissioners' two strategic landholdings. During this second phase of consultation, it has been identified that each of the remaining seven route options would also result in a potentially significant impact on the same strategic landholdings – both the Commissioners' site at Three Elms (to the south of Roman Road and the north of King's Acre Road) and its separate landholding south of King's Acre Road.

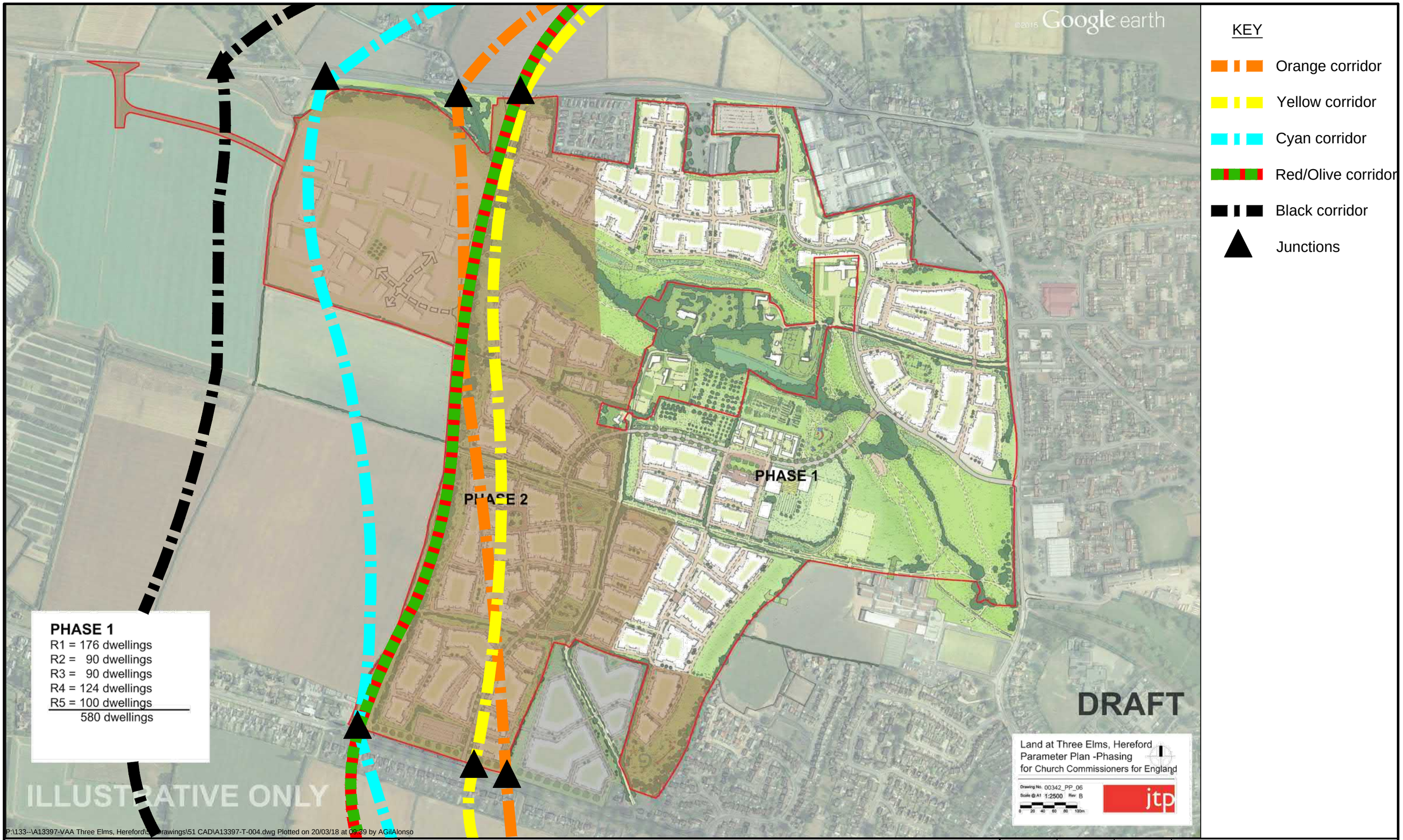
6.1.5 The Three Elms site is an allocated site within the Hereford Local Plan and is currently the subject of a live yet undetermined planning application for a major residential-led mixed-use scheme, significantly contributing to Herefordshire's local housing and employment requirement over the Local Plan period. The Commissioners' site to the south of King's Acre Road is not currently an allocated site. However, the Commissioners promoted this land through the Local Plan process as a suitable site and HC was minded to allocate this land for development in earlier stages of the Local Plan making process. The Commissioners consider that the development of its land to the south of King's Acre Road would also be to the benefit of meeting Herefordshire's housing requirements.

6.1.6 Subject to the more detailed comments provided within this report and within the other consultation responses submitted to HC on behalf of the Commissioners, and subject to further discussions with the Council, it is noted that the Commissioners support the principle of the proposed Hereford Bypass, which it is considered will provide important additional capacity to the local highway network and facilitate future growth within the area. However, the Commissioners are not supportive of some of the options proposed

6.1.7 As recently discussed with HC officers and their transport/highways consultants, limited information has to date been provided within the published information in relation of the design of the road. It is understood that the width of the road and the number of lanes, together with the overall design standard and speed limit, are yet to be determined.

6.1.9 The Commissioners' support for any potential route alignment options is based on the Three Elms masterplan development being able to achieve access onto the bypass. This is in accordance with Policy HD5 of the ***Herefordshire Local Plan*** (***Core Strategy 2011-2031***), which explicitly states that the 10 hectares of employment land would have access to the Hereford Relief Road (now known as the Hereford Bypass) and Roman Road and that the rest of the development site would have opportunities to connect to the new bypass (Paragraph 4.2.67). The Commissioners support is also predicated on a future development on their land to the south of King's Acre also being able to achieve access onto the bypass.

# Appendix A
Hereford Bypass Route Alignment Options




Pell Frischmann

5 MANCHESTER SQUARE LONDON W1U 3PD

Telephone +44 (0)20 7486 3661
Email: pflondon@pellfrischmann.com
www.pellfrischmann.com

Project

Hereford Transport Package - Hereford Bypass Consultation 2

Drawing Title

Hereford Bypass - Route Alignment Options over Three Elms Strategic Development Site

| | Name | Date |
|---|---|---|
| Drawn | AGA | 20/03/18 |
| Designed | AGA | 20/03/18 |
| Checked | DW | 20/03/18 |
| Approved | SME | 20/03/18 |

Scale: As shown

File No.: A13397-T-004.dwg

Drawing Status

Drawing No.: A13397-T-004

Revision

[redacted]

**Our ref:** SV/2017/109653/03-L01
**Your ref:** na

**Date:** 20 March 2018

Dear [redacted]

**ENVIRONMENTAL ASSESSMENT REPORT IN RELATION TO HEREFORD TRANSPORT PACKAGE INCLUDING PROPOSED BYPASS**

I refer to your email of the 14 March 2018 in relation to the second stage of consultation for the Hereford Transport Package. We are involved in ongoing discussions on the package, including the proposed bypass, and will provide more detailed comment as the scheme progresses. However I would offer the following comments for your consideration at this time, which mirror discussions to date.

We note that the Environmental Assessment Report (EAR) is seeking to review and assess the impacts of the 24 potential routes to arrive at a short list of seven. With regards to matters within our remit the environmental constraints are broadly similar for all routes, subject to further assessment and detailed design, but the impacts/significance varies.

**Flood Risk:** Section 11 of the submitted report seeks to address the water environment**,** including fluvial, pluvial and groundwater. All options will cross both the River Wye (Main River) and Yazor Brook (Ordinary Watercourse). As stated in the submitted Corridor Assessment Framework development within the functional floodplain, and generally all areas within Flood Zone 3, should be safe, result in no net loss of floodplain storage, not impede flood flows or increase flood risk to third parties. Additionally, in line with National Planning Policy, and Herefordshire Councils Core Strategy (Policy SD3 – Sustainable Water Management), the scheme should also seek to provide flood risk betterment where viable.

It should be noted that Herefordshire Council are currently updating their Strategic Flood Risk Assessment (SFRA), including further modelling work, which may be of assistance as the scheme progresses.

The Wye crossing (viaduct style) will lie outside of, or above, Flood Zone 3 (high risk) although the required piers fall within the functional floodplain. Whilst the impact of the

piers will be minimal it will still need to be addressed in any forthcoming detailed assessment. As agreed the existing 1d Wye model will be utilised to assess the impacts of the Wye Crossing but 2d modelling will likely be needed to understand the impact of piers.

The piers themselves will be a minimum of 8 metres from the top of the bank of the River Wye and, as such, a Flood Risk Activity Permit (FRAP) will not be required. The interaction between the route (all options) and the Yazor Brook is more complicated and the options will need to be assessed in more detail to determine the impacts and the degree of betterment that can be achieved.

The Yazor Brook is designation Ordinary Watercourse and therefore falls under the jurisdiction of Herefordshire Council in discussion with their Drainage Team as the Lead Local Flood Authority (LLFA). The LLFA have been involved in initial discussions on the Yazor crossing and we will continue to liaise with them, along with yourselves, on the preferred route as the scheme progresses.

This element of the scheme also offers the opportunity for flood risk improvements which may provide betterment to the City and surrounding area, as acknowledged in section 11.7.4 of the EAR. This may form part of wider, catchment-wide, flood alleviation opportunities for Hereford City.

Detailed consideration will need to be given to the Yazor Brook crossing and whether a culverted option is progressed or a naturalised open span bridge with justification provided. With regards options, the submitted report states that a “longer crossing could presumably reduce the potential impact as it would result in less of the structural elements being in the flood plain”. We would be happy to comment further on the detailed design and an overall suite of measures to ensure the preferred route is safe and will provide flood risk betterment post development.

Matters relating to surface water management and design fall to Herefordshire Council as the LLFA but the implementation of a robust SUDs scheme should help to ensure no increased runoff and also the opportunity the reduce runoff rates and volumes. SUDs can also be utilised to improve low flows issues within the Yazor Brook and provide environmental and ecological benefit. Surface water quality is also important as the Yazor Brook is a tributary of the River Wye (SSSI and SAC). Surface water should be treated for sediment and oil-water separators should be incorporated in the system.

**Water Framework Directive (WFD):** The quality of the Yazor Brook is assessed against the objectives of the WFD. The watercourse is assessed to have an overall status of moderate, with an ecological status of moderate and a chemical status of good (2016 Cycle 2 results). The watercourse is described as being substantially natural in character, although downstream sections have been heavily modified within Hereford.

With regards the River Wye (Bredwardine Br to Hampton Bishop) the watercourse is currently at Moderate Status (overall). The Wye is designated as a Site of Special Scientific Interest (SSSI) and also Special Area of Conservation (SAC).

It is essential that the scheme, both during construction and the completed route, is managed in such a way that continues to protect the watercourses in order to avoid deterioration of the water quality and habitat in the brook.

The need for this is supported within Herefordshire Councils Core Strategy (Policy SD4) which places a requirement that development should not undermine the achievement of water quality targets for rivers within the County (the Wye and Yazor in this instance).

The proposed scheme offers the opportunity to naturalize sections of the Yazor Brook. We would wish to see this happen, where viable, providing both a low flow channel, berms, meanders and the setting back of head walls to the watercourse. Gradients of the banks should also not be uniform. We will seek further discussion on this as the scheme progresses.

**Groundwater:** The link road corridor primarily falls within the Raglan Mudstone Formation (interbedded siltstone and mudstone). The Raglan Mudstone Formation is classified as a Secondary A aquifer, described as permeable layers capable of supporting water supplies at a local rather than strategic scale, which in some cases forms an important source of base flow to rivers. Detailed hydrogeological information is provided within Section 14 of the submitted EAR.

As stated in the report the proposed route(s) is primarily rural and agricultural. It is essential that all appropriate measures are taken to ensure the underlying aquifers are protected from development. Any increased development has the potential to adversely impact upon groundwater quality if appropriate SUDs are not adopted.

As stated in the Core Strategy (associated text for Policy HD5) the Yazor Brook has been subject to low flows/drying up since the cessation of a large discharge from the Stretton Sugwas quarry in 2002. Any forthcoming SUDs design should consider this to enable water to be stored and used to support low flows in the brook.

As confirmed in Section 14 all route corridors fall within Source Protection Zones (SPZ) 2 and 3, the outer zone and total catchment zone. It is noted that all options will not enter SPZ1 but could pass within 200m of the Zone. Further assessment of the impact of the scheme, design and construction, will need to be undertaken to confirm no impact upon the SPZ along with licenced water abstractions.

I trust the above is of assistance at this time. I will provide further correspondence and feedback from my colleagues in due course. As previously discussed we are happy to comment further as the scheme progresses, both through the formal statutory process and detailed design meetings, the latter subject to our cost recovery service.

Yours sincerely

[redacted]

End

20 March 2018
FINAL Phase 2 Consultation Covering Letter Mar 18

Hereford Transport Package (Phase 2)
Balfour Beatty Living Places
Unit 3
Thorn Business Park
Rotherwas
Hereford
HR2 6JT

[redacted]

55 Colmore Row
Birmingham B3 2AA
T: +44 (0) 121 200 4500
F: +44 (0) 121 633 3666
savills.com

Dear Sirs,

**Representations in relation to the Phase 2 Hereford Transport Package Consultation**
**Land at the Former Belmont Golf Course, Hereford**

We write to you on behalf of our client, Golf Inns Limited, in response to the Phase 2 Hereford Transport Package consultation. We have also completed the Public Consultation Questionnaire which is submitted with this letter.

Golf Inns Limited own the former Belmont Golf Course which is located to the west of Hereford off Ruckhall Lane and includes the Grade II* Belmont House and Unregistered Parkland. All of the proposed western relief road route corridors cut across our client's property and therefore, our client, has a significant interest in the most appropriate route being chosen.

Question 3 Public Consultation Questionnaire Response

*Question 3 - Which bypass route would you prefer?*

We have ranked our preferred routes on the attached consultation questionnaire.

We consider that the 'Olive' (Route 5) route is the most appropriate option and is therefore our preferred route option. In the high level assessment of the environment and local effects of each route, we consider that the Olive route was the best performing route as well as being one of the cheapest route options with a budget estimate of less than £129 million. Where other routes have a negative impact, the Olive route is one of the best performing routes against the following constraints:

- The Southern Link Road connectivity (normal roundabout geometry);
- The numbers of houses that will be demolished (3 dwellings);
- Landscape and visual impact in central and northern part of the study area (slight adverse);
- The impact on Three Elms (slight adverse); and
- Agricultural land take (58 to 69 fields / land parcels).

Our second most preferred option is the 'Black 1' route (Route 6). This route performed well in the high level assessment of the environmental and local effects particularly on the Southern Link Road connectivity (normal roundabout geometry) and its impact on Three Elms (no impact).

Although both the Olive and Black 1 route options will involve constructing a longer viaduct, they will have a lesser landscape and visual impact to the River Wye Corridor compared to the other five route options which will have a 'large adverse' impact on the River Wye Corridor. On the areas where the route preferred will have a large adverse impact in relation to veteran trees and the setting of Belmont Abbey (Grade II*) and Belmont



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House (Grade II*) and their listed structures in curtilage, the other five route options will also have a large adverse impact.

The only option that the Olive and Black 1 routes have scored poorly on (large adverse impact) compared to the other five routes (neutral scores), is in relation to the Queen Elizabeth II playing fields because the Black and Olive routes pass through the playing fields whilst the other routes avoid them. Sport England policy states that they oppose all development on playing pitches unless it is in exceptional circumstances. We consider that providing this relief road to meet the growing needs of Hereford City justify potentially building on playing pitches. Additionally, the playing pitches that would be lost could be provided at another location and be of a better quality and equivalent or greater quantity. Therefore, we do not consider that the large adverse impact that the Olive and Black 1 routes will have on the Queen Elizabeth II playing fields is enough to justify one of these routes not being selected as the preferred route option.

