

Appendix K – Appraisal Summary Table

Appraisal Summary Table			Date produced: 12/06/2026			Contact:	
Name of scheme: Hereford Western Bypass Phase 1			Construction of a 60 mph single carriageway connecting to the existing A49/B4399 roundabout at its Eastern end. At the Western end a new roundabout with the A465 will be constructed with a new road (The Clehonger Link) linking more directly onto the B4349 to Clehonger that replaces the existing A465/B4349 junction.			Name	Gary MacDonnell
Description of scheme:						Organisation	Herefordshire Council
Scenario: Core Scenario, post-opening impacts						Role	Promoter/Official
Impacts		Summary of key impacts		Assessment			
Economy	Business users & transport providers	Business user travel time benefits of £16.9m (PV) broken down into freight (£9.6m) and business car/LGV (£7.4m). Total business benefits are dominated by travel time savings (Vehicle operating costs -£1.7m) with greater than half of benefits from trips internal to Herefordshire	Value of journey time changes(£)		£16.949m	£16.949m	
			Net journey time changes (£)				
			0 to 2min	2 to 5min	> 5min		
			£6.457m	£6.827m	£3.665m		
Environment <td>Reliability impact on Business users</td> <td>Reliability benefits of £0.38m for business users (HGV £27k, LGV £178k, Employers Business £175k). Assessed using TAG A1.3 urban road methodology on an Area of Influence (AoI) cordon.</td> <td colspan="2"></td> <td></td> <td>£380,000</td> <td></td>	Reliability impact on Business users	Reliability benefits of £0.38m for business users (HGV £27k, LGV £178k, Employers Business £175k). Assessed using TAG A1.3 urban road methodology on an Area of Influence (AoI) cordon.				£380,000	
	Regeneration	Not separately assessed. Regeneration impacts captured through wider impacts (WITA).					
	Wider Impacts	WITA assessment: agglomeration £727k (dominated by producer services and consumer services), output change in imperfectly competitive markets £2.1m, labour supply impacts £1.1m. Total wider impacts £3.9m.				£3.9m	
	Noise	*Major (>=5 dB) increases in road traffic noise are expected at receptors in close proximity to the proposed bypass. This area of major increase is however sparsely populated. Despite being close to the bypass, receptors along Haywood Lane are expected to experience a minor decrease in road traffic noise. This is due to fewer vehicles using this road with the scheme in place. Major decreases in road traffic noise are expected along the closed section of the B4349. Due to the introduction of the scheme, minor increases in road traffic noise are expected along the B4349 between the scheme and Clehonger. This increase continues from Clehonger along the B4352 into Madley. From Madley minor increases in road traffic noise are expected along Bage Pitch Road up to the A438. This is due to re-routing of traffic which would have otherwise used an existing route.	Households experiencing increased daytime noise in forecast year: 281 Households experiencing reduced daytime noise in forecast year: 210 Households experiencing increased night time noise in forecast year: 72 Households experiencing reduced night time noise in forecast year: 135*		£960,252		
Social <td>Air Quality</td> <td> The air quality study area is located within Herefordshire Council (HC). HC have declared two air quality management areas (AQMA) for exceedances of the NO₂ annual mean objective. However, the Scheme is located outside of these, located approximately 2.5 km from the closest AQMA (Hereford AQMA). The nearest monitoring site to the Scheme reported an annual mean NO₂ concentration of 20.3 µg/m³ in 2024. This is diffusion tube site 79, which is located approximately 2.3 km to the north of the Scheme, at a roadside location on Belmont Road in Hereford. The Scheme is located in a rural area to the south of Hereford, meaning that monitored concentrations are therefore likely to be lower than those reported at the nearest monitoring site. With the scheme operational, both decreases and increases in pollutant concentrations are anticipated, due to changes in traffic flows and road layouts associated with the Scheme, which could lead to improvements or deteriorations in air quality, respectively. The largest increases in traffic flows were seen on roads located within or in close proximity of the Scheme. These include the southern section of the A465, on approach and leaving the proposed roundabout within the scheme, as well as the B4349 and a new bypass, located between the A49/B4399 roundabout and the proposed roundabout on the A465. There are properties located within 20 m and 50 m of these roads, which could experience a deterioration in local air quality. However, when considering the magnitude of the change in traffic flow, the existing air quality, the impacts are not likely to be significant. The largest decreases in traffic flows were seen on a rural road off the A49 and along the northern section of the A465, as it travels through Belmont towards Hereford. There are properties located within 20 m of these roads, which could experience an improvement in local air quality. However, when considering the magnitude of the change in traffic flow, the existing air quality, the impacts are not likely to be significant. Overall, the air quality impacts are considered to be not significant. </td> <td colspan="2"> In the opening year: For PM2.5, air quality would be improved at 992 properties, stay the same at 1,047 properties and worsen at 396 properties. For NO2, air quality would be improved at 1,688 properties, stay the same at 226 properties and worsen at 523 properties. Net Total Assessment score for PM2.5: -7.40 Net Total Assessment score for NO2: -35.20 In the design year: For PM2.5, air quality would be improved at 1,045 properties, stay the same at 1,072 properties and worsen at 320 properties. For NO2, air quality would be improved at 876 properties, stay the same at 1,282 properties and worsen at 279 properties. Net Total Assessment score for PM2.5: -13.20 Net Total Assessment score for NO2: -4.30* </td> <td>-£80,014</td> <td></td>	Air Quality	The air quality study area is located within Herefordshire Council (HC). HC have declared two air quality management areas (AQMA) for exceedances of the NO₂ annual mean objective. However, the Scheme is located outside of these, located approximately 2.5 km from the closest AQMA (Hereford AQMA). The nearest monitoring site to the Scheme reported an annual mean NO₂ concentration of 20.3 µg/m³ in 2024. 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	Greenhouse gases	Total CO2e decrease of 4,040 tonnes over 60 years (non-traded -3,975t, traded -65t). Opening year decrease 260 tonnes. Assessed using VECAT v1.01 and TAG GHG workbook (November 2025).	Change in non-traded carbon over 60y -3,965t Change in traded carbon over 60y (CO2e) -65t		£865,000		
	Landscape	Impacts on the landscape character may arise from the construction of the Scheme with the loss of hedgerows and woodland and changes to the field pattern. Landform would be altered due to road embankments and cuttings. There would be a loss of tranquility with the Scheme, although taking account of the existing roads and railway it is considered that the impact would be only slight adverse overall.	Not applicable		Slight Adverse (negative) effect	Not applicable	
	Townscape	Not applicable	Not applicable		-		
Historic Environment	*Overall, there would be permanent moderate adverse impacts to Dinedor Camp Scheduled Monument (NHLE:1001758), permanent slight adverse impacts to Bullingham Old Church Scheduled Monument (NHLE: 1005357) and its dual designation the Grade II listed Ruins of Church of St Peter About 20 Yards South of the Old Vicarage (NHLE: 1348848) as a result of changes to the setting of these assets during operation of the Scheme. There would be permanent and long term slight adverse impacts to the Grade I listed Church of All Saints' (NHLE:1301135) which will change its setting. There would also be permanent adverse impacts the Grade II* Listed Buildings which will change their setting and temporary setting impacts to the Listed Buildings during construction. There is likely to be a moderate adverse impact to the "Milestone at NGR SO 475373" (NHLE: 1167452) due to the proximity of the asset to the Scheme during construction.			Moderate Adverse (negative) effect			
Biodiversity	The Proposed Development will result in a Large Adverse effect on ancient woodland habitat - Grafton Wood ASNW. The Proposed Development would result in the loss of individual trees, hedgerows, scrub, woodland, agricultural land, and pasture grasslands. The landscaping design results in a net gain in hedgerows, scrub, and new woodland habitat (though created woodland will not have the same environmental function or value as lost ancient woodland, defined as irreplaceable habitat), and there would be a net loss of agricultural land and pasture grasslands. Due to the embedded mitigation measures, the Proposed Development will have a Slight Adverse to Neutral impact on protected species. There is a Slight Adverse impact anticipated at several LWS. The ARN of the Proposed Development and potential for increase in pollutant and nitrogen deposition will negatively impact two SSSIs, several LWS, priority habitat and several designated ancient woodland sites.	Not applicable		Large Adverse (negative) effect	Not applicable		
Water Environment	The proposed scheme is entirely located in Flood Zone 1, and therefore the potential impacts in relation to flood risk are considered to be low. For scheme areas at 'medium' to 'high' surface water flood risk, further assessment will be undertaken as part of a site specific Flood Risk Assessment (FRA). One new crossing of a surface waterbody is proposed and it is expected that mitigation measures will be in place to mitigate any impacts on nearby surface waterbodies, therefore there may be a slight adverse impact on surface water quality.			"Slight Adverse (surface water quality) Slight Adverse (flood risk) Neutral (groundwater quality)"			
Social	Commuting and Other users	Commuting benefits £12.0m, Other benefits £38.5m (total £50.5m). Travel time savings comprise 69% of total benefits. Benefits are concentrated in the 0-2 minute and 2-5 minute travel time saving categories.	Value of journey time changes(£)		£34.725m	£34.725m	
			Net journey time changes (£)				
			0 to 2min	2 to 5min	> 5min		
			£16.244m	£17.474m	£1.008m		
Public Accounts	Reliability impact on Commuting and Other users	Reliability benefits for commuting (£472k) and other users (£862k). Assessed using TAG A1.3 urban road methodology on an Area of Influence (AoI) cordon.				£1.334m	
	Physical activity	Not separately assessed.			-		
	Journey quality	Not separately assessed.			-		
	Accidents	CoBA-LT assessment over 60 years. 1.1 more fatalities, 1.0 more serious, 11.1 fewer slight casualties. Benefits from traffic transferring to Phase 1 (lower accident rates).	17.3 fewer PIAs; 1.1 more fatalities; 1.0 more serious casualties		Adverse (negative)	-£1.009m	
Public Accounts	Security	Neutral impact. Highway scheme with no significant changes to public transport waiting/interchange facilities.			Neutral impact		
	Access to services	Neutral impact. No proposals to relocate services due to the scheme.			Neutral		
	Affordability	Changes due to re-routing and reduced congestion; Reduced congestion in South Wye Beneficial Impact; Longer west-east journeys via the Scheme Adverse Impact. Overall Slight Adverse.			Slight Adverse (negative)		
	Severance	No impact			Neutral		
Public Accounts	Option and non-use	Not applicable. Highway scheme with no service closures or significant PT component.			N/A		
	Cost to Broad Transport Budget	Cost to broad transport budget has been developed from cost estimates provided from the D&B contractor and re-based and discounted to 2023, and converted to market prices in line with TAG A4.2 guidance. The costs also include for an Optimism Bias allowance.				£39.6m	
Public Accounts	Indirect Tax Revenues	Reduction in indirect tax revenues of £7,490k (PV) post-opening, due to changes in fuel consumption patterns.				-£7.490m	

