



## Hereford Transport Package

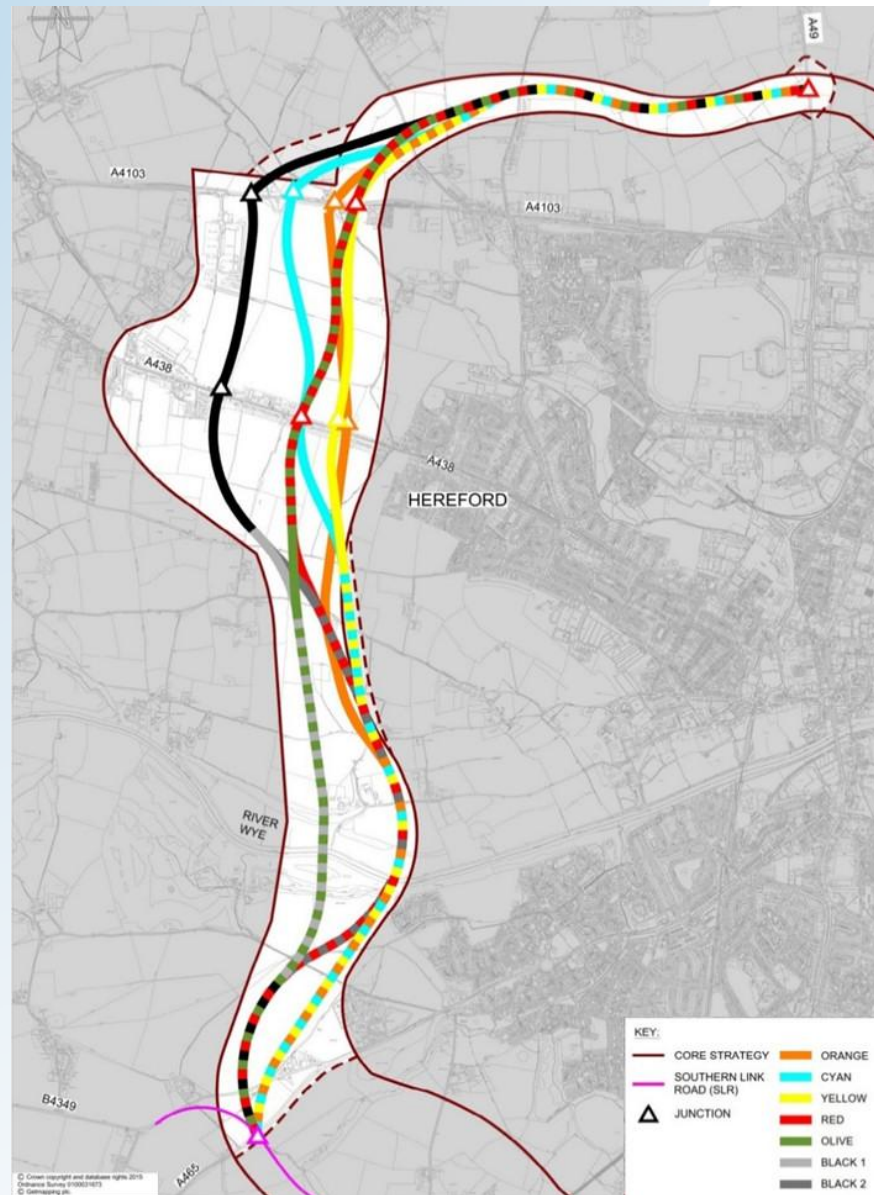


**Balfour Beatty**



Working for Herefordshire

## Consultation Film



# Cabinet Report

## The purpose of the report to cabinet:

- To consider feedback to the HTP Phase 2 consultation
- To be advised of the assessment of the shortlist of possible bypass route corridors
- To consider the recommended preferred bypass route corridor
- To be updated about the development of associated active travel projects
- To confirm Phase 3 consultation.

# Cabinet Report

## Recommendations

- (a) having regard to the feedback to the HTP Phase 2 consultation report, the Stage 2 Scheme Assessment Report, the Stage 2 Environmental Assessment Report, the Route Selection Report and the Preferred Route Report, the red route (as identified in Appendix 5) be approved as the preferred route for further scheme development for the Hereford bypass;**
- (b) subject to approval of recommendation (a) above, a further round (phase 3) of consultation on the detailed proposals for a scheme based on the red route corridor and complementary active travel measures be undertaken to gather stakeholder feedback to assist with informing a future decision by Cabinet to confirm the route for the bypass and recommended active travel measures which will together form the Hereford Transport Package, prior to submission for planning and other necessary permissions;**
- (c) the director for economy, communities and corporate be authorised to take all necessary steps to progress detailed design and, consultation including commissioning external professional advisers as required to inform future decisions on the Hereford Transport Package to a maximum cost of £2.45m**