In summary, we consider that both the Olive and Black 1 routes will have the least impact on the environment and locality and one of these routes should be selected as the preferred route option for the Hereford western relief road.

Impact on our Client's Land

Although we understand that you will be concentrating on the transport aspect of this relief road, we think that it is imperative that you also consider the wider benefits that this relief road could bring the City and surrounding area. The road has the potential to make areas which are currently inaccessible or have limited accessibility more accessible for future generations. When considering which route option to choose, there must be a focus on the future and the directions of growth of Hereford City. Due to environmental constraints, Hereford City can only expand towards the west and thought must be given to future locations of development and how the proposed relief road can assist in making areas of land to the west of Hereford, such as our client's land, more accessible for growth in the future.

Belmont House is within our client's land and is a Grade II* listed building on Historic England's Heritage at Risk Register. Historic England have concluded that in relation to restoring Belmont House, "*resolution lies in finding and funding an appropriate and sustainable solution for the buildings which should be encouraged through the planning process*". In 2008, a Historic England Inspector (then called English Heritage) wrote a letter to our client which sets out that substantial works would be required to repair Belmont House and bring it back into use. The Inspector concluded that the solution to the problem was enabling development due to the financial scale of the problem totaling several million pounds back in 2008. We understand that there have been some initial discussions in relation to a possible junction to service Ruckhall Lane / Belmont House. Golf Inns Limited support the provision of a new junction on their land which will enhance connectivity for pedestrians, cyclists and public transport to this part of Hereford City. This should in turn make our client's land a more sustainable option for future enabling development in order to release the funds required to enable the restoration of Belmont House Grade II* listed heritage asset. Although this issue is not directly related to the transport issues that you will be considering, we consider that it is imperative that the future of this heritage asset is taken into consideration and that the Olive or Black 1 routes are selected as the preferred relief road option.

I trust the above is of assistance, should you have any queries on what I have included above, please contact myself or my colleague Jessica Graham (jgraham@savills.com or 0121 634 8494).

Yours sincerely

[redacted]

Enc. Hereford Transport Package Public Consultation Questionnaire

Cc Herefordshire County Council Planning Team

## HEREFORD TRANSPORT PACKAGE CONSULTATION 2

Thank you for taking the time to let us know your views on the Hereford Transport Package (HTP). This questionnaire should be read in conjunction with the consultation materials and can be completed online at **www.herefordshire.gov.uk/HTP** or at one of our consultation exhibitions, which are being held at:

- The Old Market between Tuesday 6th and Thursday 8th February 2018
- Whitecross School on Tuesday 13th February 2018

Alternatively, please complete this copy of the questionnaire and return it to the freepost address at the bottom of page 7. Your comments will be treated confidentially. **The closing date for responses is Tuesday 20th March 2018.**

### The proposed Hereford Transport Package

We have identified that a package of transport schemes is needed to address the traffic problems in Hereford which affect the quality of life and limit growth in the city.

Analysis and studies undertaken identify that a bypass together with other improvements in the city will meet the objectives of the package. We want your views on the emerging proposals to help refine these further.

**Question 1:** Do you agree with the Hereford Transport Package objectives to address the transport problems in Hereford and enable growth?

a) Yes [X]

b) No [ ]

**Comments**

We particularly agree with the 'Encouraging Sustainable Development' objective as we consider that this relief road will make areas to the west of Hereford, such as Belmont Rural, more accessible and ensure that future development in the area is sustainable.

### The Hereford Bypass

An assessment was undertaken in the Core Strategy corridor and we identified 24 possible bypass routes. These were assessed in more detail to identify viable routes. This work identified seven possible routes for the bypass which are listed on the next page.

**Question 2:** Do you agree that a bypass should form part of a package?

a) Yes [X]

b) No [ ]

**Comments**

We consider that the Olive and Black 1 bypass options are the most appropriate route options (please refer to our attached covering letter for further information).

**Question 3:** Which bypass route would you prefer? You may select more than one option. Please rank the routes below from 1 – 7 with 1 as your preferred route.

| Route Colour on map | Preference |
|---|---|
| Orange | 7 |
| Cyan | 6 |
| Yellow | 5 |
| Red | 3 |
| Olive | 1 |
| Black 1 | 2 |
| Black 2 | 4 |
| No preference | |

**Comments on your preferences**

Please refer to the attached covering letter.

## Walking, cycling and public realm improvements

**Question 4:** Do you agree that the package should include possible walking, cycling, bus and public realm measures described in the consultation materials?

a) Yes [X] b) No [ ]

Please tick the improvements which you support

| Themes |
|---|
| ☐ Traffic management (20mph speed limit) |
| ☐ Better use of public space |
| ☒ Junction improvements for pedestrians, cyclists and bus users |
| ☒ Crossing improvements along and across main roads |
| ☐ Improved existing traffic free paths |
| ☐ New traffic free paths |

**Comments**

There should be junctions created along the proposed relief road to improve accessibility to and from the Hereford City, particularly in the Belmont Rural area.

**Question 5:** Are there any other walking, cycling, bus and public realm improvements or locations that you think we should be considering?

**Comments**

There should be a junction on the proposed relief road within our client's land to create a link between the relief road and Hereford City and improve accessibility to the Belmont Rural area.

**Question 6:** Do you have any other comments about the current proposals included in the Hereford Transport Package?

**Comments**

N/A

## Frequency, method and reason for travel

**Question 7:** What is your post code?: ___ ___ ___ ___ / ___ ___ ___
*This information helps us to understand where people live in relation to the proposals. It will not be used for any other purpose.

**Question 8:** How often do you travel around Hereford?

a) Daily ☐
b) Weekly ☐
c) Monthly ☐
d) Rarely ☐

**Comments**

N/A

**Question 9:** How do you most commonly travel around Hereford?

a) By car ☐

b) By cycle ☐

c) On foot ☐

d) By bus ☐

e) Other ☐

(Please specify)

**Comments**

N/A

**Question 10:** What is the most common reason for your travel around Hereford? Please tick all that apply.

| Reason for travel | Work (commuting) | Education (school) | Shopping | Leisure/Health (ie. hospital/ medical centre) | Other (please specify) |
|---|---|---|---|---|---|
| By car | | | | | |
| Bicycle | | | | | |
| On foot | | | | | |
| By bus | | | | | |
| Other (please specify) | | | | | |

**Comments**

N/A

# The consultation

**Question 11:** Would you like to be added to the Hereford Transport Package contact database to receive updates about the project as it progresses?

a) Yes [X]
b) No [ ]

**If yes, please provide your contact details below.**

Name [redacted]

Email [redacted]

Phone number [redacted]

**Question 12: How did you hear about this consultation? Please tick all that apply.**

| | |
|---|---|
| a) Received a letter or email | [ ] |
| b) Poster | [ ] |
| c) Hereford Times newspaper | [ ] |
| d) Hereford Times online | [ ] |
| e) Council's website | [X] |
| g) Facebook | [ ] |
| h) Twitter | [ ] |
| i) Word of mouth | [ ] |
| j) Other (please specify) | [ ] |

_____

**Question 13a: Did you attend a public exhibition?**

a) Yes (please move to Question 13b) [ ]
b) No (please move to Question 14) [X]

**Question 13b:**

| | | Yes | No |
|---|---|---|---|
| **I.** | Did you receive sufficient notification about the public exhibition? | [ ] | [ ] |
| **II.** | Did the exhibition meet your expectations? | [ ] | [ ] |
| **III.** | Was the information displayed sufficient to answer any questions you had? | [ ] | [ ] |
| **IV.** | Was the venue suitable? | [ ] | [ ] |
| **V.** | Were the opening hours sufficient? | [ ] | [ ] |
| **VI.** | Were the staff sufficiently informed to answer your questions? | [ ] | [ ] |

**Question 14:** How would you rate the quality of the consultation materials (for example, any printed material you have received; maps and plans; the website; questionnaire etc)?

Very good ☐ Good ☐ Acceptable ☐ Poor ☐ Very poor ☐

| **Do you have any further comments on the quality of the consultation materials?** |
|---|
| |

## About you

All personal data will be treated in line with our obligations under the *Data Protection Act, 1998*. This means your personal data will not be shared. The information collected will help us identify the types of community members that we have and haven't heard from, so we can seek feedback that is broadly representative of the Hereford community.

**Question 15:** Are you responding to the consultation on behalf of a business or organisation? (Please tick one box)

a) Yes (please specify) [X] Golf Inns Limited
b) No ☐
c) Prefer not to say ☐

**Question 16: Which age group do you belong to? (Please tick one box)**

a) 15 or younger ☐
b) 16-24 ☐
c) 25-34 ☐
d) 35-44 ☐
e) 45-54 ☐
f) 55-64 ☐
g) 65-74 ☐
h) 75-84 ☐
i) 85+ ☐
j) Prefer not to say [X]

**Question 17: What is your gender? (Please tick one box)**

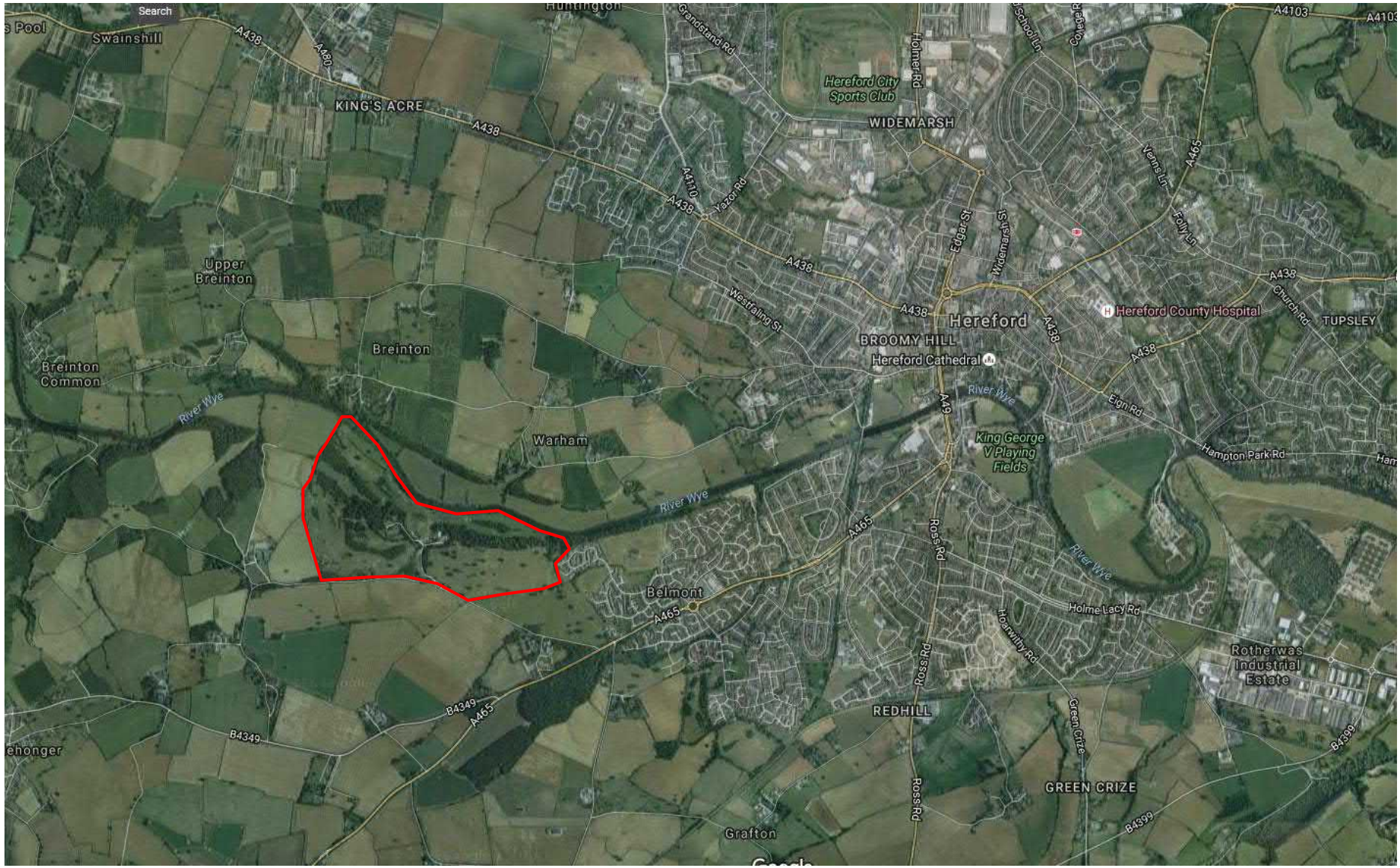
a) Male ☐
b) Female ☐
c) Other ☐
d) Prefer not to say ☒

**Question 18: Do you consider yourself to have a disability?**

a) Yes ☐
b) No ☐
c) Prefer not to say ☒

**Access to Information** Herefordshire Council and its consultants will use the questionnaires to shape Hereford Transport Package. The data collected will not be used for any other purpose and the questionnaire will be disposed of securely after they have served this purpose. Herefordshire Council is subject to the Freedom of Information Act, 2000, (FoI) and Environmental Information Regulations (EIRs) which means that questionnaires may be released in response to a request for information. However, all personal data will be treated in line with our obligations under the Data Protection Act, 1998. This means your personal data will not be shared. Alternative formats of this questionnaire are available upon request by emailing herefordtransportpackage@balfourbeatty.com or by writing to us at FREEPOST:RTHL-BBZH-JATH (Hereford Consultation) Balfour Beatty Living Places Unit 3, Thorn Business Park Rotherwas HEREFORD HR2 6JT

# Site Location Plan



Invest Herefordshire
Herefordshire Business Board

[redacted]
[redacted]
Herefordshire Council
Plough Lane
Hereford
HR4 0LE

21st March 2018

Dear [redacted]

**Support for Hereford Bypass**

I write to express support for the Hereford Transport Package including the Hereford Bypass which the Business Board believe is vital to the economy and growth ambitions of the city.

Hereford has, and continues to face challenges related to traffic congestion; the effects are far reaching and present a significant barrier to economic growth, regional connectivity and positive health outcomes for local people.

The Hereford Bypass, as part of a Hereford Transport Package, is not just an essential transport measure but is also key to the delivery of new homes and jobs, including at the Hereford Enterprise Zone, which will stimulate the much needed economic growth for Herefordshire and the Marches LEP area as a whole. We welcome the news that the project is expected to enable the delivery in excess of 6,500 new homes, 6000 jobs and the new university. These significant developments will generate major benefits to the wealth of the county.

Ambitious plans for housing and business growth cannot be achieved without the infrastructure to support it. The Board are also aware of businesses within Herefordshire whose growth and/or profitability is constrained by the current highways infrastructure. Key to unlocking the growth plans of these businesses are better communications and access to markets, the bypass and Hereford Transport Package will help facilitate this growth.

As the chair of the Herefordshire Business Board I can confirm that, after much debate and analysis the Board unanimously believe that this scheme is essential for the delivery of the wider growth of Hereford and its business and employment base. The Business Board fully support the Hereford Transport Package and the positive growth/health/business/congestion outcomes that will be achieved.

Yours sincerely

[redacted]
[redacted]
[redacted]
[redacted]

HerefordBID
Investing in our City

20th March 2018

**Ref: Herford Transport Package Public Consultation 2**

I write on behalf of the Hereford Business Improvement District in support of the proposals put forward in the Hereford Transport Package consultation. We strongly support the principle of building a bypass around Hereford, coupled with other improvement in the proposals, including improvements to sustainable transport. It would not be appropriate for us to comment on the which of the seven route options should be chosen, we are confident that whichever of the routes emerges as the most appropriate, it will help unlock growth in the local economy.