Appendix L – Team CVs

Gary MacDonnell – Infrastructure Programme/Project Manager

Tel: email:

Profile/Summary

Experienced Programme Manager with over 20 years of leadership in delivering complex infrastructure and regeneration projects across the public sector. Proven track record in managing multi-million-pound capital programmes, including transport, education, and cultural investments. Skilled in stakeholder engagement, strategic planning, and governance, with expertise in securing and managing funding from national bodies such as Homes England, Network Rail, and the Department for Transport. Adept at leading cross-functional teams and driving delivery through robust programme management methodologies (Prince2, MSP). Passionate about infrastructure-led development and committed to promoting sustainable, high-quality solutions that support economic growth and community wellbeing. I think my enthusiasm will match your ambition. I'm comfortable and articulate with corporate executives or senior politicians.

Key Skills

Strategic & Programme Leadership

- Leading major infrastructure programmes
- Oversight of multi-million-pound bids and contracts
- Driving delivery across complex capital programmes

Project & Capital Programme Management

- Practitioner in Prince2 and MSP
- Proven success in setting up and leading PMOs to improve delivery
- Experience managing diverse capital projects across differing sectors

Stakeholder Engagement & Partnership Building

- Liaising with Government Ministers, MPs, Homes England, Network Rail, and LEPs
- Building collaborative relationships across public and private sectors
- Leading cross-organisational teams and managing external consultants

Business Case Development & Funding

- Leading business case production for Local Growth Fund and HIF bids
- Advising on feasibility and preparing bid documentation for external funding agencies

Public Sector Expertise

- Over 20 years in local government and public sector roles
- Deep understanding of governance, compliance, and strategic planning

Facilities & Asset Management

- Experience in property services and facilities management
- Asset strategy formulation and capital investment planning

Performance & Risk Management

- Implementing systems for visibility, accountability, and risk mitigation
- Monthly highlight reporting and programme-level risk management

Training & Certifications

- Prince 2 & MSP Practitioner
- IOSH Managing Safety
- NEBS Management Programme

Career Highlights

- **Secured £410 million in grant funding** from Homes England by leading a multidisciplinary team through a competitive bidding process. The funding supports six major infrastructure projects tied to housing growth across Essex.
- **Programme Manager for a transformative infrastructure portfolio**, including two new roads, a mainline rail station, and upgrades to existing transport networks to promote modal shift.

- **Lead Client Project Manager for Beaulieu Park Station**, a £180 million flagship project where Essex County Council held the risk as funder of last resort. The station is scheduled to open in October 2025.
- **Established the Essex County Council Project Management Office (PMO)** in response to historic underperformance in capital delivery. Since its inception, delivery rates improved from under 50% to over 80%, reaching 90% in peak years.
- **Led capital delivery transformation at Southend Council**, increasing programme performance from under 60% to over 80%. Introduced a client-side project management model that enhanced productivity and better leveraged professional expertise.
- **Commissioned and led the 'Futureplan' studies** for the North-East Quarter of the museum, uncovering original architectural features and enhancing gallery spaces for public engagement.

Career History / Work Experience

Herefordshire Council (interim Contract) – Hybrid Working

Major Transport Infrastructure Senior Project Manager.

Dec 2025 - Present

- To be responsible for leading the planning, design and construction of the Council's major transport infrastructure project - the Western Bypass phases, undertaking contract management of the professional services consultants and contractors; managing the procurement for the design and construction phases of the project, seeking planning permissions, overseeing land purchase negotiations and the development of Green Book compliant businesses cases.
- To be responsible for preparing regular reports on the development and progress of schemes, particularly the Western Bypass, to the Senior Responsible Officer and relevant Board(s); and proactively monitor its overall progress through the collation of project highlight reports
- To be responsible for keeping the Cabinet Member for Transport and Infrastructure updated on progress and delivery timelines; as well as assisting management in briefing the Leader and Cabinet; preparing responses to Scrutiny, Cabinet and Council questions.
- To lead the development of project concepts using the council's project management framework to ensure that they align with the County Plan, that objectives and benefits are identified, recorded and that documentation is evidenced.
- To be accountable for supporting the delivery of the assurance process within the programme and oversee the programme risk and issues log
- To be responsible for providing support and guidance of project management methodologies through a peer support network

Essex County Council (Interim Contract) – Chelmsford

Programme Manager, Highways & Infrastructure Capital Programme

Oct 2015 – December 2025

Leading strategic infrastructure programmes to support economic growth across Essex, with a focus on transport, housing, and sustainable development.

- Directed cross-organisational teams to successfully develop and submit three Housing Infrastructure Fund (HIF) bids, securing a total of **£410 million** in grant funding.
- Oversaw the commissioning and contracting of two HIF programmes, managing governance, resource planning, and programme-level risk.
- Programme lead for **Beaulieu Park Station**, a £180 million rail infrastructure project. Responsibilities include stakeholder engagement with Government Ministers, MPs, Homes England, Network Rail, Greater Anglia, and the Department for Transport.
- Acted as ECC's transportation lead on **Nationally Significant Infrastructure Projects (NSIPs)** including M25 Junction 28 and the Lower Thames Crossing and contributed to the A12 Development Consent Order response.
- Led ECC's input into the **Local Growth Fund programme** in partnership with the South-East Local Economic Partnership (SELEP), including business case development and strategic oversight.
- Provided strategic direction to internal and external project managers delivering the Highways and Transportation Capital Programme.

- Delivered political and service priorities through annual plans, ensuring proactive risk management and alignment with council objectives.
- Built collaborative relationships with external delivery partners, fostering shared understanding of long-term infrastructure development.
- Championed sustainable transport integration in major road schemes, enhancing connectivity for walking, cycling, and public transport.

Essex County Council (Interim Contract) – Chelmsford
Head of Capital Programme Management Office (PMO)
Aug 2014 – Oct 2015

Established and led ECC's PMO to address underperformance in capital programme delivery, transforming outcomes and embedding best practice.

- Designed and implemented a PMO framework that increased capital programme delivery from **~50% to 94%** in 2014/15.
- Assessed programme deliverability and introduced targeted interventions to drive performance.
- Ensured full organisational visibility and accountability for capital programme outcomes.
- Standardised processes and procedures across planning, profiling, and risk management.
- Provided expert challenge and support to project planning, enhancing delivery confidence.
- Reported delivery performance and risks to senior leadership, enabling informed decision-making.
- Supported development of innovative proposals and robust business cases.
- Coordinated the Capital Programme Members Board and introduced monthly highlight reporting.
- Benchmarked ECC's approach against sector best practice to continuously improve systems and processes

Victoria & Albert Museum – South Kensington
Programme Manager
Jan 2012 – Aug 2014

Led the delivery of the museum's **FuturePlan capital programme**, overseeing strategic investment projects aimed at enhancing visitor experience and preserving architectural heritage.

- Planned and managed all capital works under the FuturePlan programme, ensuring coherent delivery and alignment with financial and non-financial objectives.
- Acted as Project Director for major capital investment projects, managing complex stakeholder relationships across internal departments and external partners.
- Oversaw risk, opportunity, and stakeholder engagement across the programme, ensuring alignment with institutional goals.
- Led change management initiatives to support organisational adaptation and benefit realisation.
- Managed the museum's project management contract, ensuring adherence to best practice and standardisation of processes across project teams.
- Maximised opportunities and mitigated risks across interdependent projects, maintaining programme integrity and strategic alignment.
- Line-managed project managers, the in-house Quantity Surveyor, and Storage Coordinator, fostering a high-performance delivery culture.

Southend Borough Council – Southend
Group Manager, Property and Regeneration
Sept 2008 – Dec 2011

Directed the Council's capital regeneration and public realm programmes, driving strategic investment and operational transformation.

- Programme Manager for a **£25 million public realm investment** under MSP methodology.
- Led a multidisciplinary team of 28 professionals delivering capital programmes across schools, public buildings, and infrastructure (excluding housing).
- Allocated internal and external resources to ensure timely and cost-effective delivery of capital projects.
- Advised on feasibility and funding strategies for large-scale capital investments, preparing bids for external funding agencies.
- Championed cross-departmental collaboration to enhance service delivery and organisational performance.