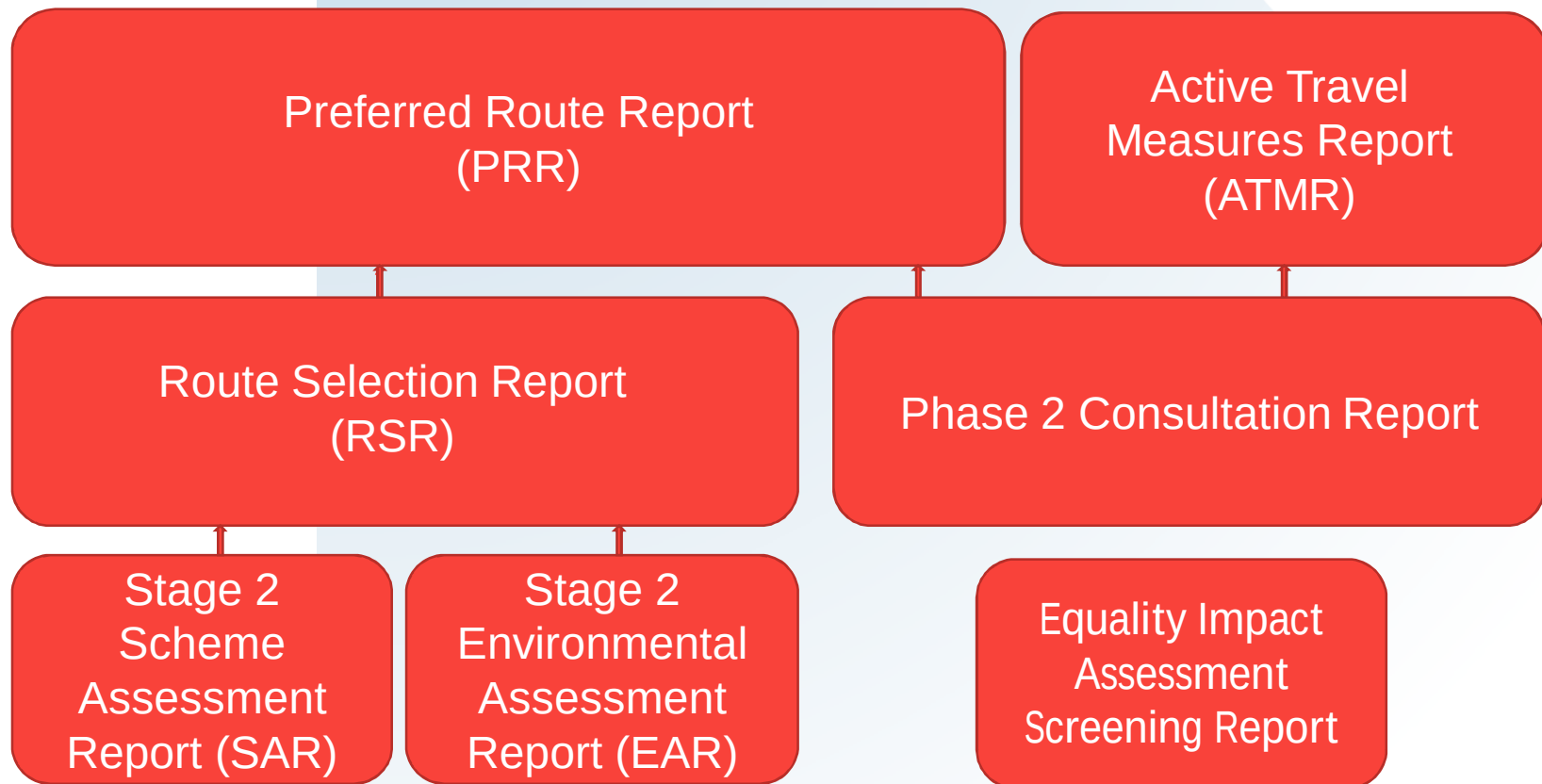
# Cabinet Report

## Key Considerations

- Consultation Feedback
- Impact Assessment
- Route Comparison – Route Selection
- Preferred Route Recommendation
- Active Travel Measure Development

# Assessment Process

## A comprehensive suite of reports





# Route Selection Report (RSR)

## Key Findings

Traffic and engineering & cost considerations were very similar between all seven route options

The key differences were identified as environmental and social (ie impact on ecology, heritage and landscape, and impact on communities such as noise and severance)

The Red Route was identified as the best performing route option

# Phase 2 Consultation Report

## Key Findings

4624 responses received from statutory and non-statutory organisations, and local residents (4351 questionnaires and 273 written responses)

68% agreed that the HTP objectives will address the transport problems in Hereford and enable growth

59% agreed a bypass should be part of the package

All routes received a degree of support but there was no clear overall preference for any of the seven route options

87% agreed walking, cycling, bus and public realm improvements should be part of the package