Hereford BID represents primarily retail and leisure businesses in the very heart of Hereford City. Recent years have seen a number of major improvement that strengthen the city centre as a destination, and a further wave of welcome capital investment is on the way through numerous projects. However, as a destination Hereford currently struggles as a result of the negative impact of localised congestion. The current infrastructure is barely sufficient, and the bottleneck geography of the layout means there is no resilience in the road network, which both adds costs and reduces revenue for city centre businesses. To fulfil the potential economic growth that is possible in the city centre the right set of transport infrastructure improvements are vital. Removing peak hour traffic and heavy vehicle through traffic will have hugely beneficial effect on the commercial heart of the city, allowing current business to thrive and encouraging further investment.

After many decades of stagnation on this issue, the decisive steps to make the bypass a reality are a hugely welcome. Hereford city has undoubtedly suffered, in economic and environmental terms due to lack of road capacity in recent years and we therefore support the proposals becoming a reality as quickly as the process allows.

Regards

[redacted]

[redacted]

[redacted]

Hereford Business Improvement District.

**HEREFORD CIDER MUSEUM TRUST**
21 Ryelands Street, Hereford, HR4 0LW
Telephone: (01432) 354207
Email: enquiries@cidermuseum.co.uk
www.cidermuseum.co.uk
Charity No. 1158061

Balfour Beatty Living Places,
Unit 3, Thorn Business Park,
Rotherwas,
Hereford HR2 6JT

10 March 2018

Hereford Bypass Consultation

Dear Sirs,

I am writing on behalf of the Trust to stress the importance of the Pippin Orchards in Breinton that are within the path of various of the proposed bypass routes. This unique heritage collection of cider apple trees, planted on a specially selected site with the best soil and drainage, holds the legacy of research conducted by Fred and Percy Bulmer at the start of the twentieth century, with many of the trees being sourced from original plantings at nearby Adam's Hill orchard. The collection is of international significance for future pomological research, and of local historical importance because of the Bulmer connection. Each autumn, the Cider Museum's stunning display of cider apple fruit is sourced from these orchards, an important attraction for visitors to the County, seen by people visiting the Cider Museum as well as around the county, with the fruits being shared with the Big Apple festival in Much Marcle and Leominster Apple Week.

The orchards sit within the untouched Breinton landscape close to the City of Hereford, linked to the Bulmer story and the settings of Brian Hatton's paintings, and close to the tranquil and heritage-rich Breinton Springs public amenity. In partnership with Herefordshire Council, the Cider Museum actively promotes to visitors a walk from the City through the Breinton landscape, being the most accessible, beautiful way that visitors can readily experience the joys of Herefordshire's orchard heritage.

We ask that the importance of the Pippin Orchards and the heritage value of the Breinton landscape are taken into account in this consultation.

[redacted]

ACCREDITED
MUSEUM

[redacted]

Herefordshire Council
Via Email

27th February 2018

Dear [redacted]

**Hereford Transport Package Public Consultation 2**

I am writing to advise you that the Hereford City Council Planning and Highways Cttee considered this matter at a meeting on 22nd February. Members are aware that as the plan develops towards full planning permission much fuller details of the final route(s) will be in the public domain and that a full planning application will in due course be necessary.

At this stage, therefore, the views of the City Council are preliminary based on the information currently available. From that information it is clear that two routes, yellow and orange have either large adverse impact on Three Elms or very large adverse impact. If this was balanced by a marked reduction in adverse impacts elsewhere it would be possible to develop an argument about trading off detriment in one area against advantage in another. In fact there is no significant reduction in impact elsewhere. It is clear from the assessment presented on the impacts of the various routes that, as proposed, the yellow and orange routes have substantially worse impact on Three Elms than any others.

Councillors are aware that public protest within Three Elms as already begun, fuelled partly by the errors over notification before public consultation began, but also because of a deeply held view that a bypass ought to take traffic away from the city centre and populated areas. This view is shared by the Committee who see the orange and yellow routes as seriously detrimental to the interests of the people the City Council represents.

Whilst hoping to see revised routes being developed that minimise harm across all areas, clearly as the City Council's Planning Committee members are most concerned about the community for whom they are elected to speak.
Your sincerely

[redacted]

Preamble

We believe the consultation is flawed.

*"A consultation must let people know what is being proposed and why, and conscientiously take into account their responses with an open mind before deciding whether or not to do what was proposed."*

Q2 in the HTP2 consultation asks if the Bypass should form part of the package.

Q2 fails the test that "*Consultation must be at a time when proposals are at a formative stage".* The proposal on whether to have a bypass is not at a formative stage.

Council cannot have an open mind on the responses to Q2 and conscientiously take them into account because it has already decided that a bypass should form part of the package by including it in the adopted Core Strategy Local Plan of 2015.

Secondly, in a good consultation, "*The proposer must give sufficient reasons for its proposals to allow consultees to understand them and respond to them properly"*

The information provided on the relative harms expected to result from the seven different bypass routes is inaccurate and incomplete. There is poor quality mapping and the environmental and archaeological surveys are incomplete.

Respondents cannot therefore fully understand the proposals to make an informed judgement on which bypass route is preferred.

Thirdly, the foreword to the consultation contains un-substantiated assertions about the benefits that the Package will bring. In our view these are couched in overly dramatic language, for example, " We will only be able to deliver half of the homes we need which will have a devastating impact on the vibrancy of this city and our ability to retain young people here."

The comment about the university is highly misleading - "without new infrastructure, we will have no chance of delivering our plans to establish a world class university in this city…" This is effectively saying that the university will fail unless a bypass is built, yet the bypass was not identified as a pre-requisite in the planning process and funding application for the university. The press announcement in March 2015, "Hereford University a reality from today", does not mention road access as an issue.

Our responses to the first four questions follow

Q1 – Do you agree with the HTP objectives to address the transport problems in Hereford and enable growth?

NO

While we agree that many of the objectives are important and it is right to consider spending public money to achieve them, we believe very strongly that the package being consulted on is the wrong way to achieve the objectives.

What is needed is a fully considered master travel plan for Hereford that addresses the needs of all residents and businesses across the whole of the city, and not a 'package' consisting of a new trunk road and a very short list of small scale interventions which are not joined up.

The focus of the consultation is the bypass. It is misleading to describe the proposals as a Package, when the non-road measures identified as possible interventions are so vague, so patchy and poorly described.

In line with Government guidance we would expect to see the non-road measures evaluated in detail, consulted on and implemented before the question of a new road is considered.

It is evident that with the South Wye Transport Package, the 'Active Travel Measures' are being given less priority than the Southern Link Road, and are being delayed until the road is opened – unnecessarily in our view. Should the same happen with the Hereford Transport Package, it will mean that better provision for walking and cycling (for example) may not be delivered until 2025. This is unacceptable.

We want to see reduced private motor vehicle use in Hereford, so that travelling by other means is made more pleasant, safer and healthier. Investment and creative thinking needs to be applied to public transport so that it can provide a viable alternative to car trips. The Package is biased towards the building of a new road and offers very little of substance to reduce car dependence in and around the city.

We want freight taken off the roads and onto rail wherever possible to reduce the number of HGVs passing through the county. The Package does not address this – it only talks about getting HGVs off the A49 through the city.

A noticeable and concerning omission from the whole of the consultation is any consideration of climate change. Greenhouse gas emissions from transport have not been reduced since the 2009 Climate Change Act. A transport infrastructure project of the size of HTP ought to have an assessment of its climate impact - is the expectation that the package will result in a reduction of transport-related greenhouse gas emissions or an increase?

Specifically on the eight Package Objectives:

*Facilitating economic growth*

Evidence drawn from the DfT's Post Opening Project Evaluations (POPE) for major road schemes shows that most road schemes fail to produce the growth promised, some produce none.

*Reducing congestion*

Evidence from POPE and the earlier SACTRA studies shows that many road schemes induce traffic - when a new road is built, new traffic will divert onto it. People may make new trips they would otherwise not make, and will travel longer distances just because of the presence of the new road. This well-known and long-established effect is known as 'induced traffic'.

Induced traffic means that the forecast congestion benefits of the bypass will be quickly eroded.

In Hereford, large-scale house building will generate more car trips unless car-dependence is planned out. Around 80% of trips are local, and would not use the bypass.

Congestion in Hereford is known to reduce significantly during school holidays. It is very doubtful that many of the school run car trips contributing so significantly to term-time congestion will be modified by the presence of the western bypass.

Non-road measures to reduce congestion ought to be prioritised over the bypass.

The estimate provided in the consultation brochure of a time saving for journeys between Grafton and Holmer in 2032 is worthless. It is admitted (email from Mairead Lane 14 March 2018), that the figures are "provided to illustrate the likely benefits", and are not based on any detailed modelling. There is no quoted margin of error and the footnote about the estimates being based on fixed demand modelling will only have meaning for transport experts.

*Enabling job creation at Rotherwas*

Jobs are already coming to Rotherwas, new buildings are going up, the local media has recently reported more than once that the Enterprise Zone is booming. Businesses there want better connectivity to the Midlands via M5, not to Shropshire and north Wales.

*Shorter and more reliable journey times on the A49*

If this objective is achieved it will benefit mostly through-traffic.

*Reducing traffic volumes over A49 Greyfriars Bridge*

There has not been an increase in traffic volume on Greyfriars Bridge this century. The annual average daily traffic on Greyfriars Bridge was at broadly the same level in 2015 as it was in 2000 (45,000 movements per day).. The bypass will remove only the through-traffic - a small proportion of this figure. New housing developments on the periphery of Hereford will generate traffic inside the proposed bypass route some of which will which will make use of the Greyfriars Bridge as the shortest way to cross the river.

*Improving regional connectivity*

The bypass does not improve connectivity from Hereford and Rotherwas to Worcester, Birmingham, or the south east.

The HTP2 consultation forecasts that the bypass will improve A49 north-south journey times in 2032 by 8 minutes northbound and 5 minutes southbound. This is the only specific time saving benefit given. In the context of long distance 'regional' trips, say from south Wales to Birmingham, taking about two hours, this is a tiny saving. The improvement in regional connectivity is therefore minimal.

Earlier documents have suggested the A49 through Hereford will be able to relieve traffic from the M5 once the bypass is operational. This possibility is not mentioned in the HTP2 consultation. Were it to happen, the extra traffic on the A49 would reduce the time saving achieved by the bypass.

Any regional connectivity improvements that do arise will mostly benefit long distance travel through the county, and will not help Herefordshire businesses and residents to any great extent.

*Fewer goods vehicles through Hereford*

The number of HGVs crossing Greyfriars Bridge has declined steadily since year 2000 - from 2300 per day to 1600 per day in 2015. This is only 3% of all vehicles on the bridge. Many of these will be serving locations in Hereford such as Cargills, Heineken and the supermarkets. The bypass may result in fewer goods vehicles, but this is not quantified and the benefit in likely to be small.

*Encouraging healthier lifestyles*

Enabling and improving the active travel network should be a priority and not associated with and made dependent on the construction of a bypass.

*Encouraging sustainable development*

As above, the active travel measures should be de-coupled from the bypass and implemented without delay. It is disappointing to see improved bus services, and travel plans for new housing developments omitted from this section.

*Provide network resilience*

In some circumstances, it's possible that the proposed bypass with a second river crossing would provide an alternative route for traffic if an incident affects Greyfriars Bridge. But it's a question of value for money – how often have incidents occurred that cause the bridge to be fully or partially closed?

*Improve air quality and reduce noise*

We support this objective, but building a bypass in order to reduce the number of goods vehicles routing through Hereford will make minimal difference.

The number of HGVs crossing Greyfriars Bridge has declined steadily since year 2000 - from 2300 per day to 1600 per day, and is now only 3% of all vehicles. Removing say half of these vehicles from Hereford, would make a tiny difference to overall traffic levels, pollution and noise on the A49. And, modern HGVs are cleaner than diesel cars per litre of fuel consumed.

Other radial routes into and out of the city will still carry goods traffic serving businesses located inside the bypass corridor.

The great majority of air pollution in Hereford is caused by diesel cars and light goods vehicles. Measures to reduce the number of car trips would be far more cost effective than building a bypass to take a small number of HGV movements off Greyfriars Bridge.

*Reduce severance*

We agree with the objective to "improve connections for pedestrians and cyclists". But "reducing severance" presumably by building a bypass and taking a small portion of traffic off the A49 through the city will do very little, if anything, by itself to improve connections. The measures that are needed are possible without new road building.

It is vital that active travel measures and good public transport facilities are built into the design of the three new large housing developments to reduce the otherwise inevitable growth in car trips along radial routes into and out of the city. And integrated with other links that support travel without a car.

*Improving safety*

Accident data does not support the idea that heavy goods vehicles are the main problem with road safety. Overall traffic levels and speeds are more significant. Measures to reduce car trips and to limit speeds in residential streets to 20mph will have more effect. As we said earlier, many steps can be taken to reduce car usage – more cheaply and more quickly than waiting for a bypass to be built.

Q2 Do you agree that a bypass should form part of a package?

No a bypass should not form part of the package. It will not deliver the claimed benefits. The harm it will do to landscape, farming capacity, tourism and heritage assets is not acceptable. It does not represent value for money and will delay the introduction of other more cost-effective measures to improve travel within the city.

Q3 Which bypass route would you prefer?

None of the bypass routes is preferred, they are all unacceptable.

Q4 Do you agree that the package should include possible walking, cycling, bus and public realm measures described in the consultation materials?

Yes, but such measures should be the entire content of the package – the bypass should be removed. As stated above, much more extensive examination of possible measures ought to be undertaken to develop a comprehensive integrated travel plan for the city. The measures given in the HTP2 consultation as possible examples are very limited, and hardly touch on public transport which must be improved for non-car users and non-cyclists, and to tackle congestion.

Herefordshire
& Worcestershire
Chamber of Commerce

**HEAD OFFICE**
Severn House
Prescott Drive
Worcester
WR4 9NE
T: 01905 673 600

**HEREFORD OFFICE**
Hereford Business Solutions Centre
Skylon Court, Coldnose Road
Rotherwas
Hereford
HR2 6JS
T: 01432 803 236

E: goodbusiness@hwchamber.co.uk
www.hwchamber.co.uk
@hw_chamber

19th March 2018

[redacted]
Herefordshire Council
County Offices
Plough Lane
Hereford HR4 0LE

Dear [redacted]

**Support for Hereford Bypass**

I write to express my support for the Hereford Transport Package including the Hereford Bypass which I believe is vital to the economy and growth ambitions of the city.

Hereford has, and continues to face challenges related to traffic congestion; the effects are far reaching and present a significant barrier to economic growth, regional connectivity and positive health outcomes for local people.

The Hereford Bypass, as part of a Hereford Transport Package, is key to the delivery of new homes and jobs, including at the Hereford Enterprise Zone, which will stimulate the much needed economic growth for Herefordshire and the Marches LEP area as a whole. I welcome the news that the project is expected to enable the delivery in excess of 6,500 new homes, 6000 jobs and the new university. This significant development will generate major benefits to the wealth of the county.

Ambitious plans for housing and business growth cannot be achieved without the infrastructure to support it. The bypass will also facilitate the implementation of active travel measures, ensuring easier and more sustainable ways of travelling around the city; this will contribute to improvements in health outcomes for those living in urban areas of Hereford. I believe that the project will have an overall positive benefit for the local environment.

As a representative of Herefordshire & Worcestershire Chamber of Commerce, I believe that this scheme is essential for the delivery of business, economic sustainability and growth. I fully support for the Hereford Transport Package and the positive growth/health/business/congestion outcomes that will be achieved.