London Borough of Waltham Forest – *Walthamstow***Major Works Programme Manager****Apr 2007 – Sept 2008**

Delivered education infrastructure projects through strategic partnerships and procurement frameworks.

- Managed in-house project teams delivering capital works via traditional and partnership procurement models.
- Lead council representative for **Building Schools for the Future** and **Primary Capital Programme**, working closely with national agencies.
- Oversaw strategic programming of capital schemes aligned with council priorities.
- Ensured robust project management processes were in place for effective delivery and reporting.

Earlier Career

A variety of roles, two at the Royal Borough of Kensington & Chelsea and one at the London & Continental Stations and Property (based in St Pancras Station) working on small building related projects and facilities management.

Education

Surrey University

1994 to 1997

2:1 Bsc (hons) Majoring in Geography.

St Peters School (RC) Bournemouth, Dorset

1992 to 1994

A Levels: One A, 2 B's and one C grade.

Personnel Details

Address:

Driving Licence: Full (clean)

References: Available on request.



Scott A Tompkins

PROFILE

Highly experienced highways and transport leader and professional, adept at working at the highest level of senior management within a local government setting. Strong leadership capabilities and proven expertise in change management and strategic planning. Successful in managing large teams and diverse areas of responsibility. Skilled in managing extensive budgets and specialist in report writing. Guest speaker at several highways maintenance and asset management conferences in the UK and has taken an active role in advocating asset management principles in the UK highways industry with involvement with national and regional groups. Active involvement with ADEPT and CIHT; Member of the Midlands Highways Alliance Executive Board and previous chair of the Southwest Highways Alliance.

CAREER HIGHLIGHTS

- Lead on development, design and delivery of several major transport infrastructure projects
 - Developed and managed large place based service delivery teams
 - Delivered a restructure and comprehensive set of improvements to Herefordshire's £65m capital delivery programme
 - Guided the transformation of highway services and the procurement of a new long term maintenance contract including innovative service delivery and commercial arrangements
 - Developed the business case and delivered an invest-to-save LED street lighting project
-

RELATED PROFESSIONAL EXPERIENCE

Infrastructure Delivery Director (interim): Herefordshire Council – Oct 2024 to Present

- Responsible for delivery of a £65m capital programme including key major transport projects.
- Senior responsible officer for over 20 capital infrastructure projects including the development of a £35m Phase One of the Hereford Western Bypass, £12m Transport Hub and £20m of Leveling Up Funded active travel improvements.
- Leading on the development of the strategic outline business case for future phases of the Hereford Western Growth Corridor (bypass).

Key Achievements

- Managed the restructuring of the Project Management Office creating a renewed focus on development of the internal intelligent client team with engineering and construction skills.
- Oversaw the completion of design work, tendering and construction of the £12m Hereford Railstation Transport Hub. (delivered on time and on budget)
- Led on the development of a longterm Professional Service Contract (£96m), taking it through governance processes and tendering.
- Led on the development and design of the Hereford Bypass Phase One, due to start construction in December 2026.

Director – Environment, Transport and Planning: Warwickshire County - 2019 to Aug 2024

- Responsible for County Highways, Planning Delivery, Transport Delivery, Trading Standards and Community Safety, Engineering Design Services and Coventry, Solihul and Warwickshire Resiliency team. This encompassed over 480 staff, ~£50m revenue and ~£65m capital spending.
- Member of the senior management team made up of four Executive Directors and 13 Directors.
- Providing strategic direction for service areas, managing five heads-of-service.

Key Achievements

- Implemented a comprehensive transformation programme which redesigned the service areas and recruited to key Tier 3 and Tier 4 roles.
- Successfully led the council's resiliency service throughout the Covid Pandemic transforming service delivery to meet the requirements of lockdowns and recovery.

- Developed improvement transformation projects around Highways Development Management and S278 process engaging developers and district/borough planning departments.
- Led a significant project to improve the efficiency and delivery of Home to School Transportation.
- Expanded traded services around fleet management, archaeology, ecology, tree maintenance and calibration services ensuring these services were self-sufficient.

Lead Commissioner- Highways Authority: Gloucestershire County Council – 2013 to 2019

- Responsible as head of service for all highway services circa £60m per year including Highways Commissioning, Highways Development Management, Network and Traffic Management, Parking, PROW, Streetworks, Major Project and Highway Records teams.
- Management of governance and political arrangements as a third-tier senior manager assisting with translating strategic objectives with cabinet members
- Providing strategic vision and direction for service area as well as influencing and active involvement with strategic planning and transport teams; over 90 direct and 300 indirect staff.

Key Achievements

- Guided the transformation of highway services and procurement of the latest highways contract including innovative service delivery and commercial arrangements as well as achieving more than 37% savings since 2009.
- Oversaw the development and delivery of LEP Growth Funded major schemes including the £8m Elmbridge Court Roundabout
- Development, procurement and delivery of an invest-to-save LED Street Lighting project.

Network Manager: Gloucestershire County Council – 2008 to 2013

- Managing 69 staff with responsibility for all highway assets in Gloucestershire including all bridge, drainage, carriageway, footway and street lighting assets
- Management responsibility for £4.6m revenue and £24m capital budgets.
- Direct line management of the following teams: transport monitoring (traffic engineering), highway safety inspectors, tree inspectors, forward programme (capital programme development), improvement schemes engineering development, bridges, geotechnical, drainage and street lighting engineers.

Key Achievements

- Developed a high-quality Transport Asset Management Plan (TAMP) including associated highway strategy, policy, design guidance and operational standards documents.
- Guided the development of an internal project management database system which is now used to manage over £40m of capital expenditure.

Asset Data Manager: Gloucestershire County Council – 2006 to 2008

- Member of the Senior Management Team within the unique Gloucestershire Highways partnership between GCC and Atkins
- Management of the transport monitoring, pavement engineering, road condition data and highway safety inspection teams.
- Directly responsible for ensuring that survey works were undertaken and data collected in order to support and maintain the authority's SATURN, Visual TM, VISSIM, Paramics models.

Key Achievements

- Wrote the successful £16.5m bid for DfT grant funding to support recovery in Gloucestershire following the devastating 2007 flooding events.

Transport Monitoring Team Leader: Gloucestershire County Council – 2002 to 2006

- Management of the monitoring team and deputy transport planning manager
- Responsible for collecting traffic survey data to support the Local Transport Plan including the development of an annual Transport Household Survey
- Responsible for maintaining all transport planning models (SATRUN model)

Key Achievements

- Was promoted to Deputy Manager Transport Planning to assist new Transport Planning Manager in transition to new highways and planning arrangements.

QUALIFICATIONS

Graduate Work	<u>University of Bath MBA program</u> , (one third completed) Seattle University, Seattle, WA, MBA program, 16 credits completed
University	<u>Bachelor of Arts</u> : double major Business Administration and Journalism Western Washington University, Bellingham, WA, Fellow of Chartered Institute of Highways and Transportation LGA Highways Peer Reviewer IHE Highways Asset Management certificate Highways Law Course ADEPT Leadership Programme Solace Aspiring Director

REFERENCES

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Private & Confidential

To whom it may concern

Employment Reference – Scott Tompkins

I can confirm that Scott was employed by Warwickshire County Council from 18th March 2019 to 16th August 2024, most recently as Director of Environment, Planning and Transport. In this role, Scott was responsible for:

- Highways Maintenance and Schemes
- Highways Development Management
- Network Management
- Engineering Design Services
- Community Safety, including Gypsy & Traveller Services and Prevent
- Trading Standards and Animal Health
- Environmental Services, including Flood Risk, Archaeology, Forestry and Ecology.

In terms of projects, Scott's contributions and achievements include:

- Led on the implementation of Warwickshire's Tree Nursery
- Established a high performing highways maintenance contract
- Delivered multiple complex highways schemes.

Scott is a committed senior manager who acts with integrity and values the contribution of his team. As a leader, Scott developed strong relations with other local authorities, developers and strategic public sector partners and is well connected within the local government community, both regionally and nationally.

I am pleased to provide this reference for Scott, and, on behalf of Warwickshire County Council, I wish him every success in his next venture.

This reference is given to the addressee in confidence and only for the purposes for which it was requested. It is given in good faith and on the basis of the information available to the employer at the time it is given, but neither the writer nor Warwickshire County Council accepts any responsibility or liability for any loss or damage caused to the addressee or any third party as a result of any reliance being placed on it.

Yours sincerely

A handwritten signature in black ink, appearing to be "Mark Ryder".