Overall strong support for the Hereford Transport Package



# Preferred Route Report

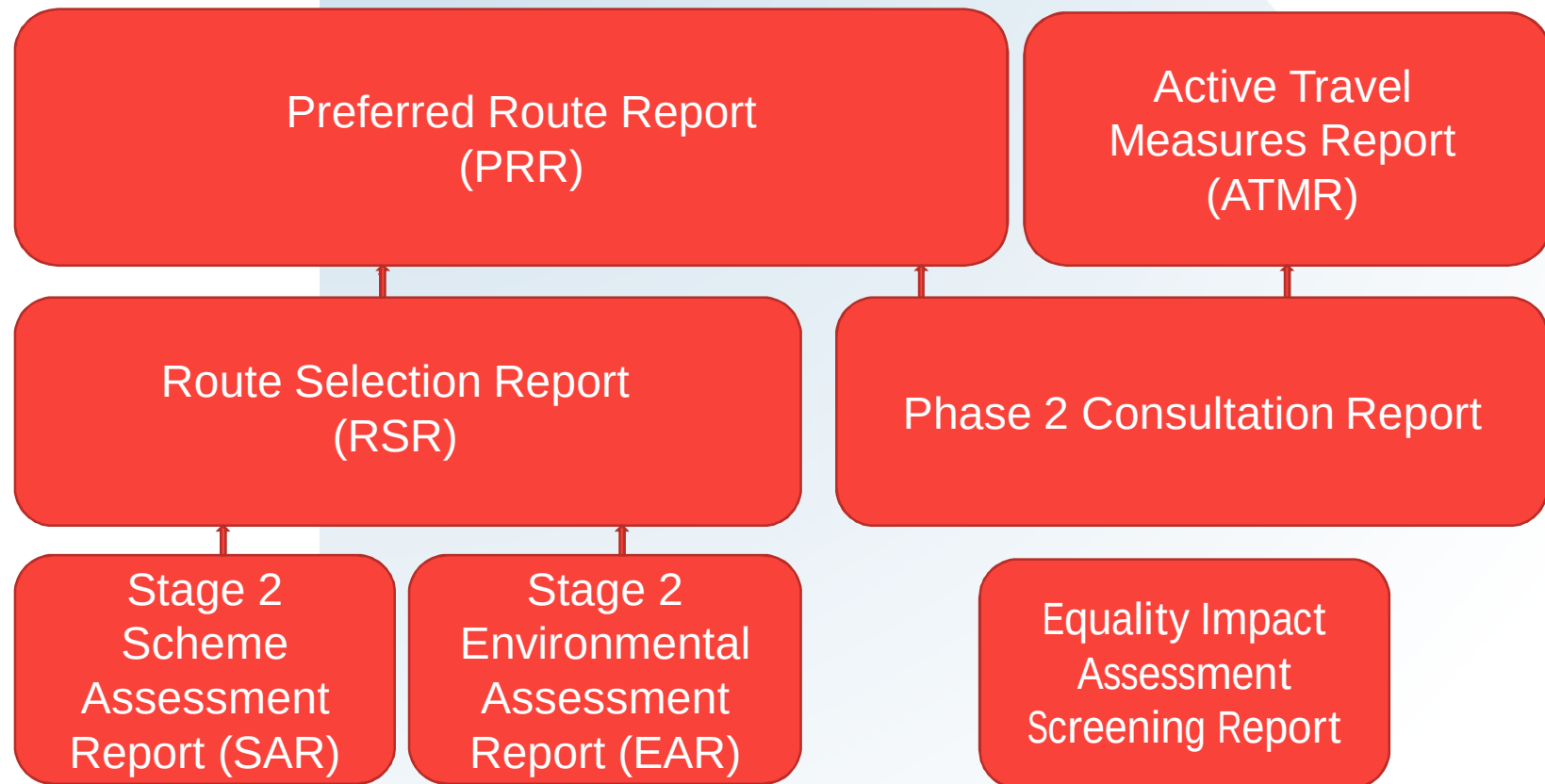
## Key Findings

The report recommends the Red Route Corridor option as the Preferred Route for the Hereford Bypass based on:-

- The Red Route was the best performing route following the traffic, engineering and environmental assessments
- The Phase 2 Consultation confirmed support for a bypass but there was no clear preference for any one option