Yours sincerely

[redacted]

OUR PATRONS ARE

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GOWLING WLG
HEWETT RECRUITMENT
LESK ENGINEERS
Malvern Panalytical
mfg solicitors
University of Wolverhampton
University of Worcester
WORCESTER Bosch Group
WORCESTERSHIRE COUNTY CRICKET CLUB
WORCESTER WARRIORS



Herefordshire & Worcestershire Chamber of Commerce registered in England: No. 2531345. Registered Office: Severn House, Prescott Drive, Worcester, WR4 9NE

**HEREFORDSHIRE RAMBLERS**
www.herefordshireramblers.org.uk

[redacted]

via. E-mail.
Hereford Transport Package; Public Consultation 2
herefordtransportpackage@balfourbeatty.com

[redacted]

18th March 2018

Dear Sir or Madam,

**Hereford Transport Package (HTP) Public Consultation 2**

Thank you for the opportunity to engage in the consultation on proposed Hereford Transport Package: Public Consultation 2. We have discussed this consultation within The Herefordshire Ramblers committee and we have, of course, tried to encourage our members to respond directly, through the channels you suggest.

However, there are some broader issues on the proposed schemes that need to be raised. We recognise that elected members must therefore make decisions which constituents may dislike and, of course, we would expect councillors to want to take the views of their constituents into account. What we are proposing will, we think help achieve some of the Hereford Transport Package objectives.

We as Herefordshire Ramblers will leave the selection and need for the chosen route to Herefordshire Council and its consultants but we stress that whatever route is chosen, then the Public Rights of Way (PRoW) network must be protected and remain useable. This we would insist happens during construction and after the road has been built.
As stated in the package documents, it includes walking and cycling, so any chosen route must have a dedicated pedestrian and cycle facilities alongside the route, including the new bridge. At one of the presentations your consultants pointed out that it will be a 60 or 70 mph road, so therefore all the more reason for a dedicated walkway and cycleway alongside the road.
Where PRoW's meet the route, there should be provision to join the road at these points, thus allowing people to explore the entire integrated network including the new road and bridge.

The chosen route should not dissect any PRoW's making them as cul-de-sac paths, but they should be integrated in to the whole scheme.

The Ramblers' Association is a registered charity (England & Wales no 1093577, Scotland no SC039799) and a company limited by guarantee, registered in England & Wales (no 4458192).
Registered office: 2nd floor, Camelford House, 87-90 Albert Embankment, London SE1 7TW.

We would be very happy to discuss these points further, and to help the council – members, officers and contractors – to reach the best possible decisions.

With Best Wishes,

Yours Sincerely

[redacted]

**New Model**
In Technology & Engineering
Barrs Court, Netherwood Road
Rotherwas
Hereford HR2 6JU

**T** 01432 371111
www.nmite.org.uk

Herefordshire
Tertiary Education Trust

The Leader
Herefordshire Council
Plough Lane
Hereford
HR4 0LE

19 March 2018

Dear [redacted]

**Support for Hereford bypass**

The Herefordshire Tertiary Education Trust (HTET) is the charity set up to establish a university in Hereford. It has raised over £1.1 million from local people and businesses and, with the support of your council, secured nearly £23 million in Government support. The advent of the university will, over the next 10-15 years, be the dominant catalyst in transforming the economy of both the County and City. To achieve the optimal size of 5,000 students the university intends to invest over £550 million over the period. It will not, however, be able to achieve that objective if the underlying infrastructure – particularly transport - is not in place.

The Trustees of the Herefordshire Tertiary Education Trust have asked that I write to express the Trust's support for the Hereford Transport Package including the Hereford Bypass, which we know to be vital to the economy and growth ambitions of the city and county.

The university's campus will be mainly located within a circle of a ten-minute walking radius of the Shirehall with supporting facilities on the Hereford Enterprise Zone. This ambition cannot be achieved while Hereford has, and continues to face challenges related to traffic congestion. The effects are far reaching and present a significant barrier to attracting students from across the UK and from overseas, let alone the impact on economic growth, regional connectivity and cleaner air for residents.

HTET welcomes the news that the project is expected to enable the delivery in excess of 6,500 new homes, 6,000 jobs plus some 600 at the university. The Trustees also note that the bypass will also facilitate the implementation of active travel measures, ensuring easier and more sustainable ways of travelling around the city; this will contribute to improvements in health outcomes for those living in Hereford – including students. The university will make its own contribution by establishing a bike sharing scheme, banning students keeping cars when at the university and encouraging the application of autonomous vehicle technology in the city and rural context.

The Trustees believe that the project is vital to the sustainable future of the county. Without it, the university will not achieve its full potential of transforming engineering higher education in the UK and helping address the 40,000 per year shortfall of graduate engineers in the UK.

With Best wishes

Yours sincerely,

[redacted]

Herefordshire Transport alliance
promoting better transport solutions

# HEREFORDSHIRE TRANSPORT ALLIANCE – Comments on Hereford Transport Package Consultation 2

19 March 2018

## Q1 – DO YOU AGREE WITH THE HTP OBJECTIVES TO ADDRESS THE TRANSPORT PROBLEMS IN HEREFORD AND ENABLE GROWTH?

While we agree that many of the objectives are worthwhile, we believe very strongly that the package being consulted on is the wrong way to achieve them.

The focus of the consultation is the bypass. It is misleading to describe the proposals as a Package, when the non-road measures identified as possible interventions are so vague, so patchy and poorly described.

In line with Government guidance we would expect to see the non-road measures evaluated in detail, consulted on and implemented before the question of a new road is considered.

It is imperative that car use in Hereford is managed down, so that travelling by other means is made more pleasant, safer and healthier. Investment and creative thinking needs to be applied to public transport so that it can provide a viable alternative to car trips. The Package is biased towards the building of a new road and offers very little of substance to reduce car dependence in and around the city.

An important omission is anything substantial about the future of bus services. Patronage of existing bus services is not going to pick up significantly, if at all, by having one or two bus lanes or bus-priority junctions as suggested in the Package.

The objective to improve air quality from traffic in the city centre is essential and we support that. However, it is wrong to make HGVs the sole focus. Vans and private cars are the greatest source of air pollution – they outnumber HGVs on Hereford's roads many-fold and pollute ten times as much per litre of fuel.

We are disappointed that more emphasis is not being given to taking freight off the roads and onto rail wherever possible to reduce the number of HGVs passing through the county. The Package does not address this – it only talks about getting HGVs off the A49 through the city.

<u>What is needed is a fully considered master travel plan for Hereford that addresses the needs of all residents and businesses across the whole of the city, and not a 'package' consisting of a new trunk road and a very short list of small scale interventions which are not joined up.</u>

Herefordshire Transport alliance
promoting better transport solutions

## Q2 DO YOU AGREE THAT A BYPASS SHOULD FORM PART OF A PACKAGE?

No, a bypass should not form part of the package. It will not deliver the claimed benefits. The harm it will do to landscape, farming capacity, tourism and heritage assets is not acceptable. It does not represent value for money and will delay the introduction of other more cost-effective measures to improve travel within the city.

There is clear, undisputed evidence that the great majority of road traffic in Hereford is local, and that peak time congestion reduces considerably during school holidays. However, as promoted in the consultation, the bypass seems to be primarily intended to improve journey times for through-traffic, with no consideration at all being given to tackling a most obvious cause of congestion, the school run.

Decades of national and international research show that major new roads generally increase traffic volumes. Most recently the 2017 CPRE report *'The impact of Road Projects in England'* showed very clearly that building roads such as the proposed Hereford bypass is to result in a pattern of land development that relies on road transport, including housing, business and retail parks.

This is before the impact of any induced traffic is considered – even without associated land development, more road space is known to encourage trips and longer trips.

It's unclear how much of the potential additional congestion and traffic volumes from the planned new developments around the city and from induced traffic have been factored into the bypass proposals.

Lastly, building an expensive new road does not address the needs of residents who can't or won't drive, including the many people who can't afford to run a car.

In summary, we believe the proposed bypass cannot reduce congestion or air pollution because of suppressed demand, the traffic generated by 6500 new homes in Hereford in the next decade, the additional homes to be built in surrounding rural areas and the lack of viable alternatives to car use. It is inequitable to spend so much public money on a road that will only benefit a part of the population.

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**On some of the specific claims made for the bypass:**

**Regional Connectivity – a source of additional traffic**

The consultation claims that the Bypass will improve regional connectivity and facilitate economic growth. Both imply extra road traffic – otherwise a new road would not be contemplated as the solution. Some of the additional vehicle movements might 'bypass' Hereford on the proposed new road but would inevitably add to traffic on the A49 outside the city and on other roads in the county.

Additional traffic will bring road safety, road maintenance and air pollution problems.

This point is not made in the consultation, which is a failure to give a full and objective assessment of the bypass proposal.

In particular there is no mention in the consultation papers of the additional traffic that would use the A49 as relief for the M5. In 2016, Herefordshire Council applied to the Marches LEP Growth Fund for scheme development funding for the HTP, saying:

*"Transport connections between North and South Wales would be enhanced as would the role of the A49 trunk road as an alternative for some traffic on the M5/M6 which is forecast to become increasingly congested"*

This position was supported by Highways England who wrote in May 2016:

*"Despite the A49 forming a key element of the most direct route linking North and South Wales many motorists choose to take the much longer route via the M5 and M6, generating unnecessary user costs and increasing demand on the critical Birmingham Box motorways."*

*"The benefits from reduced journey times and improved journey time reliability for long distance traffic that the proposed Bypass would bring, would contribute to the delivery of Highways England's own growth targets. There would be reduced delays to long distance traffic which, in turn, would encourage use of the direct route along the Welsh border and, at the same time, providing relief to the West side of the Birmingham Box."*

If the A49 were developed as an alternative for traffic on the M5/M6, this would have significant impacts on communities living alongside the A49 both north and south of Hereford. It would also mean that journeys are longer with resultant increases in carbon emissions and other pollution.

The LEP funding bid also said that, *"(...) the Bypass will provide an alternative route for the A49 around Hereford and reinforce its importance as a strategic route – via the A465 – between South Wales and the Midlands."*

This implies that the Bypass will encourage more through-traffic to use the A465 from Abergavenny to Hereford there joining the A49 and then presumably heading east to the Midlands on the A4103 or the A44 via Worcester, and on the A456 via Kidderminster. All these roads are single-carriage way apart from a small section of the A49. We seriously question the desirability of encouraging traffic off the existing main route from South Wales to the Midlands (A40 to Ross-on-Wye, M50 and M5) onto roads with less capacity and more safety hazards.

In summary – the Hereford Bypass is designed to draw in additional long-distance through traffic to the county, most of which will use single-carriageway roads, with attendant safety, pollution and noise impacts. The consultation does not cover this point at all. Nor we believe, does it factor in the effect of this additional traffic on the claimed journey time-savings set out in the consultation.

**Benefits – journey time saving**

The consultation states that the bypass will improve A49 journey times in 2032, giving an estimate for the AM peak hour reduction of 8 minutes northbound and 5 minutes southbound.

We think these time-savings are insignificant, particularly for long-distance through-traffic.

We note that no estimate is given for time-savings in the PM peak, which suggests the modeled figure is even less favourable.

The estimates should be presented as a range of possible values, because predictions from modeling will always be subject to uncertainty.

The modeling forming the basis of the claimed time-savings on the A49 appears to be quite basic. Herefordshire Council has stated (March 2018) that:

*"The detailed modelling currently underway will conclude this analysis and also provide forecast traffic implications across the network. Once this has been completed a report will be prepared and made available publicly later this year. The reduction in journey times quoted in the consultation materials are provided to illustrate the likely benefits"*

Without a robust assessment of the effects of the bypass on traffic on all the major routes within and around Hereford, it is unreasonable to highlight a journey time saving on one section of the road network. Respondents have been given insufficient information on this point to make an informed decision on their support, or not, for the bypass.

**Supporting the delivery of 6500 new homes**

HTP2 (foreword) asserts that without the bypass about half of the new homes in Hereford required under the LPCS will be undeliverable.

The LPCS strategic housing sites allocated are Three Elms, Holmer West and Bullingham. The last of these is sited too far away from the A49 for the Bypass to make any difference to accessibility.

Three Elms is intended to be built in two phases and will provide 1200 new homes. Its outline planning applicationwas predicated on it being delivered whether or not the Bypass is built.

Holmer West is sited due north of Hereford City Centre, adjacent to the existing A49. It reasonable to anticipate that the great majority of journeys made by residents at this development will be to employment, education, leisure and other destinations to the south, particularly within the city of Hereford. It is not at all clear how the proposed Bypass will help access to Holmer West.

Similarly, most of the journeys made by the residents of Three Elms are likely to be into and out of Hereford for which the Bypass would be far from the obvious choice.

No evidence is cited to support the claim that much of the planned house building in Hereford will fail to go head if the bypass is not built.

**Supporting economic growth by improving access to the Hereford Enterprise Zone.**

The consultation claims that the bypass will enable job creation at the Enterprise Zone, but no supporting evidence is given.

Hereford Enterprise Zone's focus is on attracting high value knowledge and skill based engineering, defence and information technology businesses. Applicants for space at the site are scored for synergy with this. Distribution warehouses (HGVs in, many vans out) are not allowed. Scania's truck division applied for assembly space and were turned down for similar reasons.

A senior figure associated with the HEZ has recently commented there is no shortage of applicants and space is filling fast from businesses which are not dependent upon high road transport use.

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Using the Bypass would only be a realistic option for traffic heading to the HEZ from the north of Hereford. Traffic from the south on the A49 already has access using the Rotherwas Link Road. There is restricted access from the east, which will not be alleviated by the Bypass.

**Q3 WHICH BYPASS ROUTE WOULD YOU PREFER?**

None of the bypass routes is preferred, they are all unacceptable.

**Q4: DO YOU AGREE THAT THE PACKAGE SHOULD INCLUDE POSSIBLE WALKING, CYCLING, BUS AND PUBLIC REALM MEASURES DESCRIBED IN THE CONSULTATION MATERIAL?**

These sustainable, affordable and cost-effective measures should be the sole focus of the consultation. Consideration of a bypass should be deferred until active travel measures and public realm improvements have been developed, implemented and independently assessed

The consultation needs to present much greater detail on these measures – likely costs are omitted for example - so that a fair assessment of them can be made relative to the level of detail and cost provided for the seven bypass routes. The consultation document fails to do this, and there is no indication in the "timeline" of when implementation of such measures is envisaged.

We are concerned that the development of the 'Package' will repeat what has happened with the South Wye Transport Package - the non-road measures consulted on in 2016 are being delayed for years while land acquisition is completed and funding is secured for the Southern Link Road.

As many as possible of the measures alluded to in the HTP2 consultation should be designed and implemented before any further work is commissioned to consult on and design the proposed bypass.

This will give the most immediate and cost-effective benefit to residents in terms of congestion relief and health improvements.

Such measures are known to give a high return on investment - as acknowledged here by Department for Transport:

***'Claiming the Health Dividend'*** report commissioned by DfT, published in Nov 2014

*" This report compiles the latest available cost benefit evidence from the UK and abroad from studies that have calculated health benefits alongside other benefits such as savings in travel time, congestion and accidents.*

*The results are compelling.* ***The typical benefit cost ratios are considerably greater than the threshold of 4:1 which is considered by the Department for Transport as 'very high' value for money****. This supports the conclusion drawn by Eddington that small-scale transport schemes can really deliver high value for money.*

*Within transport, investment in walking and cycling are likely to provide low cost, high-value options for many local communities.* ***Moreover, delivery time-spans are far shorter than for most other interventions*** *– which provides another good reason to invest in walking and cycling to help achieve many co-benefits – for business, health, carbon reduction, education, pollution reduction, social cohesion etc."*

In summary, we believe it is imperative that investments to improve travel and transport in Herefordshire are made prudently and that decisions are evidence-led. That means giving priority to non-road measures rather than to a bypass.

Our Ref: HT/SB/010

11th April 2018

[redacted]
Herefordshire Council
Plough Lane
Hereford
HR4 0LE

Dear [redacted]

**RE: Hereford Transport Package Consultation**

I am writing on behalf of Westons Cider in response to the Hereford Transport Package consultation. I should be grateful if you would note our support for the Hereford Bypass and the range of transport measures included within the proposal.