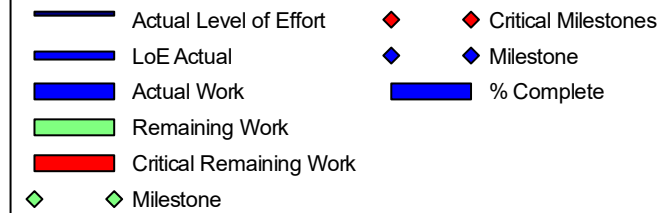
Mark Ryder, Executive Director for Communities

*Working for
Warwickshire*

Appendix M – Project Programme

Herefordshire Council

Hereford Western Bypass Phase 1



Activity ID	Activity Name	No of Days	Start	Finish	Total Float	2027												2028														
						Sep 1	Oct 2	Nov 3	Dec 4	Jan 5	Feb 6	Mar 7	Apr 8	May 9	Jun 10	Jul 11	Aug 12	Sep 13	Oct 14	Nov 15	Dec 16	Jan 17	Feb 18	Mar 19	Apr 20	May 21	Jun 22	Jul 23	Aug 24	Sep 25	Oct 26	Nov 27
Hereford Western Bypass Phase 1 TS01		564	19-Jun-26	29-Sep-28	0																											
Contract Data - Construction Phase		513	01-Sep-26	29-Sep-28	0																											
107474-CD-1000	Anticipated Construction Contract Award	0	01-Sep-26*		0																											
107474-CD-1030	Planned Completion Date	0		29-Jun-28	0																											
107474-CD-1040	Contractors Terminal Float	65	30-Jun-28	29-Sep-28	0																											
107474-CD-1050	Completion Date	0		29-Sep-28*	0																											
Procurement		120	01-Sep-26	01-Mar-27	46																											
107474-PC-PRO-1000	S05_Railway Underbridge: Procurement of Beams	120	01-Sep-26	01-Mar-27	46																											
Construction		471	19-Jun-26	19-May-28	28																											
Traffic Management		439	19-Jun-26	31-Mar-28	60																											
A49		175	21-Jul-26	08-Apr-27	302																											
Lane Closure_STATS Investigation: Northbound Traffic - Northbound [Outer] Lane		7	21-Jul-26	29-Jul-26	386																											
Lane Closure_Construction Commencement: Northbound Traffic - Northbound [Outer] Lane		54	01-Dec-26	26-Feb-27	302																											
Lane Closure: Northern & Southern Splitter Islands - Outer Lane Remainder		9	01-Mar-27	11-Mar-27	302																											
Lane Closure: Northbound Traffic - Eastbound Right Turn [Inner] Lane		10	12-Mar-27	25-Mar-27	302																											
Temporary Traffic Lights [Out of Hours] - Surfacing		8	30-Mar-27	08-Apr-27	302																											
Grafton Lane		240	19-Jun-26	10-Jun-27	259																											
SU-21: Installation of Permanent BT Ducting Route		29	19-Jun-26	29-Jul-26	470																											
Temporary Road Closure		116		11-Dec-27	259																											
Haywood Lane		317	09-Dec-26	31-Mar-28	60																											
SU-22: Divert BT Via Temporary Overheads		42	09-Dec-26	18-Feb-27	82																											
SU-29: Water Main Diversion		17	19-Feb-27	15-Mar-27	82																											
Temporary Diversion Road		175	15-Jul-27	31-Mar-28	60																											
A465 Abergavenny Road		288	21-Oct-26	17-Dec-27	124																											
Eastbound Lane Closure: Western Approach Ch.0m-Eastern Approach Ch.130m		39	15-Mar-27	11-May-27	16																											
Westbound Lane Closure: Eastern Approach Ch.0m-Western Approach Ch.0m		62	12-May-27	06-Aug-27	16																											
Eastbound Lane Closure: Eastern Approach Ch.130m-Eastern Approach Ch.0m		39	09-Aug-27	01-Oct-27	16																											
Lane Closure: Western & Eastern Splitter Islands Construction		45	04-Oct-27	03-Dec-27	91																											
Temporary Traffic Lights [Out of Hours]		288	21-Oct-26	17-Dec-27	124																											
B349 Clehonger Road		3	31-Jul-26	04-Aug-26	95																											
Statutory Undertakers		418	09-Jul-26	22-Mar-28	39																											
BT Openreach		409	22-Jul-26	22-Mar-28	30																											
SU-19: A49 Roundabout - Existing 4 Way Ducting Lowered/Protected		83	19-Aug-26	14-Dec-26	299																											
SU-20: A49 Roundabout - Determine Line & Level of Existing Ducts		5	22-Jul-26	28-Jul-26	386																											
SU-21: Grafton Lane - Divert Existing O/H Line to U/G Duct Outside of Underpass Structure		123	22-Jul-26	25-Jan-27	56																											
SU-22: Haywood Lane - Install Temporary O/H Line & Divert Service from Existing Alignment		120	19-Aug-26	17-Feb-27	82																											
SU-23: Haywood Lane - Complete Permanent Connection & Decommission Temporary O/H Service		389	19-Aug-26	22-Mar-28	30																											
SU-24: A465 - Lower & Protect Existing Ducting		185	19-Aug-26	24-May-27	68																											
SU-25: A465 Field Access - Protect Existing Ducting with Concrete Pad		183	19-Aug-26	20-May-27	70																											
SU-26: B4349 & Pykeways Access Road - Install 4no Ducts B4349, Dismantle & Replace Existing O/H Line		57	19-Aug-26	06-Nov-26	92																											
Cadent		134	19-Aug-26	09-Mar-27	15																											
SU-31: B4349 NMU - Diversion Required_Scope TBC		134	19-Aug-26	09-Mar-27	15																											
DWR Cymru [Welsh Water]		137	19-Aug-26	12-Mar-27	82																											
SU-27: Ch.160m-Ch.180m - Abandon Length of Existing Line & Divert with 2no 630mm Dia Mains		80	19-Aug-26	09-Dec-26	122																											
SU-28: Grafton Lane Ch.890m - Divert Existing 90mm Dia Main Around Underpass Structure		118	19-Aug-26	15-Feb-27	56																											
SU-29: Haywood Lane Ch.2080m - Divert Existing 5" Main with 160mm Dia Temp Then 225m Dia Perm Main		137	19-Aug-26	12-Mar-27	82																											
SU-30: Clehonger Rd Ch.0m-Ch.240 - Adandon Existing 6" Main & Install 180mm Dia Mains Diversion		32	19-Aug-26	02-Oct-26	73																											

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							Sep 1	Oct 2	Nov 3	Dec 4	Jan 5	Feb 6	Mar 7	Apr 8	May 9	Jun 10	Jul 11	Aug 12	Sep 13	Oct 14	Nov 15	Dec 16	Jan 17	Feb 18	Mar 19	Apr 20	May 21	Jun 22	Jul 23	Aug 24	Sep 25	Oct 26	Nov 27	
	SU-32: Ch.180m - Protection of Remaining Main Within Compound Area		30	19-Aug-26	30-Sep-26	84																												
	Highways England [Street Lighting]		77	19-Aug-26	04-Dec-26	351																												
	SU-18: A49 Roundabout - Disconnection & Dismantle Street Lighting to be Removed		77	19-Aug-26	04-Dec-26	351																												
	Western Power Distribution		200	09-Jul-26	04-May-27	257																												
	SU-01A: A465 - FP01 Connection		95	09-Jul-26	19-Nov-26	43																												
	SU-01B: A49 - FP02 Connection		155	09-Jul-26	25-Feb-27	302																												
	SU-02: Ch.210m-Ch.620m - Dismantle 410m 11kV O/H Line		80	09-Jul-26	29-Oct-26	151																												
	SU-03: Ch.210m-Ch.620m - Install 2no 11kV Pole Terminals & 420m 11kV U/G Cable		80	09-Jul-26	29-Oct-26	151																												
	SU-04: Ch.750m & Ch.805m - Install 2no 66kV Poles		200	09-Jul-26	04-May-27	40																												
	SU-05: Ch.770m - Dismantle 2no 66kV Poles		200	09-Jul-26	04-May-27	40																												
	SU-06: Ch.2300m - Install 1no 11kV Pole		80	09-Jul-26	29-Oct-26	144																												
	SU-07: Ch.2300m-Ch.2340m - Reposition Pole Mounted Substation & Tie Into Existing Feed		100	09-Jul-26	26-Nov-26	144																												
	SU-08: Ch.2580m - Dismantle 1no 66kV Poles		200	09-Jul-26	04-May-27	44																												
	SU-09: Ch.2520m & Ch.2620m - Install 2no 66kV Poles		200	09-Jul-26	04-May-27	44																												
	SU-10: Ch.2700m-Ch.2860m - Dismantle 170m 11kV O/H Line		100	09-Jul-26	26-Nov-26	99																												
	SU-11: Ch.2700m-Ch.2860m - Install 2no 11kV Pole Terminals & 170m 11kV U/G Cable		80	09-Jul-26	29-Oct-26	99																												
	SU-12: S/W A465 Roundabout - Dismantle & Reposition 1no 11kV Pole		120	09-Jul-26	07-Jan-27	18																												
	SU-13: Forest View-FP01 - Site Contractor to Install U/G Cable		85	09-Jul-26	05-Nov-26	43																												
	SU-14: Forest View - Replace 25kVAPole Mounted Tranformer with 50kVAUnit & Connect to Feed		140	09-Jul-26	04-Feb-27	18																												
	SU-15: Forest View-Sth B3439 - Dismantle 11kV O/H Lines		160	09-Jul-26	04-Mar-27	18																												
	SU-16: Forest View-S/W Pykeways Access Road - Divert 11kV O/H Lines		100	09-Jul-26	26-Nov-26	18																												
	SU-17: B4349 Ch.215m - Reposition 11kV Pole		80	09-Jul-26	29-Oct-26	18																												
	Site Mobilisation		85	30-Oct-26	11-Mar-27	285																												
	107474-CO-MOB-1000 Mobilise Team		1	01-Dec-26	01-Dec-26	0																												
	Signage & Public Notification		30	30-Oct-26	10-Dec-26	56																												
	107474-CO-PUB-1010 Grafton Lane PRoW: Notice Period of Intent to Close		30	30-Oct-26	10-Dec-26	56																												
	Site Office & Compound Setup		63	01-Dec-26	11-Mar-27	285																												
	Site Preparatory Works		25	08-Dec-26	25-Jan-27	0																												
	Zone 1: Clehonger Link [Incl B4349]		145	10-Mar-27	05-Oct-27	177																												
	Earthworks		22	10-Mar-27	08-Apr-27	76																												
	Clehonger Link		22	10-Mar-27	08-Apr-27	76																												
	Ducting & Drainage		60	09-Apr-27	05-Jul-27	76																												
	Pavements		33	06-Jul-27	19-Aug-27	172																												
	Finishes		58	15-Jul-27	05-Oct-27	177																												
	Zone 2: A465 Roundabout		193	16-Mar-27	16-Dec-27	124																												
	Earthworks		145	16-Mar-27	07-Oct-27	16																												
	Eastbound Carriageway: Western Approach Ch.0m-Eastern Approach Ch.130m		9	16-Mar-27	26-Mar-27	17																												
	Westbound Carriageway: Eastern Approach Ch.0m-Western Approach Ch.0m		11	13-May-27	27-May-27	19																												
	Eastbound Carriageway: Eastern Approach Ch.130m-Eastern Approach Ch.0m		8	10-Aug-27	19-Aug-27	16																												
	Western & Eastern Splitter Islands Construction		3	05-Oct-27	07-Oct-27	16																												
Attenuation Basin 03		2	05-May-27	06-May-27	44																													
Ducting & Drainage		154	18-Mar-27	26-Oct-27	91																													
Pavements		158	12-Apr-27	22-Nov-27	91																													
Finishes		162	16-Apr-27	02-Dec-27	91																													
Surfacing		8	07-Dec-27	16-Dec-27	124																													
Zone 3: Mainline Ch.2050m-Ch.3000m		277	12-Feb-27	28-Mar-28	63																													
Earthworks		102	05-May-27	27-Sep-27	24																													
EM04-02 Ch.2800m-Ch.3000m		22	05-May-27	04-Jun-27	53																													
EM04-01 Ch.2600m-Ch.2800m		20	20-May-27	17-Jun-27	44																													
Cut02-02 Ch.2050m-Ch.2600m																																		