# Assessment Process

## A comprehensive suite of reports



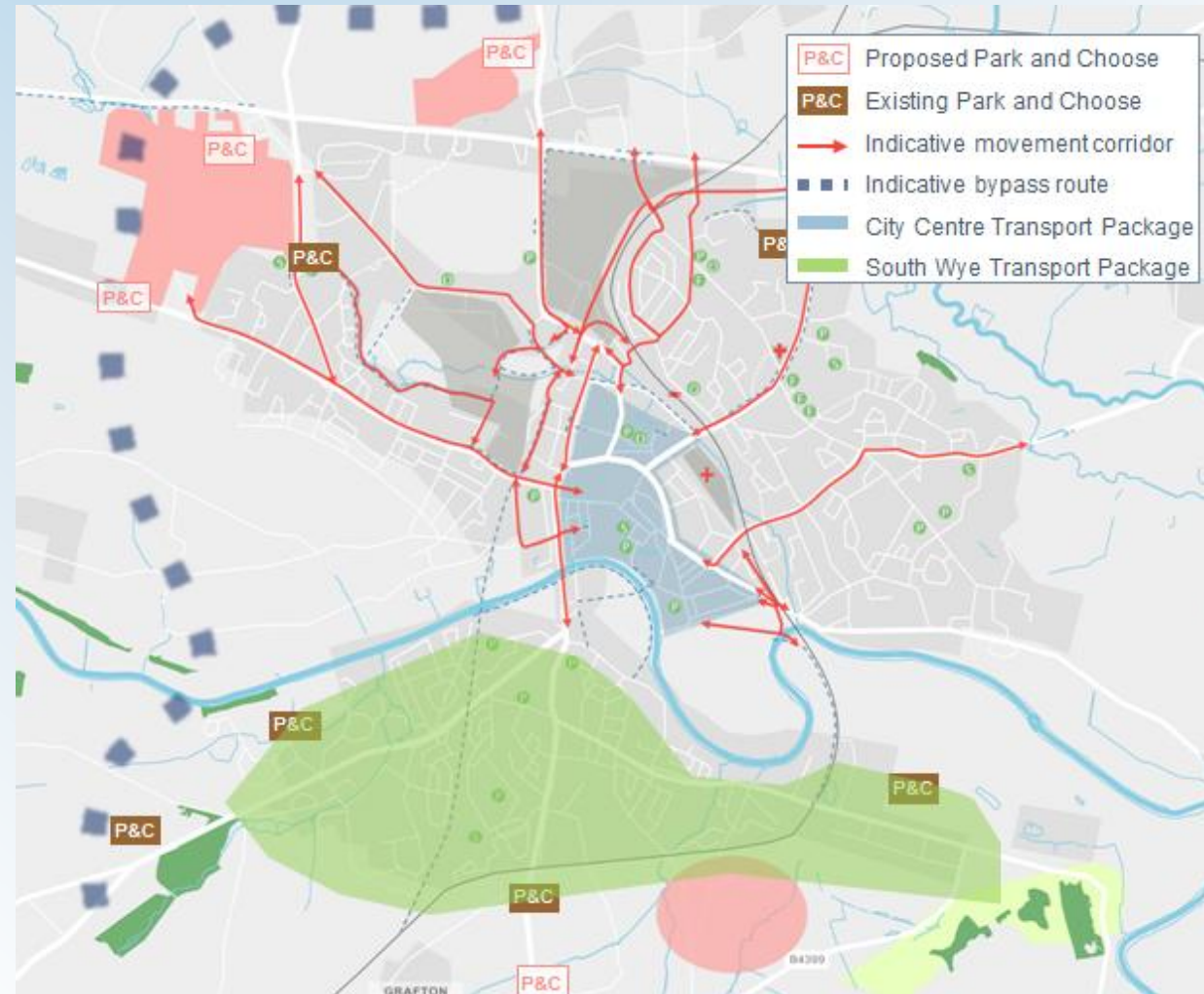