At a local level, the bypass will support the delivery of 6,500 new homes and 6,000 jobs. It will also support the creation of the technology based NMiTE University and enable the full build out of the Hereford Enterprise Zone.

As a company trading nationally and internationally, connectivity to our markets is of critical importance, as is being able to access an appropriately skilled workforce. The infrastructure of the bypass is vital to support these needs and, more broadly, it is required to ensure economic and housing growth for this part of the region.

The scheme is of great regional importance, with the Midlands Connect Strategy identifying the Hereford Bypass as a priority project. The Hereford Transport Package will ensure that a transport infrastructure is in place to support growth in this vital part of the Midlands and deliver across all priorities of the Midlands Engine. The bypass will also improve connectivity within and from the Midlands to the South West and Wales and facilitate the strategic movement of goods through the Marches, providing an important alternative North / South route to the M5/M6.

It is for these reasons that I express our support for the Hereford Transport Package.

Yours sincerely

[redacted]

H. WESTON & SONS LTD
THE BOUNDS · MUCH MARCLE · LEDBURY
HEREFORDSHIRE · HR8 2NQ · ENGLAND

+44 (0) 1531 660233
ENQUIRIES@WESTONS-CIDER.CO.UK
WESTONS-CIDER.CO.UK

REGISTERED OFFICE AS ALONGSIDE.
REGISTERED NO: 672234 ENGLAND.

Historic England

WEST MIDLANDS OFFICE

Herefordshire Council/ WSP Consultants

Email response only

Our reference: 303982

Email: [redacted]

Dear Sir, Madam,

**Re: Consultation on the Hereford Transport Package March 2018**

We welcome the opportunity to comment on the preferred route options for the Hereford Bypass and the transport initiatives for Hereford City Centre, contained within the consultation material.

**Preferred Route Options for the Hereford Bypass**

Many thanks for consulting Historic England on the preferred routes for the Hereford Bypass and for organising a meeting/ site visit with the statutory consultees on 1 February 2018, which we were grateful to attend.

Our comments at this time relate to the 'Hereford Bypass Corridor Assessment Framework' January 2018, included within the suite of consultation documents available February/ March 2018.

We are aware that the broad location for a Hereford Bypass to the west of the city was identified within the Core Strategy which was adopted in 2015 and as such we are commenting on the preferred route within an already identified corridor.

We welcome recognition in paragraph 2.1.7 of the environmental constraints within this broad location and of reference to heritage assets. It would also be worth recognising the presence of archaeology in this area, of which further assessment will be required. Have Scheduled Monuments been considered within this first exercise? For example, there are a number of designated hillforts within the setting of the proposed route corridor? Is it the case that the heritage assets were considered but all given the same weight? We would welcome clarification on this topic and an amendment in the text so that the position is clear within the methodology with regards to scheduled monuments.

We are further aware that through recent assessment the consultants working on behalf of Herefordshire Council have reduced the potential route options from 24 down to seven, which are the subject of this current consultation.

We welcome the inclusion of a 'heritage criteria' in the table after paragraph 3.1.6 and would recommend the use of table numbers and page numbers for ease of reference. Additionally, it would be worthwhile to reference the need to consult the Historic Environment Record and consider the potential archaeological resource in this area.

Paragraph 4.1.5 cites that all routes are equal in their harm to the historic environment and whilst we support the statement that there will be significant harm for the historic environment and specific heritage assets, including their setting, we do not wholly agree that the level of harm is the same in each case. However, given the level of assessment available for the 24 routes, we are content to make representation on the levels of harm for the seven short list routes identified and set out below why we consider some of the options will cause less harm than others and should therefore, be a contributing factor.

Paragraph 5.1.6 states that all routes have a 'large adverse impact' for the identified heritage assets of Belmont Abbey and Belmont Lodge, however, we do not agree that the level of harm is the same for each of the seven proposed routes.

We support the statement in paragraph 5.1.7 that all routes require additional appraisal in order to make a firm judgement and recommend a preferred route.

Specialist colleagues in the West Midlands team within Historic England have made a number of site visits to the area to consider the proposed seven routes, illustrated in Figure 5.1 and our comments are set out below:

'Though unregistered, the parkland surrounding Belmont Lodge provides a setting that contributes a great deal to the building's significance. The house is located on a terrace high above the Wye just below the break in slope of the valley such that glimpses of its upper storeys are seen from the upper parkland through the remains of historic planting in the area between it and Belmont Abbey. From the house there are high quality views west down the curving course of the Wye towards a cluster of grade II listed buildings at Breinton. The 1788 house by Wyatt, built for John Matthews, was clearly designed to take advantage of these with a full height bow window on its north front. The 1888 OS map suggests that views to the east were less important as the terrace and slope are planted with a woodland pleasure ground laid out with walks; some historic planting survives and is augmented with younger trees creating a screen and blocking river views. In this context the Green/Black 1 route will be a more intrusive feature in the parkland than the other and have a more adverse impact on its significance. This route will cut into the contours rather than

run with them, requiring intrusive ground works through the terrace on which the house sits and a location for the river crossing that is more visible from the parkland below the house. The crossing of the more easterly Red/Black 2 route will be considerably less visible being located beyond the bend in the river and at the end of the woodland pleasure grounds where the terrace descends to a lower level nearer the valley bottom. This leaves the terrace element of the parkland setting more wholly in-tact.

In the area south of Ruckhall Lane, the Red/Black/Green route continues to follow the contour and lower ground between the Lodge and Belmont Abbey. While it represents a substantial change in the setting of both buildings and will undoubtedly be highly visually intrusive, the higher ground to north and south will allow views over the road rather than forcing views through it. This will do more to conserve the inter-visibility between Belmont Abbey and Belmont Lodge. This inter-visibility contributes to the historical and aesthetic value of both listed buildings as the Abbey was built by Wegg-Prosser the new owner of Belmont Lodge who employed Pugin for the Abbey and his extension of the house. The alternative route, Yellow/Cyan/Orange, is set at a higher level, much closer to the Abbey and will have a significantly greater impact on views from and to it across the historic parkland'. Comments provided by Dr Sarah Lewis on behalf of Historic England.

Our informed opinion, at this stage, is that the Black/ Red Route 2 will have the least impact for the historic environment, in the southern area of the bypass, within this historic landscape of the Belmont heritage assets. It would be helpful if Historic England could be provided with contour drawings to assist us in providing our advice within this process. We are aware that there is significant housing development proposed between the City Centre and the proposed route, in the area of Belmont Lodge and we would recommend that a pedestrian link is provided across the route so as to increase better public access to Belmont Lodge which could 'better reveal its significance' in line with the NPPF and contribute to finding a solution for this at risk asset.

As the route progresses North and East towards the A49 and Hereford City we consider that all possible routes could have a negative effect with regards to archaeology and that further archaeological assessment is required at this stage, to make a fully evidenced and justified decision. In particular, as the proposed route crosses the Roman Road, A4103, we consider that a desk-based assessment of the undesignated archaeology associated with the Roman Road and road side settlement is undertaken in this limited area, to ascertain whether at any of the proposed junctions, sections of the Roman Road survive in-situ, or whether they were fully evaluated and recorded during the upgrading of the Roman Road in c.2002. In addition, we would further consider WSP, on behalf of Herefordshire

Council to consider the contours of the Roman Road, being very deliberately straight, and how this would work with designed roundabouts. For example, only 'in line' roundabouts would be appropriate given the need to respect the setting of the roman road and there may be certain routes where only 'out of line' roundabouts would work, in which case we would recommend that these routes be discounted.

Appendix 1 and Appendix 2 give further detail of the route assessment and how they are all cited as 'large adverse effects'. We do support the statement that there will be significant harm to heritage assets through any of the routes chosen but hope that we have clearly set out above how we consider that certain routes will have a lesser effect and also the need for more detailed assessment.

We look forward to continuing to work with you as the project develops and offering our advice on additional assessment, as and when it is available. This advice does not prejudice Historic England from amending their advice when further historic environment assessment is available for us to comment on.

**Transport Package initiatives for Hereford City Centre**

Please find in our accompanying email to this representation, a copy of the Hereford Urban Panel Report attached. Historic England were invited to Herefordshire Council in October 2017 to offer advice on a number of planning initiatives for Hereford, the main one being the forthcoming new Hereford Engineering University.

Within these discussions there were a number of suggestions for improving transport initiatives such as road layout, walking, cycling etc. that could all have a positive benefit for the historic environment and specific heritage assets, such as the Hereford City Walls.

Our comments relate to the consultation boards prepared for the walking, cycling and public realm improvements for Hereford City. As well as the urban panel report highlighted above, we also recommend that you consider Historic England's 'Streets for All' advice which could be very useful in this instance. The link is provided below:

https://content.historicengland.org.uk/images-books/publications/streets-for-all/heag149h-sfa-west-midlands-consultation-draft.pdf/

At the current time there is limited detail to comment on, we support the principle of walking, cycling and public realm improvements where they have a positive impact for the historic environment. We would like to remain involved in the process and to comment on specific proposals as they arise. If there are already specific proposals available for Historic England to comment on please send them through and we will respond on a case by case basis.

If you have any questions please contact the West Midlands office on

Historic England

WEST MIDLANDS OFFICE

e-wmids@historicengland.org.uk.

[redacted]

[redacted]

[redacted]

[redacted]

-----Original Message-----
From: [redacted]
Sent: 14 March 2018 10:35
To: HerefordTransportPackage
Subject: Hereford bypass consultation

Dear Sir or Madam,

Holmer and Shelwick Parish Council considered the Hereford bypass consultation documents at their meeting on the 12th March 2018.

They voted in favour of supporting the construction of the western bypass and they feel that it will be of great benefit to residents, businesses and visitors. They wholly support the objectives of the transport plan. The Parish Council do not have a preference towards any of the seven proposed routes as they all take a similar course through the parish.

Could you kindly register this feedback.

Kind regards,

[redacted]
holmershelwick.co.uk

# RESPONSE TO 'HEREFORD TRANSPORT PACKAGE CONSULTATION 2'

March 2018

## Introduction

It's Our County is the largest opposition group on Herefordshire Council and the majority group on Hereford City Council.

At the local elections in 2015 over 24,000 voted for It's Our County's candidates in 41 of the 53 council wards. The party's published Manifesto included a policy commitment to "*shelve plans for the Western Relief Road* (as it was then designated) *and instead implement sustainable transport options and solutions to meet the needs of local businesses and residents".*

Q1: Do you agree with the Hereford Transport Package objectives to address the transport problems in Hereford and enable growth?

1.0 The eight stated objectives are

1. Facilitating economic growth
2. Improving regional connectivity
3. Encouraging healthier lifestyles
4. Encouraging sustainable development
5. Provide network resilience
6. Improve air quality and reduce noise
7. Reduce severance
8. Improving safety

1.1 Whilst all these objectives may be acceptable in principle to a greater or lesser degree, we dispute the claim that the "a bypass together with other improvements in the city will meet the objectives of the package". The facts, evidence from other cities in the UK, reports by government and data from Department for Transport, reports by national organisations (e.g. Campaign for Better Transport, CPRE: *The Impacts of Road Projects in England*, Highways England: *The Road to Growth*) and Herefordshire Council's own data from numerous commissioned surveys, do not support the great majority of the assertions made in justification of the objectives.

<u>Objective 1: facilitating economic growth</u>

1.2 It is delusional to believe that the economic growth that Herefordshire requires will be in those sectors – manufacturing, construction, distribution, logistics – that rely on an enlarged primary road network. Highways England's 2016/17 report *The Road to Growth* details the percentage of growth forecast to 2031 for businesses in England that are reliant on HE's strategic (thus including A49) road network. The whole of Herefordshire is in the report's lowest growth category: 0%-3%.

1.3 The county's principal economic and employment sectors – SMEs, micro-businesses, the envisaged growth in high-tech 'added value' jobs – do not, and increasingly will not, in the main rely on an extended road infrastructure: these sectors primarily require local improvement and extension of ultra-fast broadband.

1.4 Local road-dependent economic growth can be served by the existing network, and would be further facilitated by focusing growth for this sector in the already well-connected areas of Ledbury and Ross.

1.5 Objective 1 seeks to facilitate economic growth by four means:

- 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

To take these in turn:

1.6 Reducing congestion: congestion in Hereford, where ~80% of all traffic movements are either intra-urban or going into or out of the city, will not be reduced with a bypass. WSP, consultants for the HTP concede that, with a bypass and the projected housing growth in the city, traffic in Hereford will *increase*.

1.7 The negative effect of a bypass on city traffic is evidenced in the most recent national survey (Feb 2018) by 'Direct Line Drive Plus'. Based on 20 million miles of data, the survey shows that Worcester – with its bypass – is the third most congested city in England. Whilst ~30,000 drivers use the bypass, more drivers - ~35,000 - still use the single bridge in the city.

1.8 Hereford's congestion, whilst relatively minor compared to that of the majority of English cities, is greatly reduced during school holidays. This is well known to all road users and to the Council (data from 'Destination Hereford', 2011): congestion could easily and cost-effectively be reduced to 'holiday' levels by robust and properly monitored School Transport Plans, and other incentives, such as car sharing and 'Park and Choose', for school transport needs.

1.9 Enabling job creation at the Enterprise Zone: there is little or no evidence that the HTP – in particular its predominant element, a bypass - will enable this job creation, or that extra road capacity is required to support economic growth. Neither will a bypass improve access to the Enterprise Zone. The main connectivity need, expressed by the majority of Rotherwas-based businesses and consistently supported over any proposed western bypass by the local MP Jesse Norman (currently Minister for Roads) and Hereford City Council, is for

an eastern river crossing and distributor road to access more easily the EZ's commercial requirements and markets in the Midlands. That would furthermore assist the most congested parts of the city – its eastern side, and the Tupsley area in particular.

1.10 The EZ already has sufficiently good connectivity to South Wales and the motorway network via the A49 south of Hereford. It is hard to see how a western bypass would serve the Zone's needs, let alone enable job creation.

1.11 Shorter and more reliable journey times on the A49: the figures cited as reductions, with a bypass, in morning peak times for A49 north-south journey times (in 2032!) of 8 minutes northbound and 5 minutes give minimal evidence as to the benefit or cost-effectiveness of a western bypass, and give little weight to claims that journey times are currently a significant hindrance to economic growth. These figures – assuming that the bypass was permitted to be the trunked A49 - would in any case apply only to through traffic, and not to city-generated movements.

1.12 Reducing traffic volumes over A49 Greyfriars Bridge: the most recent data at count point 36537 (Greyfriars Bridge) shows that HGV traffic has already reduced by 30% from its peak daily flow of 2,173 in 2000 to 1,520 in 2016. HGV traffic is now only 3.4% of total traffic, and continues to be in proportional decline, as does bus/coach traffic. Given the known data on Hereford's predominantly intra-urban and city-destined traffic, and the Worcester evidence cited at 1.7 above, it is highly unlikely that any further reduction would be enabled by the western bypass.

Objective 2: improving regional connectivity

1.13 There would appear to be no published need or policy requirement for the HTP to address this objective.

1.14 Objective 2 seeks to improve regional connectivity by four means:

- Better connections for Hereford to the wider region
- More reliable journey times on the A49 (repeat of Objective 1/3)
- Taking through traffic away from Hereford
- Fewer goods vehicles through Hereford

To take these in turn:

1.15 Better connections for Hereford to the wider region: it is unclear how the proposed stretch of new road would improve regional connectivity other than by merely shifting the 'problem' further along the A49. We assume that the region in question is the West Midlands (and arguably South Wales), in which case the bypass does little or nothing to

improve connectivity to the region. As noted in 1.11 above it would reduce north-south A49 journey times by between 5 and 8 minutes in 2032.

1.16 In various earlier consultation responses to Herefordshire Council and the Local Enterprise Partnership It's Our County has consistently highlighted the primary need for better east-west connectivity across the region. An eastern river crossing and distributor road (see 1.9 above) would be the common-sense and single most cost-effective solution for Hereford in this regard. These proposals are all supported by the majority of local businesses.