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						Sep 1	Oct 2	Nov 3	Dec 4	Jan 5	Feb 6	Mar 7	Apr 8	May 9	Jun 10	Jul 11	Aug 12	Sep 13	Oct 14	Nov 15	Dec 16	Jan 17	Feb 18	Mar 19	Apr 20	May 21	Jun 22	Jul 23	Aug 24	Sep 25	Oct 26	Nov 27	
Zone 4: Mainline Ch.1700m-Ch.2050m	S07 - Newton Brook Culvert	61	03-Mar-27	01-Jun-27	219																												
	Preliminary Works	2	03-Mar-27	04-Mar-27	101																												
	Substructure	55	08-Mar-27	26-May-27	51																												
	Headwalls & Finishes	59	05-Mar-27	01-Jun-27	219																												
	S08 - Newton Brook Underpass	66	12-Feb-27	19-May-27	274																												
	Preliminary Works	11	12-Feb-27	26-Feb-27	58																												
	Substructure	28	16-Feb-27	25-Mar-27	58																												
	Finishes	16	27-Apr-27	19-May-27	274																												
	Zone 4: Mainline Ch.1700m-Ch.2050m	347	11-Dec-26	19-May-28	28																												
	Earthworks	104	17-Jun-27	10-Nov-27	30																												
	Cut02-01 Ch.1950m-Ch.2050m	57	09-Jul-27	28-Sep-27	23																												
	EM03-03 Ch.1700m-Ch.1950m	104	17-Jun-27	10-Nov-27	30																												
	Ducting & Drainage	173	23-Jun-27	07-Mar-28	41																												
	Pavements	31	07-Jan-28	18-Feb-28	53																												
	Finishes	50	19-Jan-28	28-Mar-28	63																												
	Haywood Lane Diversion Road	18	16-Mar-27	12-Apr-27	82																												
	S05 - Railway Underbridge	347	11-Dec-26	19-May-28	28																												
	Substructure	226	11-Dec-26	12-Nov-27	79																												
	General	4	11-Dec-26	16-Dec-26	24																												
	Abutments	120	17-Dec-26	22-Jun-27	162																												
	North	120	17-Dec-26	22-Jun-27	88																												
	South	120	17-Dec-26	22-Jun-27	162																												
	Backfill	171	01-Mar-27	01-Nov-27	79																												
	North	167	03-Mar-27	28-Oct-27	30																												
	South	171	01-Mar-27	01-Nov-27	79																												
	Wingwalls	171	12-Mar-27	12-Nov-27	79																												
	North	168	15-Mar-27	10-Nov-27	81																												
	South	171	12-Mar-27	12-Nov-27	79																												
	Superstructure	299	03-Mar-27	19-May-28	28																												
	Beams	54	04-Mar-27	23-May-27	0																												
	Diaphragm & Fin Walls	21	24-May-27	22-Jun-27	157																												
	North	21	24-May-27	22-Jun-27	83																												
	South	21	24-May-27	22-Jun-27	157																												
	Deck	34	08-May-27	27-Jun-27	0																												
Parapets	101	28-Jun-27	16-Nov-27	133																													
Finishes	299	03-Mar-27	19-May-28	28																													
S06 - Haywood Lane Overbridge	172	20-Jul-27	31-Mar-28	60																													
Substructure	127	20-Jul-27	28-Jan-28	17																													
General	7	20-Jul-27	28-Jul-27	17																													
Abutments	37	29-Jul-27	20-Sep-27	23																													
North	35	29-Jul-27	16-Sep-27	23																													
South	37	29-Jul-27	20-Sep-27	23																													
Backfill	86	07-Sep-27	19-Jan-28	17																													
North	81	07-Sep-27	12-Jan-28	22																													
South	84	09-Sep-27	19-Jan-28	17																													
Wingwalls	87	15-Sep-27	28-Jan-28	17																													
North	82	15-Sep-27	21-Jan-28	22																													
South	85	17-Sep-27	28-Jan-28	17																													
Superstructure	145	26-Aug-27	31-Mar-28	60																													
Beams	57	26-Aug-27	15-Nov-27	17																													
Deck	16	07-Oct-27	28-Oct-27	17																													
Parapets	50	16-Nov-27	08-Feb-28	88																													
Diaphragm	23	02-Dec-27	18-Jan-28	25																													
North	18	02-Dec-27	11-Jan-28	30																													
South	18	09-Dec-27	18-Jan-28	25																													
Finishes	134	13-Sep-27	31-Mar-28	60																													
Zone 5: Mainline Ch.860m-Ch.1700m	304	16-Feb-27	11-May-28	34																													
Earthworks	66	15-Jul-27	15-Oct-27	10																													
EM03-02 Ch.1450m-Ch.1700m	49	19-Jul-27	24-Sep-27	25																													

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Appendix N –QRA Risk Register

							Cost Impact estimate				Time Impact estimate		
ID	Type	Date logged	Risk Name	Description	Mitigation Measures	Owner	Min (£)	Max (£)	Likely (£)	Likelihood	Min (days)	Max (days)	Likely (days)
0.12	open	Jun-25	General & Staff Resources	Possible delay to works/ additional works due to delay in receipt of original design information for phase 1 along with missing information, including missing document issue register.	Missing native format drawings and models likely to increase time required to update recreate drawings and models where revisions are required	HC	£10,000	£50,000	£25,000	50%	0	20	10
0.13	open	Jun-25	General & Staff Resources	Change of Local Government threat to project, works on site to commence Dec 26. Scheme was cancelled previously due to change in local government.	Importance of keeping to programme and contract award enabling commencement of works on site Dec 26. Strategic risk - hence cost not assigned	HC	£0	£0	£0	0%	0	0	0
0.14	open	Jan-26	General & Staff Resources	Judicial review against a planning decision for the supplementary planning application within 6 weeks from the date of the decision (linked to 0.13)	Provide technical support and information to the Client. Site clearance during PCSA stage. AtkinsRealis to continue from Tender Stage work and keep design within constraints	HC	£0	£1,000,000	£250,000	20%	40	258	65
0.15	open	May-26	General & Staff Resources	Key Herefordshire staff leave organisation or are absent due to sickness causing delay to programme, missing key deadlines or project inefficiencies	Provide appropriate organisational resilience and succession planning.	HC	£0	£100,000	£30,000	50%	0	60	20
0.16	open	May-26	General & Staff Resources	Key Atkins/Grahams / AECOM staff leave organisation or are absent due to sickness causing delay to programme, missing key deadlines or project inefficiencies	Provide appropriate organisational resilience and succession planning.	Grahams/Atkins/ AECOM	£0	£50,000	£20,000	20%	0	15	5
1.1	Open	Jan-26	PM	The 2018 Bill of Quantity/Activity Schedule does not match the 2018 Scope and/or quantities calculated in PCSA stage and/or measured quantities differ from those developed in PCSA stage	Experienced team involved in the PCSA stage. Continuity of the team. Raise TQ's to resolve. Opportunity for optimisation of Earthworks Material Strategy to reduce imported fill.	HC	-£400,000	£2,000,000	£1,600,000	95%	0	0	0
1.2	Open	Jan-26	PM	Pricing volatility occurs between tender submission and contract award	Make an allowance for escalation based on feedback from supply chain and review of performance of current indices	HC	-£400,000	£2,000,000	£1,600,000	50%	0	0	0
2.1	open	Mar-25	Highways	Potential that the WCHAR for Phase 1 will need to be updated	We have planning and WCHAR would simply create further pressure relating to foot / cycle access along proposed route. Initial discussions with National Highways point towards exemption. AECOM will provide report for HC to issue to National Highways.	HC	£5,000	£50,000	£15,000	15%	0	0	0
2.2	open	Mar-25	Highways	Potential for undertaking additional Topographical surveys	Topo survey exists. Some further site based topo survey will be required at the extent of the red line boundary, particularly immediately to the south of the railway bridge. Also some issues at extent of tie-ins with existing and also at balancing ponds.	HC	£5,000	£30,000	£20,000	95%	0	10	5
2.3	open	Mar-25	Highways	Potential for update of accommodation works (Bruton Knowles currently progressing). Potential to have to reproduce drawings if we can't get CAD versions.	Any accommodation works issues require resolving ASAP to prevent future programme delays.	HC	-£20,000	£50,000	£20,000	75%	0	20	0
2.4	open	Mar-25	Highways	Potential for delays and design changes resulting from requirement to obtain National Highways Technical approval and legal agreement at tie-in with A49.	There are some departures from standard on the new leg of the A49 roundabout (entry deflection criteria and exit width). These should be able to be resolved with minimal effort. Note this is a pre-commencement condition for this section and discharge of planning condition is required before temporary accesses to site from A49 can be approved	HC	£10,000	£400,000	£250,000	20%	0	80	40
2.5	Open	Jun-25	Highways	Potential to encounter tar bound material and potential for innappropriate pavement design at tie-ins due to lack of pavement investigation and survey information with associated H&S and design life implications	Complete pavement investigations at tie-ins in advance of construction to verify significance of issue and inform design	HC	£20,000	£300,000	£80,000	20%	0	0	0
2.6	Open	Jun-25	Highways	Potential for the pavement foundation design suitability and design life to be affected by Geotechnical concerns.	Verify geotechnical properties to confirm pavement design. Assumed now covered in D&B contract - assumed AECOM's input limited to potential review	D&B	£0	£60,000	£15,000	25%	0	5	1