# Active Travel Measures

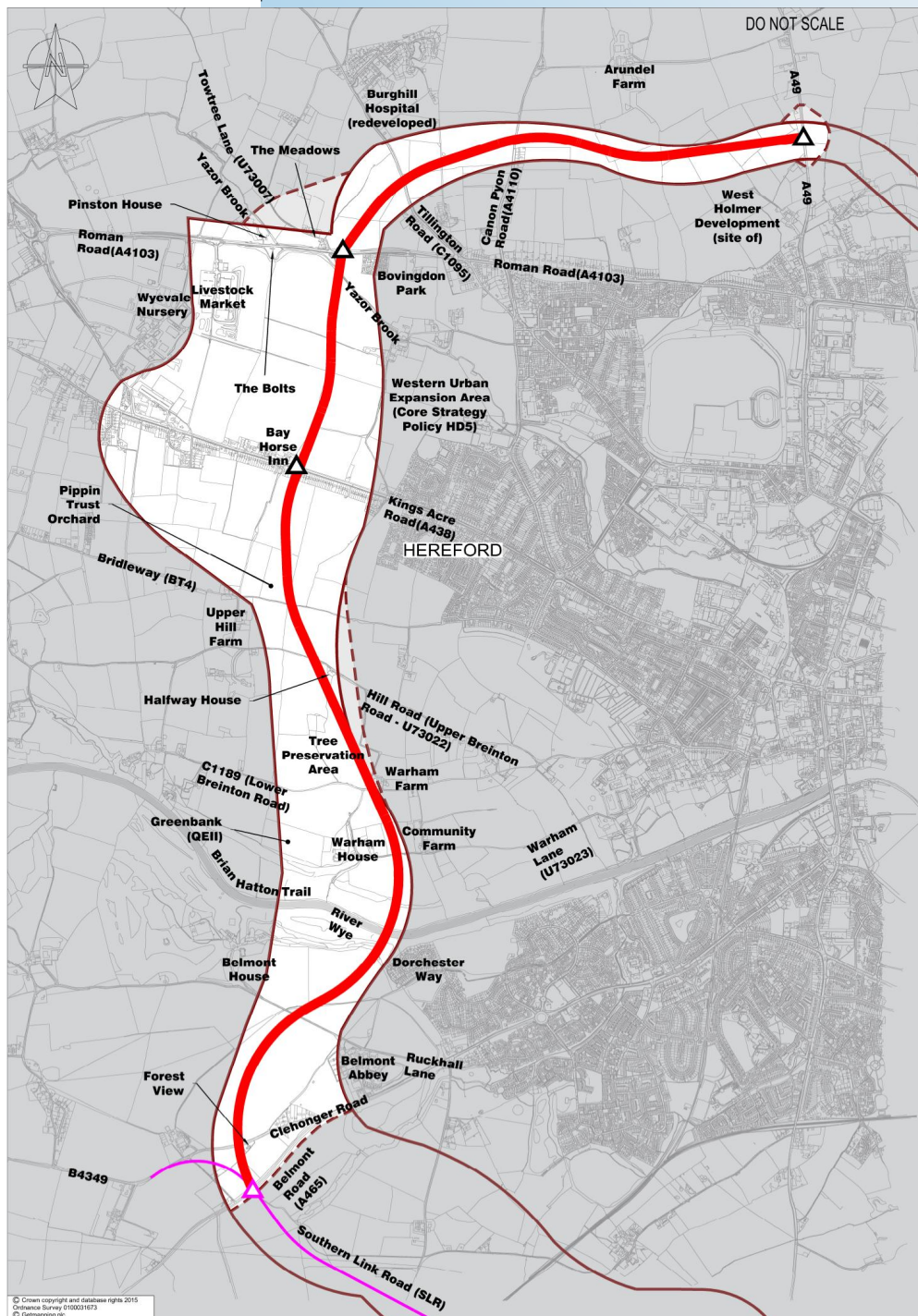
Walking

Cycling

Public  
transport

Public realm  
improvements