1.17 More reliable journey times on the A49: see 1.11 above.

1.18 Taking through traffic away from Hereford / Fewer goods vehicles through Hereford: given the very small percentages of total traffic to which these apply the positive impact of the western bypass on commercial traffic in the city would be negligible. See 1.6 and 1.12 above.

Objective 3: encouraging healthier lifestyles

1.19 The various elements in the HTP that have been, and continue to be, given low priority compared to the proposed bypass, as apparently evinced by the single 'means' bullet-point provided for this objective. The majority of these "active travel measures" can be - and should be - implemented before, not after, any new road construction: the Local Transport Plan and the Department for Transport hierarchies for implementation both make this requirement clear. The hitherto half-hearted attention given to sustainable and active travel measures for the city – and the failure to implement recommendations from the 2010 Mouchel report "Delivering a Sustainable Transport System" commissioned by the Council - can only be viewed now as a seemingly deliberate strategy to enhance the perceived need for the pet-project of a bypass, irrespective and in the face of the vast accumulation of evidence and data, both local and national, which is manifestly unsupportive of the merits of such a project.

Objective 4: encouraging sustainable development

1.20 See 1.6 and 1.19 above. Were the Core Strategy's strategic urban extensions and employment development sites properly sustainable, new road construction would not be necessary.

1.21 The least sustainable solution is a bypass: it would cause permanent environmental damage impossible to 'mitigate', the loss of high-grade agricultural land, the degradation of the River Wye Special Area of Conservation, and would exacerbate vehicle-dependent land

use including the prospect of further urban sprawl into the countryside between the city boundary and any of the proposed western bypass routes.

Objective 5: provide network resilience

1.22 There are more cost-effective ways of increasing network resilience than a bypass: real-time information for bus customers, average speed cameras and above all improvements to the east-west connectivity of the county north of the M50 and A40.

1.23 It is wrong to assume that any new road provides or improves resilience in itself: the recently opened city link road has not decreased traffic on Newmarket St/Bath St and, whilst data is awaited, it is already clear that due to poor junction design and an increase in traffic lights the link road has contributed negatively to congestion on A49/Edgar St and A465/Aylestone Hill. See also 1.7 above for corroborative evidence on the effect of its bypass on city congestion in Worcester.

Objective 6: improve air quality and reduce noise

1.24 To re-locate noise/air/light pollution from the city to rural areas with the construction of a new road is environmentally irresponsibly: it merely adds to the area that suffers from these issues, with prevailing westerly winds taking pollution from a bypass back across the city and its new urban expansion to the west.

1.25 The ongoing lack of attention to the Edgar Street AQMA is evidently now being used as a fallacious justification for a bypass. The recent addition to stop-start problems caused by ever more traffic lights (often poorly phased, despite the SCOOT system) continues to exacerbate pollution that would not be thence diminished by a bypass taking only the ~15% of through traffic out of the city.

1.26 The acknowledged increase in city traffic consequent to a bypass and the 6,500 new homes required in Hereford is fundamentally at odds with this objective, in particular for the principal radial routes into the city.

1.27 The majority of HGVs or lighter commercial traffic on the A49 in the Hereford area would continue to need to access the city for retail-related deliveries and commercial distribution to and from Cargill, Heineken and other city businesses, whether they maintain or increase their capacity.

Objective 7: reduce severance

1.28 Easier and safer to travel along and across the city's main roads. This can be achieved without - or before consideration of - a bypass. Since, even with a bypass, traffic is acknowledged (by the Council's consultants WSP) to increase on the radial routes into the city these main roads will not be "easier or safer" for any road users or pedestrians.

1.29 Data from Highways England shows Hereford is ranked low by national measures for congestion/journey time delays and volume of traffic. These, and the relative safety of the local network, should be factored in to claims of the need for a bypass.

Objective 8: improving safety

1.30 Re-routing heavy goods vehicles to the bypass. See 1.27 above

1.31 Safer crossings at busy roads and junctions. The council-commissioned Mouchel report "Delivering a Sustainable Transport System" (2010) and its recommended safety improvements have been largely ignored or forgotten. These improvements could be, and should have already been, implemented on the majority of the city's roads and junctions: none are dependent on a bypass being progressed ahead of other proposals in the HTP.

1.32 The other assertions on this objective – "fewer collisions on Hereford's roads" and "high safety standard on the bypass" are purely speculative. In any case the majority of county accidents and fatalities on the A49 occur outside the city and at such well-known 'danger spots' as Dinmore Hill to the north and the Much Birch area to the south.

Q2: Do you agree that a bypass should form part of a package?

2.0 No.

2.1 Herefordshire Council's Local Transport Plan 2016-31 contains an 'implementation hierarchy' for highway network development which accords with DfT requirements and criteria. The five steps in this hierarchy are: 1. Demand management; 2. Network management; 3. Targeted engineering improvements; 4. Road widening; 5. Road construction. The possible need and merits of a new road should only be considered once all the other steps have been tried, and been shown to have failed. This is not the case.

2.2 Following the 2015 examination in public of the Local Plan Core Strategy the Inspector's report highlighted that two of the three most significant risks to its delivery were the Hereford Relief Road (HRR - as it was then designated) and its impact on the River Wye Special Area of Conservation. She stated: "the funding (for the 'relief road') is not secure, it is not part of Highways England's Road Investment Strategy…and there is a high degree of uncertainty about whether the HRR is viable and can be achieved within the plan period (up to 2031). Three years on in 2018 the Inspector's statement remains true: the HRR (now re-branded as a 'bypass') does not appear either in Highways England's recently published

“Initial Report” on a road investment strategy for 2020-25 or in the DfT’s long-term strategic highways proposals.

2.3 The HTP’s emphasis on a ~£200M bypass, as a supposedly necessary pre-cursor to implementation of the other elements in the package, distorts the Package and diverts attention from the sustainable and active travel measures that commanded more public support in HTP Consultation 1 (May 2017). These measures are far cheaper, substantially more cost-effective and infinitely less environmentally damaging than the proposed bypass. Almost all of them can, and should be, implemented before consideration of the need for new road building.

Q3: Which bypass route would you prefer?

3.0 None. No to all seven options, and neither is our preference the ‘No preference’ option.

3.1 The “high level assessment of the environmental and local effects of each route” tabulated in the consultation document (page 9) is indicative, irrational and misleading. It scarcely merits credence.

3.2 The budget estimates for the bypass - including a 280-365m Wye viaduct across the river and floodplains in Breinton - of £129M-£140M appear unrealistic (another “shot in the dark” like the City Link Road?) when the indicative cost eight years ago in 2010 was not far short of these figures. In any event, rare in living memory is the major infrastructure project in the UK that has been completed in budget.

Q4: Do you agree that the package should include possible walking, cycling, bus and public realm measures described in the consultation material?

4.0 Yes. And these sustainable, affordable and cost-effective measures should be the only and entire contents of the package.

4.1 If HTP Consultation 2 is a consultation on the package these measures should be detailed, and their locations and costs specified, so that a fair assessment of them can be made relative to the level of detail and cost provided for consideration of the seven bypass routes. The consultation document does not “present” these measures as claimed on page 12 and there is no indication in the “timeline” of when implementation of such measures is envisaged: all of which supports a well-founded impression that they are tokenistic and, at least at this stage, merely a box-ticking exercise.

4.2 The five "themes" – Traffic management (20mph limit); better use of public space; junction improvement for pedestrians, cyclists and bus users; crossing improvements along and across main routes; improved existing traffic-free paths; new traffic-free paths – have been projects all largely ignored hitherto, or at best only partially delivered, along with the 'delivered' but still unsigned (and thus barely known) 'Park and Choose' locations. Whether all this has been deliberate or circumstantial is an open question.

4.3 It is regularly claimed that few or none of the walking, cycling, bus and public realm improvements in the package can be implemented unless and until there is a bypass to relieve congestion in the city. But since a bypass will *not* relieve congestion (see 1.6, 1.7, 1.18, 1.27 and 1.28 above), there is no reason to delay implementation of these measures any further.

Q5: Are there any other walking, cycling, bus and public realm improvements or locations that you think we should be considering?

5.0 The map (page 10 of consultation document) is hard to read. Further 'quiet routes' should be included in other parts of the city. Many of the existing routes (orange lines on map) suffer from poor road condition, a lack of suitable parking restrictions and/or unsafe junctions that all contribute to deterring cyclists.

5.1 It's Our County is committed to:

- a city-wide 20mph limit (not specified or clear in the list of themes above)
- investment in better public transport and a fleet of 'Hopper-style' electric buses
- real-time information via GPS tracking and phone app(s) for bus customers
- robust (and properly monitored) integrated School Transport Plans to reduce known congestion in term time
- a comprehensive, user-friendly and fit-for-purpose cycling network within and beyond the city
- achievable 'shared space' improvements to the city highways network
- an eastern river crossing and distributor road (Rotherwas – A438) to relieve congestion at key pinch-points in the city, and to provide the cost-effective access for the EZ to population centres and markets in the Midlands
- a safe and well-lit network of paths for pedestrians (and, where feasible, cyclists)
- well-signed 'Park and Choose' sites at suitable locations on the city fringes
- encouragement of car club/car sharing schemes for city residents (as successfully in the St James area)

Qs 6-13 No comment needed.

Q14: How would you rate the quality of the consultation materials? [Very good; Good; Acceptable; Poor; Very poor]

14.0 Poor

14.1 As a consultation, albeit not a 'statutory' one, on the Hereford Transport Package, the document and the public exhibition are predominantly about the bypass and contain un-evidenced or unsupported claims or assertions. The majority of the exhibition panels are focused on the bypass: too little regard is given in the exhibition and consultation materials to all other measures and proposals. The 'non-road' measures are vague, relative to the more precise and detailed information provided for the bypass routes.

14.2 The maps (pages 7 and 10) are hard to read, both online and in hard copy. The page 7 map is incomplete, particularly in terms of key environmental features and other constraints; it is also inaccurate and not fully up to date when viewed, for instance, alongside the maps in the adopted Breinton Neighbourhood Development Plan which was available to Herefordshire Council when preparing the consultation materials

Q15: Are you responding to the consultation on behalf of a business or organisation

15.0 Yes. It's Our County (Herefordshire) is a political party registered with the Electoral Commission, the largest opposition group on Herefordshire Council and the majority group on Hereford City Council.

Qs 16-18 Not applicable.

[13 March 2018]

LICHFIELDS

14 Regent's Wharf
All Saints Street
London N1 9RL

020 7837 4477
london@lichfields.uk
lichfields.uk

Balfour Beatty

**By email: HerefordTransportPackage@balfourbeatty.com**

**Date:** 20 March 2018
**Our ref:** 31292/SSL/PR/15587498v3
**Your ref:**

Dear Sir / Madam

## Hereford Transport Package – Hereford Bypass Consultation 2

We write on behalf of our client, the Church Commissioners for England (CCE). CCE is a significant landowner in Hereford and its landholdings include land at Three Elms, through which a number of routes for the Hereford Bypass are proposed. Given the importance of the route selection process for our client we welcome the opportunity to provide representations in relation to this Bypass consultation.

## Background

Within this section we provide background relevant to the consideration of the route selection process.

### Herefordshire Local Plan – Core Strategy 2011 - 2031

Balfour Beatty should be aware that CCE's land at Three Elms forms part of the 'Policy HD5 - Western Urban Expansion' strategic allocation within the adopted 'Herefordshire Local Plan - Core Strategy 2011 – 2031' (October 2015). This forms one of the largest strategic allocations in the Core Strategy and its delivery is critical to Herefordshire Council meeting its housing and growth targets over the plan period. Policy HD5 expects that the allocation will deliver, amongst other criteria, the following:

- a minimum of 1,000 homes
- delivery of land and infrastructure to facilitate the construction of the adjoining phase of the Hereford Relief Road
- a minimum of 10 hectares of employment land, comprising predominantly of a mixture of use class B1, B2 and B8 located near to the new livestock market with access to the Hereford Relief Road and Roman Road
- Appendix 5 sets out the relationship between the development of urban expansion areas and the provision of key new infrastructure.

Appendix 5 (SS3: Necessary Infrastructure for Strategic Sites) of the Core Strategy explains that circa 580 dwellings can be delivered as part of the Policy HD5 allocation ahead of the Hereford Relief Road (HRR). It notes that the critical date by which this infrastructure must be in place is 2022. The delivery of the HRR,

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now known as the Hereford Bypass, therefore forms an integral part of the Core Strategy. A number of site allocations in Hereford depend upon its delivery, including the Policy HD5 site allocation.

Within the explanatory text the following design objectives are noted (Lichfields' emphasis in **bold**):

- *"This expansion area will be developed in smaller clusters to create new neighbourhoods that dovetail in with existing communities adjoining the development area.* ***It is anticipated that the residential element of the new growth will be to the east of the Hereford Relief Road, adjacent to the existing urban fabric.****" (para. 4.2.63)*
- *"The provision of additional 10 hectares of employment land will balance the existing provision to the south of the city within the Hereford Enterprise Zone at Rotherwas and to the north at Moreton Business Park.* ***Employment land should be provided close to the new livestock market, with potential access on to the Hereford Relief Road and A4103 and pedestrian/cycle links to the development area and city beyond****." (para. 4.2.64)*

'Policy SS4 – Movement and Transportation' anticipates the delivery of the HRR. In terms of its alignment, paragraph 4.2.44 notes the following:

*"The first section of the Relief Road to be constructed will be the section between the A49 and A465, as part of the South Wye Transport Package (as identified in the Local Transport Plan). The second section will link the A465 and the A4103 and include a bridge crossing of the Wye.* ***This section will be co-ordinated with the delivery of the Western Urban Expansion at Three Elms.*** *The final section would link the A4103 to the western and eastern sides of the A49 in the north of Hereford." (Lichfields' emphasis in* ***bold****).*

**Planning application at Three Elms**

Following adoption of the Core Strategy and reflecting the requirements of Policy HD5, an illustrative masterplan was prepared to accompany a planning application for outline planning permission for development at Three Elms (enclosed). The planning application was submitted to Herefordshire Council in September 2016 and is currently under consideration by the Council. The description of development is set out below:

*"Outline planning application with all matters reserved, except access, for the demolition of existing agricultural buildings and an urban extension comprising up to 1,200 homes (Use Class C3); employment development (comprising Use Classes B1/B2/B8); a neighbourhood centre comprising a mix of retail (Use Classes A1/2/3/5), health provision (Use Class D1) and leisure uses (Use Class D2); a new one form entry primary school; park & choose interchanges; together with open and play space, landscaping, highways, infrastructure and associated works" (Application ref. 162920)*

Reflecting the requirements of the Core Strategy (Appendix 5, SS3: Necessary Infrastructure for Strategic Sites), it is proposed that the development comes forward in two phases. Phase 1 proposes 580 dwellings and associated development and is anticipated to be delivered prior to the HRR being implemented and Phase 2 proposes the remaining 620 dwellings, 10 ha of employment land and associated development, and would be delivered once the HRR is implemented.

The proposals incorporate the reservation of a corridor of land, approximately 30m in width, adjacent to the western boundary of the site to allow for the future delivery of the Hereford Relief Road if required. As above, it is proposed that Phase 1 will be delivered prior to/alongside the delivery of the HRR, whilst Phase 2 is intended to be delivered following the delivery and opening of the HRR. To address this matter, a 'Notification Area' (which is defined within the Parameter Plans) has been agreed between CCE and Herefordshire Council to cover the possibility of the HRR following a different alignment within the site.