ID	Type	Date logged	Risk Name	Description	Mitigation Measures	Owner	Min (£)	Max (£)	Likely (£)	Likelihood	Min (days)	Max (days)	Likely (days)
3.1	Open	Jun-25	Structures	Risk of incomplete checks as insufficient information has been provided to confirm that the culvert size of structure S01 is correct (the flood level is not shown).	Update in PCSA design review	D&B	£0	£20,000	£10,000	25%	0	0	0
3.2	Open	Jun-25	Structures	Delays in Network Rail approvals eg due to refusal to re-approve outdated AIP and D&C certificates. (S05)		HC	£0	£1,250,000	£250,000	15%	5	60	20
3.3	Open	Jun-25	Structures	Re-certification design costs and TAA costs for railway bridge) S05)		HC	£50,000	£150,000	£75,000	95%	0	60	0
4.1	open	Jun-25	Drainage	Potential shallow groundwater in the vicinity of drainage attenuation ponds leading to the potential need for a liner incorporating uplift mitigation. This could require significant over excavation to provide the bulk fill overburden necessary for mitigation against uplift, or may require additional drainage measures to draw down groundwater levels. The earthworks and groundwater conditions for each pond will need to be reviewed and this could impact on the planning red line boundary	Consider completing additional testing to verify effectiveness of proposed balancing ponds. AECOM currently preparing proposal (Nov 25).	D&B/HC	£0	£400,000	£100,000	20%	0	20	5
4.2	open	Jun-25	Drainage	Hydrological risk arising due to the limited results from the soakaway testing will need to be reviewed	Consider completing soakaway tests to understand efficiency and scale of any soakaways required.	D&B	£20,000	£50,000	£30,000	50%	0	0	0
5.1	Open	Oct-25	Geotechnics	Phase 1: Due to geotechnical risks & opportunities identified potential for additional GI and changes to GIR/GDR, earthworks and drainage design	Review design during PCSA stage and undertake additonal GI where required to inform any changes.	HC	-£2,000,000	£2,000,000	£0	0.5	-40	40	0
5.2	open	Oct-25	Geotechnics	Phase 1: Infilled quarry and clay pits were recorded in the vicinity of the scheme in the GIR. There is a risk that they or other un-recorded areas contain unsuitable or contaminated material which will require assessment of contamination or settlement and the design of mitigation and treatment.	Potential to review any additional information availabe on these historic features and the potential for other contaminated or unsuitable material. Designer cost impact only, does not include construction cost impacts.	HC	£0	£120,000	£20,000	10%	0	0	0

ID	Type	Date logged	Risk Name	Description	Mitigation Measures	Owner	Min (£)	Max (£)	Likely (£)	Likelihood	Min (days)	Max (days)	Likely (days)
5.3	Open	Jan-26	Geotechnics	The ground conditions provided within the tender documentation are underestimated (unforeseen) including hydrogeology	Timely communication with the Client Plan and agree additional GI scope early within PCSA stage to inform design freeze	D&B	£0	£750,000	£500,000	15%	10	50	20
5.4	Open	Jan-26	Geotechnics	Unforeseen ground conditions encountered during construction differ from those identified in the PCSA stage, including hydrogeology (links to ID 5.14)	Raise EWN and discuss with Client. Allowance for Designer's Site Rep (DSR) to raise any issues and feedback to designers. Additional pre-surveys done in front of the works. Implement design changes as necessary.	HC	£0	£1,750,000	£500,000	15%	1	110	60
5.5	Open	Jan-26	Geotechnics	Project is impacted Weather > 1 in 10 years	Material specifications; Considering use of lime addition to RMF during placement, to achieve classification and provide wider ranges for moisture content. Confirm float within Tender Programme on earthworks items is adequate during PCSA stage. Sense check Tender Programme bulk earthworks seasonality of March to October seasons against final earthworks design.	HC	£0	£1,500,000	£250,000	25%	0	60	20
5.6	Open	Jan-26	Geotechnics	UXO may be discovered during intrusive ground activities e.g. excavation during the construction stage	UXO surveys to be undertaken in PCSA stage. UXO awareness and site procedures. Safe systems of work for intrusive ground activities. Agree emergency response arrangements.	D&B	£20,000	£100,000	£50,000	5%	0	10	0
6.1	open	Mar-25	Environmental	Potential that additional ecological surveys and assessments are required eg Habitats Regulations Assessment	Undertake PEA for supplementary planning applications as soon as possible	HC	£10,000	£70,000	£30,000	30%	0	5	0
6.2	open	Mar-25	Environmental	There is a risk that the Archaeological watching brief could identify further works to be required.	Undertake mitigation early in programme	HC	£0	£200,000	£100,000	10%	0	50	15
6.3	open	Mar-25	Environmental	Potential for fees payable to Natural England to obtain species licences for GCN and Dormouse along with additional mitigation measures with associated time constraints which could impact on construction programme.	Undertake mitigation early in programme	HC	£20,000	£50,000	£30,000	50%	0	60	0
6.4	open	Jun-25	Environmental	Potential for undertaking stand-alone invasive species surveys completed in isolation from other surveys. If invasive species left unidentified they could spread further. Additional costs of managing impact, potential programme delays. Some species are much easier to identify when plants are flowering.	Early surveys undertaken and on-going. Follow Environment Agency guidelines.	HC	£0	£80,000	£10,000	20%	0	5	3
6.5	open	Oct-25	Environmental	Delays to access for ecological survey works may result in missed survey windows and project delays.	Maintain regular updates with PM team and HC, and check ins with land agent to ensure that they are aware of survey window deadlines	HC	£0	£20,000	£10,000	30%	0	20	10
6.6	Open	Jan-26	Environmental	Archaeological finds are discovered on site (links to 6.5 and 6.16)	Watching Brief throughout construction. Targeted investigations in sensitive areas as part of the PCSA contract.	HC	£0	£2,500,000	£100,000	50%	7	129	7
6.7	Open	Jan-26	Environmental	Invasive non-native species (INNS) - Plants could be found on site e.g. Japanese knotweed (links to 6.17)	Undertake surveys (at the correct time of year). Timing of site clearance.	HC	£10,000	£200,000	£120,000	10%	5	20	10
6.8	Open	Jan-26	Environmental	The existing ancient/veteran tree at S04 causes construction issues	Surveys on tree roots to be undertaken in PCSA stage.	D&B	£0	£50,000	£20,000	25%	0	100	0
8													
8.1	open	Jun-25	Statutory Undertakers	Excessive Statutory Utilities diversion lead in/delivery times on SLR	Once appointed Contractor to engage early on with Utility Companies regarding making arrangements for diversions (for the SLR scheme).	HC	£0	£0	£0	40%	0	30	15
8.2	Open	Jan-26	Statutory Undertakers	Uncharted services are discovered on site	Undertake GPR Survey. Permit to Dig.	D&B	£0	£1,250,000	£50,000	10%	0	30	0