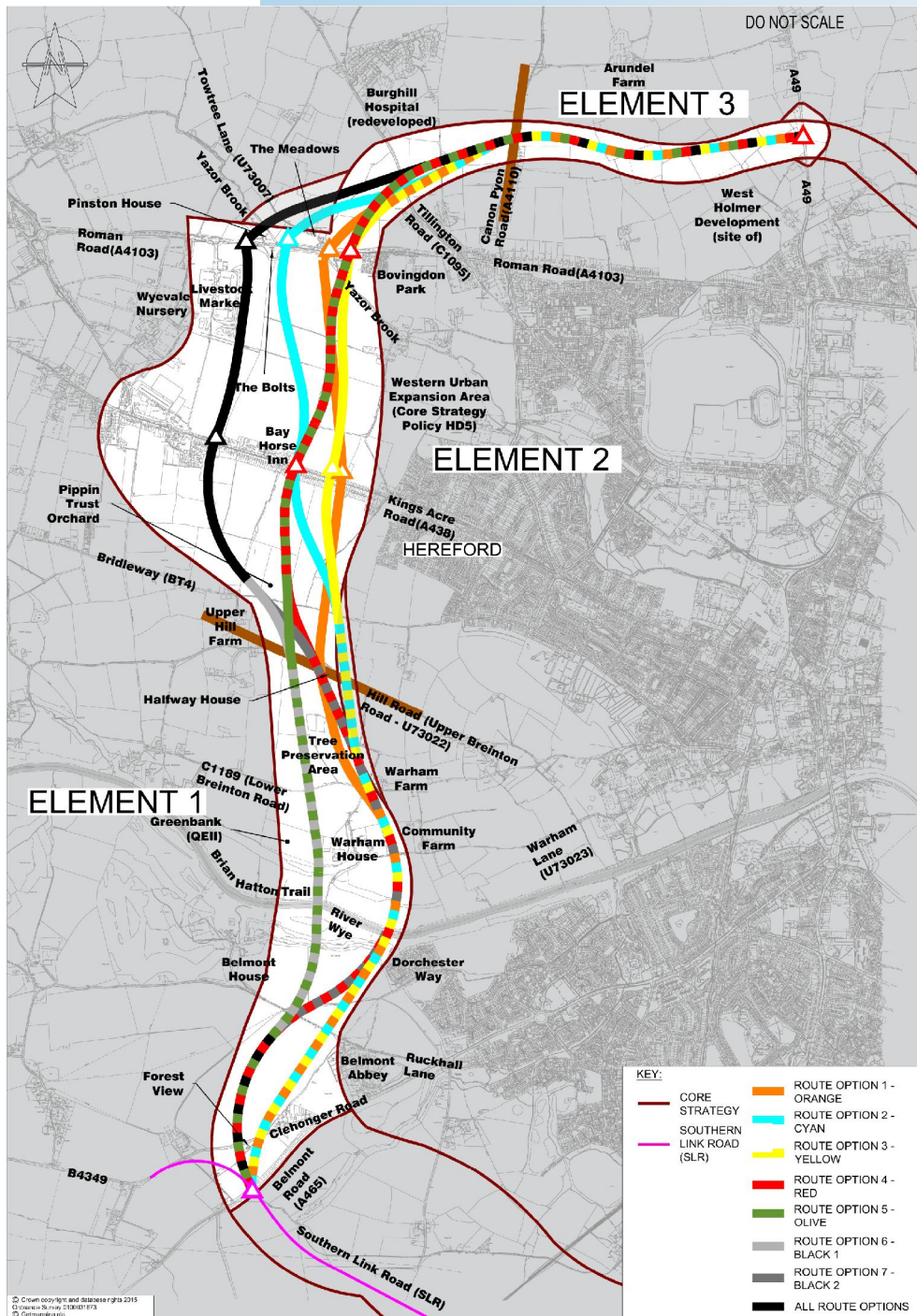




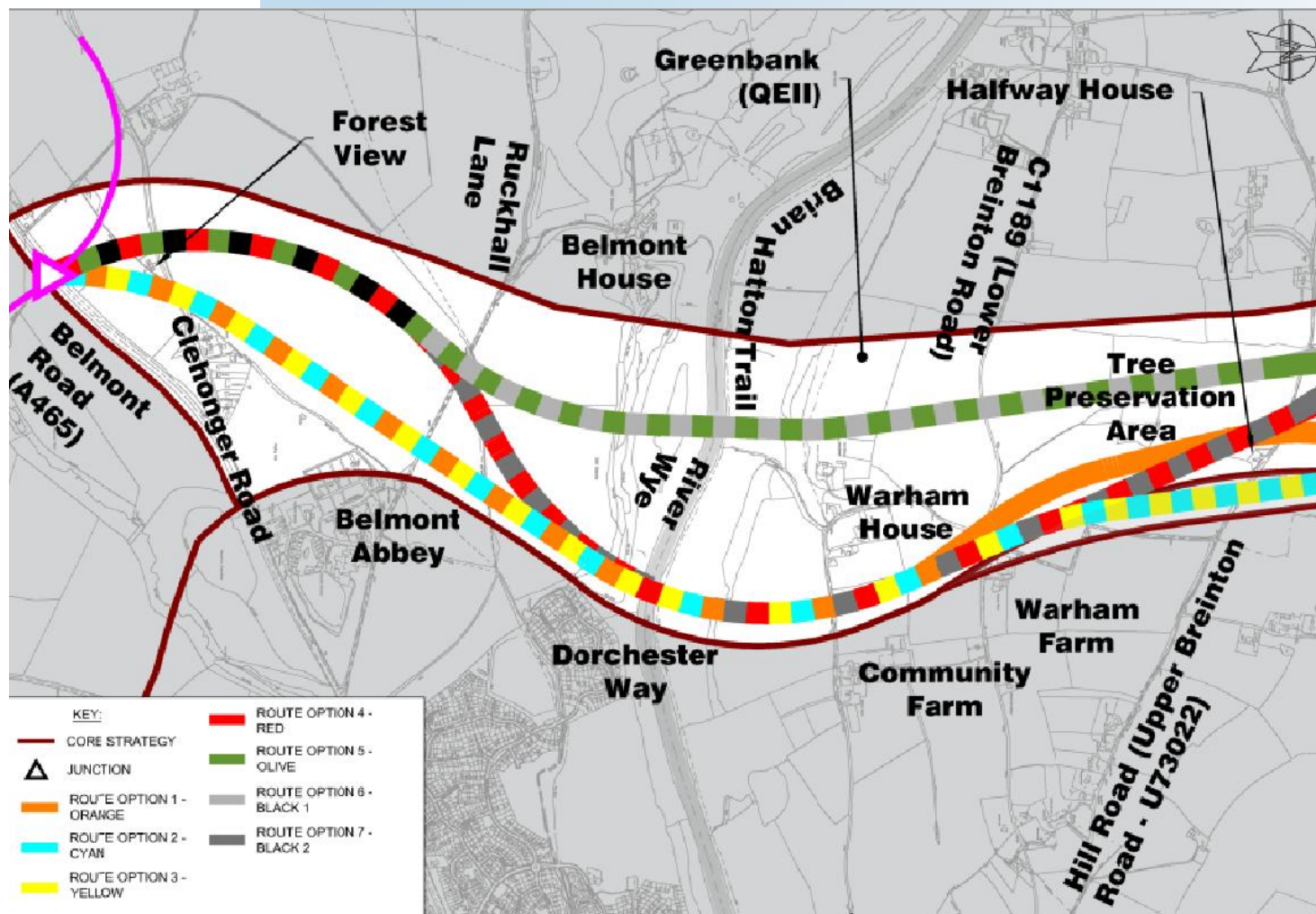
## Preferred Route (Red Corridor)