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**Hereford Area Plan**

Herefordshire Council will shortly be consulting on the Hereford Area Plan (HAP). The Council's website notes the following:

*"New housing is a key policy area for which we must ensure delivery within the HAP. The three strategic housing sites at Three Elms, Holmer West and Lower Bullingham identified in the Core Strategy will account for a significant proportion of the city's housing growth target for the plan period. It will be the task of the HAP to identify further deliverable site allocations to aid the delivery of the remainder of the target to 2031 (3,200 dwellings)."*

In the interests of coordinated strategic planning, it is important that the Bypass route selection process helps to facilitate rather than undermine the opportunity to identify additional housing sites to the west of Hereford. This is against the backdrop that CCE's wider landholdings to the south of the Kings Acre Road were considered suitable for development in earlier stages of the emerging Core Strategy and will again be promoted through the HAP in due course. With this in mind, it is preferable for the Bypass to be located further west, i.e. the Black route, so that residential development can be located to the east of the Bypass and closest to the urban fabric; an approach provided for within the Core Strategy (paragraph 4.2.63).

## Comments on the Bypass route options

It is understood that 24 possible Bypass routes in the Western Corridor were identified and that following further assessment these have been narrowed down to the 7 routes which are the subject of this consultation.

First we provide some general comments and secondly, we comment on the route options.

### General comments

*Flood risk and drainage considerations*

As a general principle, the National Planning Policy Framework (NPPF) requires all new infrastructure to remain operational during a 'design flood' taking into account climate change over the lifetime of the proposed development typically taken as being 100 years. We would therefore expect the carriageway to be set at such a level as to achieve this objective and for the crossing of Yazor Brook to be designed so that it allows the design flow to pass unimpeded and without loss of flood plain storage. If the Bypass is to be approved as Nationally Important Transport Infrastructure provisions, a similar requirement would apply.

All the route options include for a junction with the A4103 Roman Road. As the A4103 is indicated on the Environment Agency Flood map for planning as being in Flood Zone 3, creating a new junction that is compliant with the principles required by the NPPF (as above) will be difficult and is likely to require compensatory flood storage to be provided elsewhere most probably on the agricultural land upstream to the north and west of the Three Elms site.

The Environment Agency is keen to reduce flows into Hereford along Yazor Brook downstream of the Three Elms planning application site. There is an opportunity for the design of the Bypass to contribute towards this objective and would require detailed consideration of: (i) specific design measures at the proposed bridged crossing plus; (ii) flood storage provided in conjunction with the Bypass; and (iii) the junction design of the Bypass with the A4103 Roman Road having regard to the Flood Zone 3 designation and the constraint that this imposes.

*Transport considerations*

It is important that we understand the nature of the proposed Bypass, i.e. the capacity, design standard, speed limit and capacity for a junction to serve the employment land, as this may have a bearing on the proposed masterplan at the Three Elms site.

A junction off the Bypass to serve the employment land is essential and provision is made for this within the Core Strategy, as set out above.

**Comments on the proposed routes**

Comments are provided below on the routes insofar as they are relevant to the Three Elms planning application and/or CCE's wider landholdings in the area. Feedback is provided on the basis of routes a) north of the Roman Road; b) south of the Roman Road and north of Kings Acre Road; and c) south of the Kings Acre Road.

*a) North of the Roman Road*

CCE has no comment on the route options to the north of the Roman Road.

*b) South of the Roman Road and north of Kings Acre Road*

Feedback is provided on the routes in the below table.

| Route | South of the Roman Road and north of Kings Acre Road |
|---|---|
| Black 1 & 2 | This lies outside of the Three Elms planning application boundary. CCE owns the land to the south of the Livestock Market. Herefordshire Council owns the Livestock Market.<br><br>It is essential that there are two vehicular access points to service the 10 ha of employment land that forms part of the Three Elms planning application, including a junction with the Bypass, as anticipated by Policy HD5 of the Core Strategy. As part of the masterplan accompanying the Three Elms planning application, an access from the Roman Road through the Livestock Market is proposed, with a second connection to the Bypass. **It is imperative that a junction to the employment land is provided from the Bypass. CCE has no objection to this route alignment provided that an access to the employment land was provided from the Bypass.** |
| Cyan | CCE owns all land shown in this section of the route. It would pass through the proposed employment area, which forms part of the Three Elms planning application and as expected by Policy HD5. This might result in less than 10 ha of employment land being provided. The advantage of this route option is that it would allow the proposed employment area to be better connected to the proposed residential development to its east. **CCE has no objection to this route alignment provided that an access to the employment land was provided from the Bypass.**<br><br>It should be noted that any route passing through the employment land would reduce the land available for compensatory water storage. |
| Orange | CCE owns the majority of this land albeit crosses third party land at the junction with Kings Acre Road.<br><br>**This route is not supported.** This is because it would compromise the successful |

| | |
|---|---|
| | delivery of housing proposed within Phase 2 of the Three Elms planning application. It would also compromise the ability to deliver 10 ha of employment land. The Core Strategy anticipates residential development to the east of the Bypass and closest to the existing urban fabric. It would not be viable to leave a small residential community to the west of the Bypass and isolated from the wider Three Elms development.<br><br>Any route passing through the employment land would reduce the land available for compensatory water storage. |
| Red/ Olive | This land is within CCE's ownership and follows the alignment safeguarded by the Three Elms planning application. Accordingly, delivery could be facilitated by the Three Elms planning application without compromising the proposed masterplan. **This route alignment is supported.** |
| Yellow | CCE owns the land. **However, this route is not supported.** This is because it would compromise successful delivery of housing proposed within Phase 2 of the Three Elms planning application. It is also closest to the Huntington Conservation Area and associated Listed Buildings and its impact on the respective character/appearance and setting of these heritage assets would require further consideration. The Core Strategy anticipates residential development to the east of the Bypass and closest to the existing urban fabric. It would not be viable to leave a small residential community to the west of the Bypass and isolated from the wider Three Elms development. |

*c) South of the Kings Acre Road.*

CCE owns land to the south of the Kings Acre Road, through which all routes are proposed to pass. All route alignments in this location are supported, however, CCE preference is for the route alignment in this location to be further to the west, as this provides a greater opportunity for CCE to assist Herefordshire Council in allocating additional land for housing to the east of the Bypass. To the south of the Kings Acre Road CCE would support the Black 1 & 2, Cyan, Red and Olive route options.

We trust that these representations are helpful. We look forward to discussing this with you further at our meeting on 21 March 2018.

Yours faithfully

[redacted]

[redacted]

19 March 2018

Balfour Beatty Living Places
Unit 3
Thorn Business Park
Rotherwas
Hereford
HR2 6JT

BY EMAIL

Dear Sir or Madam

**Hereford Transport Package Consultation**

Summary
The National Trust considers that the bypass would have significant environmental effects on the countryside west of Hereford. The Trust considers that every measure should be used to avoid, reduce, offset and compensate for these effects and that the council should work towards net environmental benefit.

Our concerns are reflected in the consultation documents, which report that every route would have large adverse environmental impacts including impacts on heritage and the natural environment as well as landscape and visual impacts. We are concerned that the terminology of the consultation brochure downplays the seriousness of the impacts. We are also concerned that some potentially significant impacts are not reported at all.

Background
The National Trust is a charity founded in 1895 to promote the permanent preservation of places of historic interest and natural beauty for the benefit of the nation. Although independent of government we have been given the unique ability to declare our property inalienable, meaning that it cannot be sold or mortgaged and that it will be protected for ever, for everyone. While much of our work centres on conserving and providing public benefit from property in our ownership, our charitable purpose establishes a wider remit that extends beyond our boundaries.

National Trust
Attingham Consultancy Hub
Attingham Park
Shrewsbury
Shropshire SY4 4TP
Tel: +44 (0)1743 708100
Fax: +44 (0)1743 708150
www.nationaltrust.org.uk

President: HRH The Prince of Wales
Chair of the Midlands Committee: Carys Swanwick
Director for the Midlands: Andy Beer

Registered office:
Heelis, Kemble Drive, Swindon, Wiltshire SN2 2NA
Registered charity number 205846

THE SUNDAY TIMES 100 BEST NOT-FOR-PROFIT ORGANISATIONS TO WORK FOR 2018

Our pay for entry properties in Herefordshire - Croft Castle, Berrington Hall, the Brockhampton Estate and the Weir Gardens - welcome some 293,000 visitors per year. We also own, manage and provide public access to areas of the countryside across the county, including land at Breinton Springs and Perry Hill Farm to the west of Hereford. All of the route options are between 600m and 1000m east of Breinton Springs.

Breinton Springs and Perry Hill Farm are part of a rich and tranquil landscape that includes the river Wye, ancient monuments, ancient woodland, veteran trees, traditional orchards, historic parks and gardens and historic buildings. The area is accessible on foot from the built-up area of Hereford along the Wye Valley Walk and people cycle on the lanes around Breinton.

Consultation questionnaire (completed online)

Given its charitable purpose, the Trust does not wish to comment on the objectives of the Hereford Transport Package (Q1) or the principle of whether a bypass should form part of the package (Q2). Our lack of comment on either of these questions should not be seen as agreement with the council.

The Trust does not support any of the route options (Q3) and has concerns about the environmental effects of them all.

As a matter of general principle we support measures to encourage or support walking, cycling and public transport use, as well as improvements to the public realm, but we do not wish to comment on specific proposals within the package (Q4).

Walking and cycling enhancements in the countryside west of Hereford should be included in the package of mitigation proposals for the effect of the bypass. (Q5)

Our concerns about the routes are set out below and form our answer to Q6.

In relation to Q7-Q10, while the Trust as an entity does not travel, our staff, volunteers and visitors do travel around Hereford on a daily basis with car being the dominant means of transport.

Concerns about the route options

The National Trust considers that the bypass would have significant environmental effects on the countryside west of Hereford. The Trust considers that every measure should be used to avoid, reduce, offset and compensate for these effects and that the council should work towards net environmental benefit.

Our concerns are reflected in the consultation documents, which report that every route would have large adverse environmental impacts including impacts on heritage and the natural environment as well as landscape and visual impacts. We are concerned that the terminology of the consultation report downplays the seriousness of the impacts. We are also concerned that some potentially significant impacts are not reported at all.

Cont/d

The consultation brochure reports that there would be large adverse impacts on the settings of grade II* listed buildings at Belmont Abbey and Belmont Lodge and listed buildings within their curtilages from every route option. The WebTAG guidance, which underpins the assessment, describes large adverse landscape and visual effects in these terms:

> The scheme would:
> • have a major direct impact on nationally significant historic environmental assets such that they are lost or their integrity is severely damaged
> • have a moderate direct impact on or compromise the wider setting of multiple nationally or regionally significant historic environmental assets, such that the cumulative impact would seriously compromise the integrity of a related group or historic landscape/townscape
> • have a major direct impact on regional historic environmental assets, such that their integrity is lost and no adequate mitigation can be specified
> • be highly intrusive and would seriously damage the setting of the historic environment, such that its context is seriously compromised and can no longer be appreciated or understood
> • be in serious conflict with government policy for the protection of the historic environment, as set out in PPG 15 and PPG 16
> • be strongly at variance with the form, scale and pattern of a historic landscape/townscape

There does not appear to be a published assessment of impacts on other listed buildings including those at Clehonger Court, Court Farm and Upper Hill Farm all of which are very close to one or more route options and could be significantly affected.

The unregistered park and garden at Belmont Lodge is described as experiencing a moderate adverse effect from every route option. All of the routes would permanently sever the historic designed landscape and lead to a viaduct crossing the Wye at high level and forming a dominant feature in the landscape. "Moderate adverse" is hard to accept as a plain English description of what would happen to the historic park and we would like the detail behind this assessment made public. WebTAG guidance suggests that what is reported as a "moderate adverse effect" for an unregistered park could be based on major direct impact resulting in a loss of features such that the integrity of the park is substantially compromised. Even if the council can technically justify its assessment, we consider that the way it is reported in this consultation is misleading.

Five of the options are identified as having large adverse landscape and visual effects on the River Wye Corridor. WebTAG guidance describes large adverse landscape and visual effects in these terms:

> The scheme is very damaging to the landscape in that it:
> • is at considerable variance with the landform, scale and pattern of the landscape
> • is visually intrusive and would disrupt fine and valued views of the area
> • is likely to degrade, diminish or even destroy the integrity of a range of characteristics and elements and their setting
> • will be substantially damaging to a high quality or highly vulnerable landscape, causing it to change and be considerably diminished in quality
> • cannot be adequately integrated
> • is in serious conflict with government policy for the protection of nationally recognised countryside

We agree that this is a reasonable description of the effect of the five options for which large adverse landscape and visual effects are identified.

We do not agree that the other two options, both of which involve a 280m long viaduct across the valley, are so different that they would only have a moderate adverse landscape and visual impact on the river Wye corridor.

Cont/d

Every route is also assessed as having large adverse impacts on veteran trees. The loss of veteran trees cannot be mitigated or compensated for and we consider that the council should take every step to avoid this harm.

We also have concerns about the possible impact of the route options on Wye Coppice, part of which we own, and Rough Coppice Ancient Woodland. The route corridors are shown going very close to these ancient woodlands. At this time they are indicative corridors without consideration of the requirements of earthworks, construction access etc. We are concerned at the potential for the bypass proposals to extend beyond the corridors identified into the ancient woodland. We are also concerned at the effects that the construction and operation of a road in close proximity could have on the health of the ancient woodland. In addition we are concerned about the impact on associated wildlife, and biodiversity more generally throughout the study area, through mechanisms such as effects on air quality, tranquillity, noise and light pollution, increased collision risk and reduced connectivity as well as through the direct effects of construction. The consultation brochure makes no mention of biodiversity impacts.

Yours sincerely

[redacted]

Cont/d

New Model
In Technology & Engineering
Shirehall
Union Street
Hereford HR1 2HX

**T** 01432 371111
www.nmite.org.uk

Dear Gavin,

**Support for Hereford bypass**

I write to express my support for the Hereford Transport Package, including the Hereford Bypass, which I believe is vital to the economy and growth ambitions of the city.

The New Model in Technology and Engineering, the university being established in Hereford, will make use of buildings that are within 10 minutes' walk of each other and the halls of residence will also be built within walking distance. We will promote walking, cycling and public transport to our staff and students. We are designing the university from the outset to minimise an increase in car use.

However, the traffic congestion in Hereford needs to be addressed to allow the city to flourish and fulfil its potential as a tranquil place to study, work and visit. It is important we look for ways to reduce levels of air pollution and noise in the city centre. We believe rerouting the A49 traffic to avoid the city centre will help us to create a university experience that will enable our students to enjoy the public realm. It will improve connections to the city centre for pedestrians and cyclists meaning it will be easier and safer to travel along and across the city's roads.

The Hereford Bypass, as part of a Hereford Transport Package, is key to the reduction of heavy traffic and freight coming through town and will speed up journey times across the city. I understand that it will also deliver new homes and jobs, including at the Hereford Enterprise Zone, which will stimulate the much-needed economic growth for Herefordshire. These ambitious plans for housing and business growth cannot be achieved without the infrastructure to support it.

I believe that this scheme is important to aid the regeneration of Hereford, in order that it can develop in to an attractive university city. I fully support for the Hereford Transport Package and the positive congestion, growth and health outcomes that will be achieved.

Yours sincerely,

[redacted]

[redacted]

# Rail & Bus for Herefordshire
# Working Paper 3
# Hereford City Bus Services
# (Summary)

Between 2002 and 2017 the number of bus journeys operated on city services per weekday declined by over 50%. A similar trend took place on Saturdays whilst Sunday services have all but disappeared.

**The completion of the new Link Road and the planned transport hub at Barrs Court Railway Station, together with the plans for Newmarket Street, Blueschool Street and Commercial Road provide the opportunity for the re-design of the city bus network and arrest its decline. Having invested in a transport hub, its optimum use for bus and rail interchange in the city is paramount.**

Experience elsewhere in Britain and Europe indicate that an effective public transport system can do much to aid economic and social development whilst reducing an over dependence on the private car for internal city journeys.

A modal shift from car to public transport can assist with campaigns such as Herefordshire Council's 'Choose how you move' and help achieve the visions, aims and policies as announced in the Local Transport Plan.