ID	Type	Date logged	Risk Name	Description	Mitigation Measures	Owner	Min (£)	Max (£)	Likely (£)	Likelihood	Min (days)	Max (days)	Likely (days)
9.1	open	Mar-25	Planning	Potential that a S73 application will be required	Discuss any proposed changes with HC planning. We note that the structures drawings submitted at planning contained a high level of detail. The detail differed to that provided at detailed design.	HC	£0	£50,000	£25,000	75%	0	60	0
9.2	open	Jun-25	Planning	Secure consent trafficking of partially constructed railway bridge for earthworks haulage.	Opportunity as haul route already priced for. Supplementary planning application being submitted for haul route	D&B	-£500,000	£0	-£500,000	30%	0	0	0
9.3	open	Nov-25	Planning	Potential for Supplementary Planning application to require an environmental impact assessment - resulting in additional cost/ delay to planning approvals and construction as well as additional enivoronmental surveys	Submit planning pre-app followed by EIA scoping request	HC	£25,000	£50,000	£30,000	10%	0	40	0
9.4	Open	Jan-26	Planning	Deviations from planned possessions (shortened and/or cancelled possessions) affects works e.g. beam lift	Contingency in the programme. Good planning and early engagement.	D&B	£0	£250,000	£100,000	10%	0	50	20
9.5	Open	Jan-26	Planning	There is a risk that there will be a significant lead-in to getting approval of Traffic Management on the National Highways network (A49), and the Traffic Management required could be more onerous than anticipated	Early Engagement with National Highways. Traffic Management Working Groups with key stakeholders. Use internal experience from recent National Highways project deliveries.	D&B	£0	£150,000	£100,000	20%	0	20	0
10.1	open	Mar-25	Accommodation Works	Potential for issues relating to severance of land / PROW / water supplies. Delays in confirming how to proceed can cause programming issues once on site.	Bruton Knowles to provide details of agreements asap.	HC/BK	£0	£50,000	£30,000	25%	0	20	10
10.2	open	Mar-25	Accommodation Works	Additional design work required to provide access to land parcels severed by the works - potential for land ownership to have changed and different access requirements now required to previous or accommodation works scope changes due to land owner negotiations	Bruton Knowles to identify any such situations asap.	HC	-£100,000	£100,000	-£20,000	10%	0	0	£0
11.1	open	Mar-25	Stakeholders	Potential for additional TROs /SROs above those already identified / obtained.	Need for additional TROs /SROs or TTROs particularly around Haywood lane curently being reviewed by Sharpe Pritchard	HC	£20,000	£40,000	£30,000	50%	0	50	0
11.2	open	Mar-25	General & Staff Resources	Potential that the statutory orders will need to be amended or updated, resulting in delays to CPO	Some amendments required to orders, currently being revised. May require further cabinet approvals. Sharpe Pritchard progressing revised orders.	HC	£10,000	£50,000	£25,000	0	0	60	0
11.3	open	Nov-25	Stakeholders	Potential for CPO to be required for land acquisition resulting in design change, delays to construction and possible public enquiry following	Bruton Knowles currently completing negotiations with land owners.	HC	£0	£250,000	£100,000	40%	0	390	40

Appendix O – Planning Application and Design Review Report

Hereford Southern Link Road

Planning Application and Design Review

Herefordshire Council

Project Number 60715938

February 2024

Quality information

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1. Introduction

AECOM has been requested by Herefordshire Council (HC) to carry out a review of planning application reference P151314/F ('the Southern Link Road (SLR)', hereby referred to as 'the Scheme') that was submitted to Herefordshire Council, in their capacity as the Local Planning Authority (LPA) in 2015 and to set out the next steps required to enable the re-commencement of construction of the Scheme. This report sets out the evaluation and conclusions of a review of planning issues and environmental issues with respect to the SLR. The review also explores options for incorporating active travel and to provide updated cost estimates. The findings will be summarised at the end of this report and will advise the options for the next stage required before commencement of construction.

2. Review of the Planning Application

2.1 Introduction

Planning application ref. P151314/F was submitted on behalf of Herefordshire Council on 8th May 2015. Planning permission reference P151314/F was granted subject to conditions on 18th July 2016 for the development of a *"new single carriageway (Southern Link Road) and associated works"* on the land between the *"existing roundabout junction of A49(T) and B4399 to a new roundabout with the A465 then joining the B4349"* (hereafter referred to as 'the Site'). The SLR is located to the south-west of Hereford.

This section provides a review of planning application ref. P151314/F to establish the validity of the planning permission and whether it can still be implemented. It also identifies any changes to local and national planning policy that have taken place since the approval of planning application ref. P151314/F. Finally, a review of the Scheme has been undertaken to establish whether active travel infrastructure can be incorporated into the SLR design.

This Section is structured as follows:

- Section 2.2 provides a contextual overview of planning application ref. P151314/F;
- Section 2.3 considers the validity of planning application ref. P151314/F;
- Section 2.4 reviews the planning policy context identifying any changes in local and national planning policy since the determination of planning application ref. P151314/F;
- Section 2.5 advises whether active travel infrastructure and amendments to the Scheme could be made at this stage; and
- Section 2.6 summarises our advice.

It should be noted that this advice is based on the information provided October 2023. It is therefore recommended that the advice set out in this document be confirmed should any changes be made to the Scheme or planning strategy.

2.2 Overview of Application P151314/F

A planning application was submitted on behalf of Herefordshire Council on 8th May 2015 and was allocated application reference number P151314/F. The description of development sought a *"new single carriageway (Southern Link Road) and associated works"*. As Herefordshire Council was the applicant as well as the determining authority, it was undertaken in accordance with Regulation 3 of the Town and Country Planning General Regulations (1992).

The Scheme proposed under planning application ref. P151314/F would provide a new single carriageway (two lanes) road between the A49 Ross Road at the roundabout with Rotherwas Access Road and the A465 / B4349 Clehonger Road junction. The road is approximately 3.6 km in length. For the A49, the road extends westwards from a fourth arm to the roundabout, through Grafton Wood and then continuing over Grafton Lane at Withy

Brook before crossing above the existing Hereford to Newquay railway line. After this it passes underneath Haywood Lane, straightening up and heading in a north westerly direction to the A465, where a new four arm roundabout would have two entry lanes and two exit lanes. The road then extends from the proposed roundabout creating a new link to the B4349 (Cleghonger Road). It is understood that no active travel infrastructure was included as part of the SLR scheme.

The planning application was determined at planning committee on 6th June 2016. Members voted to grant planning permission and the decision notice was dated 18th July 2016. Planning permission was granted subject to 21 conditions. Table 1 contains a schedule of the planning conditions along with information on their type and any triggers for discharging them. Reference should be made to the decision notice for the full wording of the planning conditions. The different types of condition include:

- Compliance – These conditions seek to ensure the proposed development is constructed in accordance with certain criteria or documentation;
- Pre-commencement – These conditions are linked to works commencing and usually require the submission of information to the LPA for approval to discharge. There are occasions where a pre-commencement condition is linked to a particular phase or element of the proposed development; and
- Prior to opening/use – These conditions are linked to the proposed development being brought into operation and usually require the submission of information to the LPA for approval to discharge prior to that stage.

Table 1: Schedule of Planning Conditions attached to planning permission ref. P151314/F

#	Condition	Type	Notes
1	Development shall be begun within three years of the granting of permission.	Compliance	Planning permission expires 18 th July 2019.
2	Development shall be carried out in accordance with the approved plans.	Compliance	
3	Development shall be undertaken in accordance with the mitigation outlined in the Environmental Statement.	Compliance	
4	Construction to occur: • Mon-Fri 7:30-18:00; • Saturday 8:00-13:00; and • No time on Sundays, Bank or Public Holidays.	Compliance	Approval from LPA required where works are proposed outside of these hours.
5	The applicant must appoint an Environmental Co-ordinator(s) independent of the design and construction personnel.	Pre-commencement	The co-ordinator(s) is to be approved by the LPA.
6	Construction Environmental Management Plan (CEMP).	Pre-commencement	Must be submitted to LPA no later than three months prior to commencement of construction.
7	Construction Environmental Management Plan – Sub Plans.	Pre-commencement	Linked to the CEMP above.
8	Soil management – Preparation of a Materials Management Plan.	Pre-commencement	
9	Archaeology – Implementation of a programme of archaeological works.	Pre-commencement	
10	Biodiversity – following of method statements for protected species.	Pre-commencement	

#	Condition	Type	Notes
11	Biodiversity (species and habitat protection and enhancement scheme)	Pre-commencement	
12	Landscape and tree protection (detailed landscape scheme)	Pre-commencement	
13	Landscape and tree protection (Landscape Maintenance and Management Plan)	Prior to opening/use	
14	Landscape and tree protection (construction materials and finishes)	Pre-commencement	Details to be provided prior to commencing construction of bridge structure or parapet.
15	Water Quality, Flood Risk and Drainage (surface water drainage scheme)	Pre-commencement	
16	Water Quality, Flood Risk and Drainage (mitigation measures and channel enhancements)	Pre-commencement	
17	Highways (approval of full design and construction details for junction between SLR and A49(T))	Pre-commencement	Details to be provided prior to commencing construction of junction between SLR and A49(T) – Subject to non-material amendment (P191223/AM) that linked the trigger to part of the works.
18	Highways (legal agreement for work on the A49 trunk road)	Pre-commencement	Details to be provided prior to commencing construction of junction between SLR and A49(T) – Subject to non-material amendment (P191223/AM) that linked the trigger to part of the works.
19	Highways (surface materials)	Pre-commencement	
20	Highways (lighting details)	Prior to opening/use	
21	Highways (weight restriction on Belmont Road)	Prior to opening/use	

2.3 Validity of Application P151314/F

Condition 1 of application reference P151314/F sets out that the development should be begun before the expiration of three years from the date of the planning permission. This means that construction works would have needed to commence on site prior to 18th July 2019.

For a planning permission to be implemented lawfully, all necessary pre-commencement planning conditions must be discharged prior to construction work commencing on site. There are 14 planning conditions in Table 1 that are pre-commencement, acknowledging that condition 14 is linked specifically to the construction of bridge structure or parapets and conditions 17 and 18 are linked to the construction of the junction between the SLR and the A49(T). The remaining 11 pre-commencement conditions would need to be discharged before application P151314/F could be implemented lawfully.