# Elements



# Preferred Route (Red Corridor): Element 1





# Element 1 – A465 to Hill Road (Upper Breinton Road)

## Key factors for Red/Black2

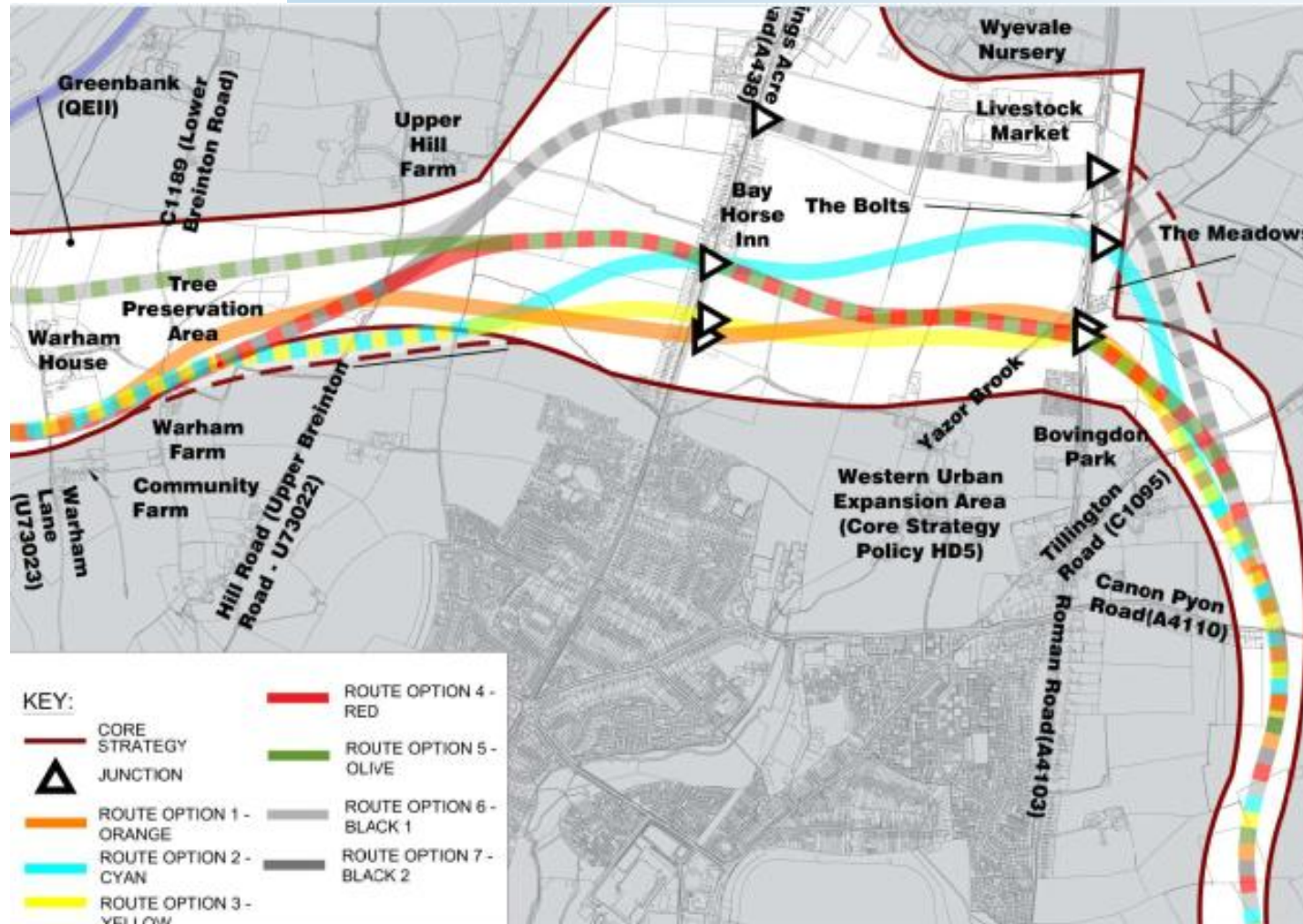
Less impact on historic environment of Belmont Park, including lesser impact on setting of Belmont Abbey & Belmont House