**Therefore the Hereford Council and Balfour Beatty argument that improvements to public transport cannot be made until a bypass is built is considered spurious, misleading and opposite to the Council's LTP. A plan for improvement to the city bus network should be included now in the Hereford Transport Package**

Four main elements influence travel by bus: These are 1. frequency of service throughout the day: 2. reliability of the service: 3. improved journey opportunities: 4. cost of travel.

Improved journey opportunities through the provision of good interchange of services can also help to stimulate suppressed travel demand as well as encourage bus usage. Existing means of easing traffic pinch points and low cost bus priority should also be examined.

A good city network can comprise 10 well defined routes centred on the transport hub for maximum interchange and operating at 15/20 minute frequency throughout the day. Route length should be no more than a 60 min round trip hub-outer terminus-hub. Cross city routes are avoided as unreliable and cross city journey opportunity is enhanced by maximum interchange at the hub.

**It is recognised that the Local Transport Authority (LTA) is constrained by what influence it has with the city network which is virtually 100% commercial.**

The Department for Transport does recognise this limitation and the Bus Services Act 2017 goes some way to providing local authorities with mechanisms to influence the planning and operation of local bus networks.

Section 9 of the Act creates a new Enhanced Partnership option. LTAs are encouraged to develop partnerships where the bus operator (or operators) is an integral part of a collaborative development process. The scheme can set out 1 facilities that the LTA will provide such as the transport hub/passenger waiting areas and passenger timetable information; 2 improved infrastructure measures that the authority will take, including the introduction of electric buses and low cost bus priority and 3 requirements that bus operators in the scheme area will need to comply with.

**Hereford Council should be examining the opportunity for an Enhanced Partnership and application for grants under the Department for Transport Green Bus Initiative and Better Bus Areas schemes**

*Rail & Bus for Herefordshire is the voice of public transport in Herefordshire.* [redacted]

**Rail & Bus for Herefordshire**

**Response to Hereford Transport Package (HTP) Consultation**

The HTP is considered a flawed and unbalanced plan because:

**A.** There is an over emphasis on the bypass which is contrary to Local Transport Plan visions and policies of:

*1. To enable economic growth.*

*2. To provide a good quality transport network for all.*

*3. To promote healthy lifestyles.*

*4. To make journeys safer, easier and healthier.*

*5. To ensure access to all services for those living in rural areas.*

**B.** There is a lack of information and detail on how Hereford's internal transport network is to be improved upon completion of the bypass.

**C.** The dismissal of public transport as an integral part of Hereford city's economic and social development is unacceptable. The Hereford Council and Balfour Beatty argument that improvements to public transport cannot be made until a bypass is built is considered spurious, misleading and opposite to the Council's LTP. A plan for improvement to the city bus network should be included now in the Hereford Transport Package

**D.** There is no information on how the Hereford City bus network is to be improved with better frequencies, bus priority, passenger information and waiting facilities and the introduction of low emission and/or electric buses in line with central government policy.

**E.** There is total disregard of rail services as an integral part of the need to improve connectivity for Hereford within the West Midlands region.

Rail & Bus for Herefordshire
16 April 2018

Stagecoach WEST

3rd Floor
65 London Road
Gloucester
GL1 3HF

T 01452 418630
F 01452 304857

stagecoachbus.com

6th April 2018

RECEIVED
26 APR 2018

Hereford Transport Package Consultation Team
Balfour Beatty Living Places
Unit 3, Thorn Business Park
Rotherwas
Hereford
HR2 6JT

Dear Sirs/Mesdames,

**Hereford Transport Package: Stagecoach Response.**

Stagecoach is a significant operator of inter-urban bus services into the city of Hereford. While we are clearly not the largest operator within the city, we nevertheless run a very large proportion of scheduled bus mileage within the County south of the River Wye. This includes services 33 and 36 from Ross-on-Wye and Monmouth respectively, the responsibility of the Stagecoach West depot in Ross-on-Wye. Our sister company Stagecoach South Wales additionally operates both service X3 providing a link from Abergavenny amid a number of other large communities in South Wales, and service 39 which offers regular connections from Hay-on-Wye and beyond as far as Brecon. All of these services approach the City from the south, and require us to use the congested bridges over the River Wye, that in effect act as a single river crossing.

We are therefore particularly interested in the progression of the Hereford Transport Package, and we trust that the comments below will be considered very helpful despite being made a little after the formal close of the public consultation on this matter. This is because we have only just been made aware of the consultation.

Serious, chronic, and worsening congestion represents the single most important influence on our ability to sustain and further develop bus services in the city. This ic concentrated in and around the city centre, and also in particular on both the approaches to the Greyfriars Bridge. We know that this will also be encountered by commercial bus operations more generally within Hereford. We therefore would like to put on formal record our strongest possible support for the earliest practical delivery of the Hereford Western Bypass.

The evidence is clear that a large proportion of the traffic passing through the city centre has no destination there. Providing a suitable alternative route will relieve congestion for all road users. Quite apart from the inconvenience and economic costs of delay to individuals and businesses, including our own and our customers; this can be expected to have a direct and significant consequential impact on air quality. The Strategy also clearly recognises that achieving such a reduction in motorised traffic in and around the central area, and on a number of key radial corridors, would also open up scope for further measures that would allow all sustainable modes including walking, cycling, and public transport, to be made much more attractive as choices, especially for shorter journeys within the city.



Cheltenham & Gloucester Omnibus Co. Ltd. trading as Stagecoach West
Registered Office: One Stockport Exchange, 20 Railway Road, Stockport, Cheshire SK1 3SW (Registered in England and Wales No. 01713578)

We welcome and applaud the efforts that have been made over a considerable period to reshape the access and movement around and within many parts the city centre. The recent opening of the Edgar Street Link Road will allow major improvements to both bus routing, stopping arrangements and the public realm in Blue School Street and New Market Street in particular. We also welcome the current plans to provide high-quality interchange facilities at Hereford station. We already terminate the majority of our services here rather than at the Country Bus Station. We believe that these committed measures will materially boost the attractiveness and convenience of bus services.

We understand that Herefordshire Council has made a bid to government under the Housing Infrastructure Fund Forward Funding stream to take forward the Western Bypass and associated measures that are the subject of this consultation. We would like to better understand the Council's aspirations, and urge that as part of the Bid, every opportunity is taken to repurpose and reconfigure the existing arterial highways approaching and through the city centre in favour of more sustainable modes. As the bid progresses through the co-development phase, we would be very keen to work with the Council and its consultants to ensure that all of the opportunities to effectively facilitate improvements in bus journey time, reliability, and frequency are identified and fully taken up.

This would also have wider benefits in helping facilitate the development of longer-distance public transport options that benefit the wider County. We are aware that the Council is preparing a revised bus strategy for the County. Offering direct and reliable penetration of the city, to and through the city centre, will greatly help facilitate a steadily developing network of high-quality inter-urban bus services that will be vital to anchor environmental, economic and social policy objectives across the County as a whole.

We offer our response to the questions made in the public consultation below to assist the Council and its consultants as it evaluates our response among many others.

1. **Do you agree with the Hereford Transport Package objectives to address the transport problems in Hereford and enable growth?**

Yes. Stagecoach strongly agrees with the overall objectives of the package. The principles of sustainable development require that Hereford remains the principal focus of growth within the County. Therefore, facilitating a significant level of housing and employment growth requires a significant investment in transport infrastructure to ensure the transport systems are rebalanced properly in favour of more sustainable modes, as is demanded by the National Planning Policy Framework. We note too that highways capacity across the City is now so limited that the City cannot sustainable accommodate even the currently-planned growth quantum without impacts becoming severe. As such we recognise that the objectively-assessed development needs of the City and wider county cannot be delivered while longer distance traffic and that which has no destination or origin within or near the city centre is forced to pass through it, as it must today.

We also recognise that the city has a very important role within the widest sub-region as a focus for economic growth. This can only be fully realised if access and movement to and from the city and around it, are properly provided for.

However we are disappointed that the consultation objectives do not explicitly recognise at a high level, that as well as walking and cycling, buses could offer an attractive alternative to car usage for journeys within the city. In addition buses could also provide a much more attractive choice for journey originating further afield within the wider hinterland of the city, if they were assisted in terms of journey time and reliability. This would also tend to create the conditions where frequencies could be boosted, and establish a positive spiral of rising patronage and service levels.

2. **Do you agree that a bypass should form part of the package?**

Yes.

Stagecoach strongly agrees to bypass is an essential part of the package if the objectives of policy are to be properly realised.

3. **Which bypass route would you prefer?**

Stagecoach has no particular preference for the Bypass route. We note that the evidence suggests that the Olive route is much more likely to balance appropriately the various opportunities and constraints that need consideration,

4. **Do you agree that the package should include possible walking, cycling, bus and public realm measures described in the consultation materials?**

Yes.

Stagecoach strongly agrees that measures to facilitate sustainable modes unnecessary to justify the investment in full. We believe it is important that the Major Scheme Business Case fully identifies and appraises the means to maximise benefits to public transport and non-motorised users within the city. We understand that the Department for Transport guidance on capital scheme appraisal requires that measures for sustainable modes are fully identified and accounted for.

We specifically support:

- Better use of public space (including where feasible and appropriate, repurposing carriageway for sustainable modes and bus priority in particular)
- Junction improvements for pedestrians, cyclists and bus users
- Crossing improvements along and across main roads
- Improved existing traffic free paths
- New traffic free paths

We note that traffic management including 20 mph speed limits are proposed in residential areas. Stagecoach has concerns that blanket reductions in speed limits should not be considered for arterial roads, and care should be taken applying them to estate spine roads. This would have a deleterious impact in bus journey times and would also substantially erode the benefits in terms of congestion reduction that the Bypass is likely otherwise to generate.

Stagecoach would urge that the Council seriously considers the opportunities to provide bus lanes on the approaches to the existing Wye Bridges, and in and around the city centre in particular. These will be necessary if buses are to play the fullest possible role. The progressive erosion of bus productivity over many years undoubtedly represents amongst the single largest causes of patronage decline on bus services within the city in particular.

5. **Are there any other walking, cycling, bus and public realm improvements all locations that you think we should be considering?**

We would strongly recommend that a corridor focus is used to identify the scope to improve bus journey times and reliability on the key corridors between the edge of the City and the centre on the main arterial routes that also serve the proposed strategic allocations within the local plan and the City Centre, and Rotherwas Enterprise Zone. In particular we believe there may well be

opportunities to secure comprehensive packages of improvements between Three Elms, White Cross and the City Centre and between Lower Bullingham and the City Centre.

It will also be the case that because of ts location, it is likely to remain attractive for many journeys to work at Rotherwas will continue to find it quicker to reach the area over the existing bridge, rather than use the circumferential route around the bypass. It is therefore essential that priority for sustainable modes is achieved, that also allows for bus routes that can cross the city directly, without major diversion, while also serving the main central area bus stops. This will make the services much more attractive for cross-city journeys. Further consideration needs to be given to how bus movement and access around the central area can better facilitate cross-city links, especially from north-west to south east.

We would also urge that consideration is given to measures that dissuade personal car use at peak times in particular. This is likely to involve careful consideration of the central area parking strategy, to incentivise use of sustainable modes for journeys to work in the central area, while also ensuring that the attractiveness of the town as a visitor destination is maximised.

The southern approaches to the ASDA Junction at Redhill needs particular attention and it is essential that all the potential for bus priority is also evaluated on the existing A49 and A465 approaches to this area. It should be pointed out that some of the most frequent bus routes in the city, and those serving the Enterprise Zone and the Lower Bullingham strategic allocation all pass through this area.

We are not fully briefed on the proposals for the South Wye Transport Package, but we would also hope that there is included within this, the opportunity to secure bus priority on the Rotherwas Road, serving the largest employment location within the city.

6. **Do you have any other comments about the current proposals included in the Hereford Transport Package?**

The interfaces between the HTP projects and those already delivered and committed in the City centre, and also the proposals for the strategic housing allocations, will be especially important. Maximising the synergies will be of the essence in getting most value from the investments in terms of value for money, and securing the fullest wider environmental and social impacts.

7. **(Postcode not relevant)**

8. **Not relevant - Corporate response**

9. **Not relevant - Corporate response**

10. **Not relevant - Corporate response**

11. **We would like to be added to the Consultation Database**

[redacted]

Stagecoach West
3rd Floor

65 London Road
GLOUCESTER
GL1 3HF

**12. How did you hear about this consultation?**

Through one of the Council's consultants approaching us on a different matter.

**13. a) Did you attend a public exhibition?**

No.

**13. b) Did you receive sufficient notification about the public exhibition?**

We received no notification.

**14. How would you rate the quality of the consultation materials (for example, any printed material you have received; maps and plans; the website; the questionnaire)?**

We believe that the materials that we have examined are among the best we have seen for many years. They are particularly clear, concise, well-structured and appropriately worded. We commend the Council and its client team for its efforts.

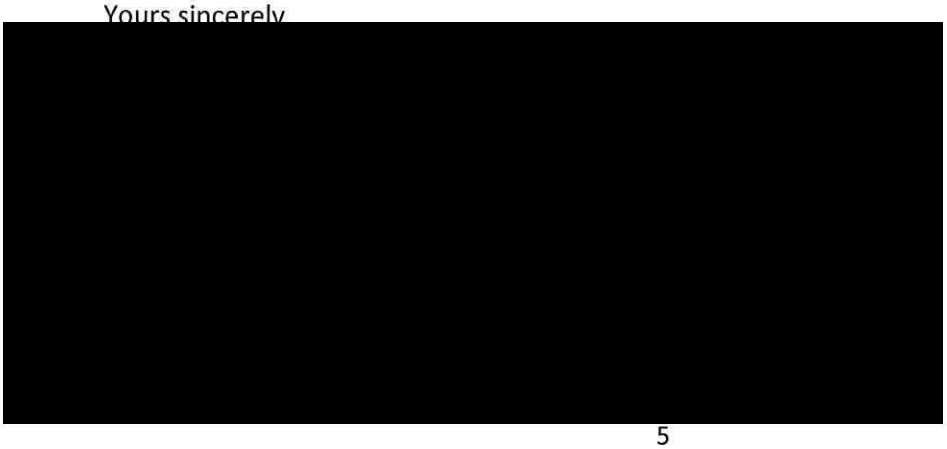
15. Corporate response
16. Not applicable.
17. Not applicable.
18. Not applicable.

In concluding, we hope that these comments can be taken into account. While they have had particular regard to our own areas of interest, we suspect that our comments and concerns would be mirrored by the other operators of services into the city.

We would be very keen to establish a dialogue with Council officers and the client consultant team, to assist you all in optimising the design and deliverability of the Strategy and the resulting projects that arise. In that regard, we would value a meeting, and we do look forward to hearing from the team with a view to setting this up in the near term.

In the meantime, I am on behalf of Stagecoach

Yours sincerely



From: [redacted]
Sent: 19 March 2018 11:46
To: HerefordTransportPackage; John Teiser
Subject: Pippin Trust Orchards at Breinton

I write on behalf of The Three Counties Cider Makers Association to support the Pippin Trust's case for the preservation the three adjoining cider apple orchard sites at Breinton that are threatened by some of the proposed Hereford Bypass routes. The propagating wood for the two largest of these orchards, containing some 450 trees, was taken from Adams Hill at Breinton, the site of a historic and important Bulmer family cider apple plantation. As such, the Pippin Trust has planned and established a collection that is significant to the history and culture of Herefordshire and of value to the cider industry, both at home and abroad, in that it contains a genetic source of many rare and DNA-tested varieties. Their traditional, wide spacing enables these grazed orchards to be an important resource for local people, tourists and professional researchers. The proposed Black 1 & 2, Green and Red Routes would destroy the collection.

[redacted]
Three Counties Cidermakers Association

WSP House
70 Chancery Lane
London
WC2A 1AF

**wsp.com**