Fewer dwellings exposed to excessive noise

Avoids Greenbank Meadow and its statutory protection

Lower impact on ancient woodland and important trees

## Preferred Route (Red Corridor): Element 2



## Element 2 – Hill Road (Upper Breinton Road) to Canon Pyon Road

### Key factors for Red/Olive

Fewer number of homes requiring demolition

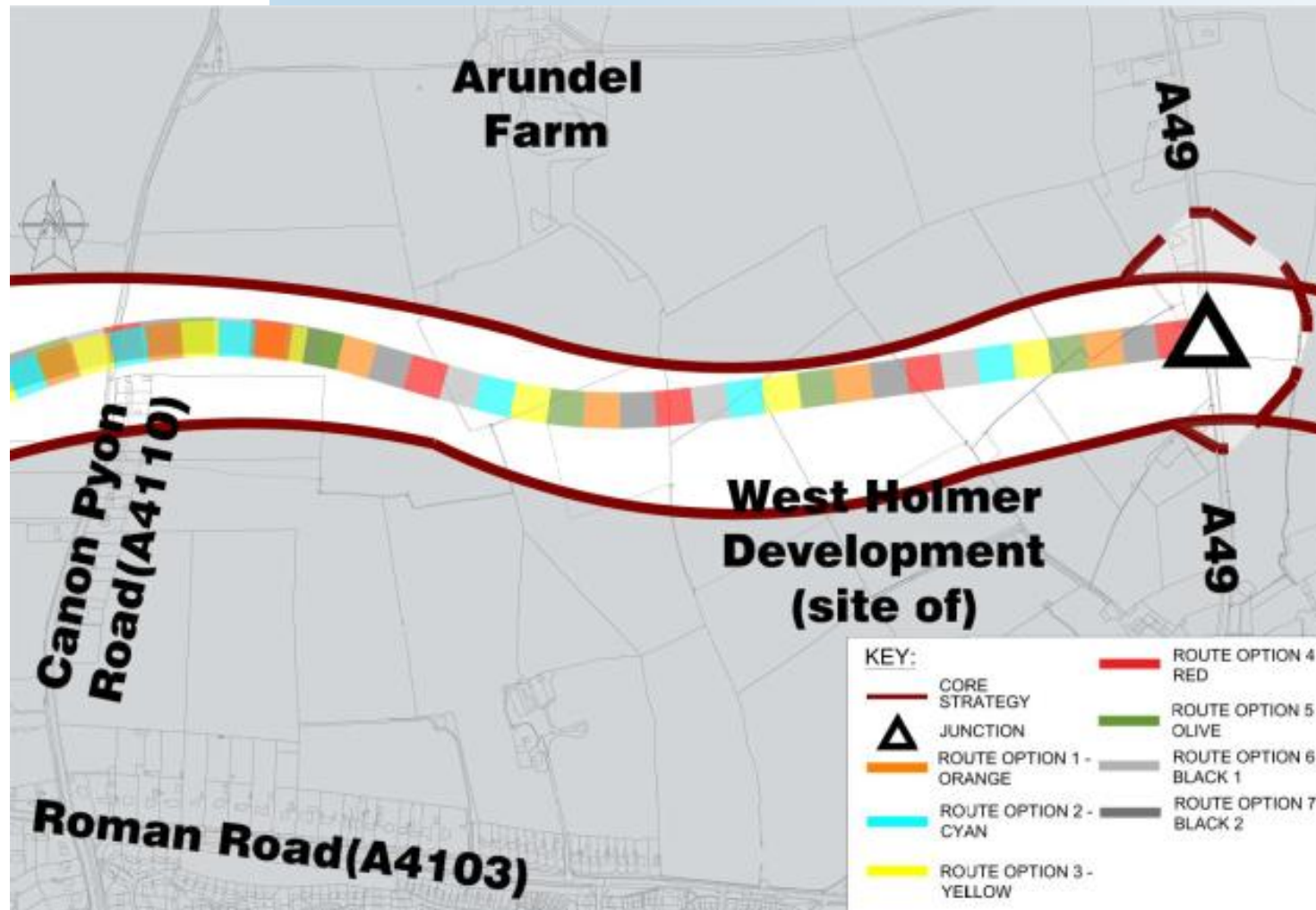
Fewer homes exposed to excessive noise levels

Lower impact on Yazor Brook flood zone and lower cost of mitigation

Supports core strategy Policy HD5 – Three Elms SUE

Lower impact on important trees and avoids Drovers Wood

## Preferred Route (Red Corridor): Element 3





## Element 3 – Canon Pyon Road to A49

### Key factors

All routes are aligned – no relative advantages and disadvantages

# Summary of whole route considerations

Southern element 1 – Red/Black2

Middle element 2 – Red/Olive

Northern element 3 – no differentiators

Overall, Red is the best performing option

# Key outcomes of choosing Red as the Preferred Route

Homes - fewer number of homes requiring demolition

Noise – fewer dwellings exposed to excessive noise

Flood risk – lower impact on Yazor Brook and lower cost of mitigation

Cultural Heritage – lower impact on Belmont Park and setting of Belmont Abbey and Belmont House

Ecology – lower impact on ancient woodland and important trees

Communities - avoids Greenbank Meadow and its statutory protection

**Thank you**



**Balfour Beatty**



**Herefordshire  
Council**

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