A search on the LPA's online 'Planning Search' tool identified several applications that have been submitted to discharge planning conditions associated with planning application ref. P151314/F. Table 2 provides a schedule of these applications and their status. A review of these discharge of condition applications confirms that all necessary pre-commencement planning conditions were discharged meaning planning application ref. P151314/F could have been lawfully implemented prior to the 18th July 2019. The last discharge of condition

application (ref. P191579/XA2 for Condition 5) was approved 20th June 2019 which provided 20 working days to lawfully implement the planning permission.

Table 2: Schedule of applications to discharge planning conditions associated with application P151314/F

Reference	Planning Condition(s)	Status	Date
P191777/XA2	12 Landscape and tree protection (detailed landscape scheme)	Approved – Condition 12 has been discharged	19 th June 2019
P191579/XA2	5 Environmental Co-ordinator	Approved – Condition 5 has been discharged	20 th June 2019
P191458/XA2	8 Soil management	Approved – Partial discharge of Condition 8 for Phase 1 of works	13 th June 2019
P191452/XA2	6 Construction Environmental Management Plan 7 Construction Environmental Management Plan – Sub Plans	Approved – Partial discharge of Conditions 6 and 7 for Phase 1 of works	12 th June 2019
P184535/XA2	9 Archaeology	Approved – Condition 9 has been discharged	15 th January 2019
P184246/XA2	20 Highways (lighting details)	Approved – Condition 20 has been discharged	8 th February 2019
P184245/XA2	19 Highways (surface materials)	Approved – Condition 19 has been discharged	8 th February 2019
P184244/XA2	16 Water Quality, Flood Risk and Drainage (channel enhancements)	Approved – Condition 16 has been discharged	22 nd May 2019
P184243/XA2	15 Water Quality, Flood Risk and Drainage (surface water drainage scheme)	Approved – Condition 15 has been discharged	09 th May 2019
P184242/XA2	14 Landscape and tree protection (construction materials and finishes)	Approved – Partial discharge of Condition 14 enabling works to commence	15 th January 2019
P184241/XA2	10 Biodiversity (method statements for protected species) 11 Biodiversity (species and habitat protection and enhancement scheme)	Approved – Conditions 10 and 11 have been discharged	1 st May 2019
P184240/XA2	4 Hours of operation	Approved – Condition 4 has been discharged	8 th January 2019

It has been evidenced through dated photographs that the Client undertook a nominal commencement of works between the 1st July 2019 and the 18th July 2019 (the date the planning permission reference P151314/F was set to expire). The development carried out during this period relates to Phase 1 as shown on drawing number DMCXX999-C-2601 (General Arrangement). The Client commenced partial construction of the road between Chainage 1150 m to Chainage 1300 m of the carriageway, which involved elements of earthworks, road pavements (unbound) and fencing approved by application.

This commencement of works has been evidenced and confirmed through a letter from the LPA dated 25th July 2019 which confirms that all the requisite pre-commence conditions attached to application ref. P151314/F have

been discharged and the development of Phase 1 of the SLR has commenced in accordance with the approved plans.

The case officer for the application, Miss Kelly Gibbons (Development Manager), visited the construction site on Thursday 4th July 2019 and Monday 9th July 2019, and confirmed that the works undertaken are considered sufficient to confirm the commencement of development in accordance with the requirements of Condition 1 (commencement of development within 3 years).

It has been clearly evidenced that commencement of development began lawfully prior to the date of consent expiry (18th July 2019), therefore Condition 1 has been satisfied and works to proceed with the scheme in accordance with the approved plans can be continued.

2.4 Planning Policy Context Review

Table 3 provides an overview of the planning policy context at the time application ref. P151314/F was determined and whether these documents have been superseded since its determination. This confirms that there has been no change in Herefordshire Council's local planning policy. There has been a change in policy at a national level with several updates to the National Planning Policy Framework (NPPF). There has also been a change in neighbourhood planning which has seen two neighbourhood plans being made since July 2016.

Table 3: Planning Policy Context

Planning policy context for application P151314/F	Current planning policy context
NPPF (2012)	NPPF (2023)
The Herefordshire Local Plan Core Strategy (adopted October 2015)	No change
Herefordshire Local Transport Plan 2016 – 2031 (adopted May 2016)	No change
The Callow and Haywood Draft Neighbourhood Development Plan 2011-31 – which had progressed to Regulation 16 stage and was with the examiner at the time application P151314/F was determined	Callow and Haywood Group Neighbourhood Development Plan (made 1 st December 2016)
Cleghonger Parish Council had designated their Neighbourhood Plan – this had not progressed to the Regulation 14 stage at the time application P151314/F was determined	Cleghonger Neighbourhood Development Plan (made 7 th June 2021)

2.4.1 National Planning Policy Framework (2023)

The NPPF was first published in 2012 and has been updated in July 2018, February 2019, July 2021, and September 2023 since the determination of planning application ref. P151314/F. The updates made to the NPPF are not considered to remove support for the SLR, they may however impact on the detail required to support a future application, if required. The following NPPF chapters would be considered relevant in relation to the detail for any future planning application for the SLR:

- Chapter 2 Achieving Sustainable Development;
- Chapter 6 Building a strong, competitive economy;
- Chapter 8 Promoting healthy and safe communities;
- Chapter 9 Promoting sustainable transport;
- Chapter 12 Achieving well-designed places;
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change;
- Chapter 15 Conserving and enhancing the natural environment; and

- Chapter 16 Conserving and enhancing the historic environment.

2.4.2 Callow and Haywood Group Neighbourhood Development Plan (2016)

The Callow and Haywood Group Neighbourhood Development Plan (CHGNDP) was adopted on 1st December 2016 and now forms part of the Development Plan for Herefordshire meaning any future planning application would be assessed against its policies alongside existing national and County planning policies.

The CHGNDP acknowledges that the SLR already benefits from planning permission. This is referenced at paragraphs 1.19 and 1.20 of the CHGNDP which state:

“1.19 The proposed Southern Link Road to the south of the City of Hereford is a major concern as the identified corridor is likely to impact on the Group Parish to some degree, whichever route is finally determined by Herefordshire Council.

1.20 The proposed new Southern Link Road will link from the A49 Ross Road/Rotherwas Access Road roundabout to the A465 and the B4349 Clehonger Road. In June 2016 the planning application for the South Wye Transport Package (SWTP) – Southern Link Road was determined and planning consent was granted on 18 July 2016.”

Policy CH2 aims to ameliorate potential impacts on the group parish associated with the proposed SLR and sets out several criteria to reduce adverse impacts on local landscape character, wildlife, and local quality of life. Any future planning application for the SLR would need to address these criteria. In addition, the following CHGNDP policies would be considered relevant in relation to the detail for any future planning application for the SLR:

- Policy CH1 – Protecting and Enhancing the Rural Landscape;
- Policy CH2 – Building and Transport Design Principles;
- Policy CH3 – Local Heritage List; and
- Policy CH4 – Protecting the Sensitive Landscape Assets in the Urban Fringe.

2.4.3 Clehonger Neighbourhood Development Plan (2021)

The Clehonger Neighbourhood Development Plan (CNDP) was adopted on 7th June 2021 and now forms part of the Development Plan for Herefordshire, meaning any future planning application would be assessed against its policies alongside existing national and County planning policies.

The SLR (referred to as the Hereford bypass) is referenced within the CNDP and covered by Policy C11. This policy secures the principle for a wider Hereford bypass and is intended to complement other policies of the CNDP by addressing potential impacts in a single policy. The CNDP acknowledges that the SLR already benefits from planning permission as demonstrated in the supporting text at Paragraph 6.15, which states:

“Herefordshire Council is developing proposals for a Hereford bypass which will pass through the Neighbourhood Area. Provision for the scheme is made in the Local Plan Core Strategy. An initial phase will see the existing junction of the A465 and the B4349 being moved to the west and replaced by a roundabout. The roundabout will serve a new road, the southern link road, running from the A49 at Grafton to the A465. These proposals have planning permission and compulsory purchase and side roads orders have been confirmed.”

The following CNDP policies would be considered relevant in relation to the detail for any future planning application for the Hereford SLR:

- Policy C1: Sustainable Development;
- Policy C4: Natural Environment;
- Policy C5: Historic Environment;
- Policy C6: Design; and
- Policy C11: Hereford bypass.

2.5 Amendments to Planning Permission Reference P151314/F

It has been established that planning permission ref. P151314/F has been lawfully implemented and works to construct the SLR in accordance with the approved plans can proceed. However, consideration is also being given to whether changes can be accommodated.

It is understood that potential amendments to the Scheme fall into two categories. The first would be changes to the design to align with current highway and other design guidance. This could conceivably involve changes to junctions, highway alignment and associated structures. The second involves the addition of a segregated cycle lane alongside the proposed road.

There is a desire to keep potential amendments within the red line boundary of planning permission ref. P151314/F. However, it is understood that an LTN 1/20 compliant cycle lane is unlikely to fit inside the existing red line boundary. It should be noted that any changes located outside of a red line boundary to a planning application cannot be covered under the available mechanisms for making amendments to an existing planning permission. An alternative consenting strategy (for example a separate planning application) will be required for any changes located outside of the red line boundary.

It is recommended that once the nature and scale of any potential amendments have been established a further review is undertaken to advise on the most suitable mechanism for amending the planning permission. The available mechanisms for amending a planning permission can be summarised as follows:

- **De-minimus changes** – These changes are of an extremely minor nature which means they can be accommodated within the approved design with agreement from the LPA. Based on the information available, this is unlikely to be applicable in this case.
- **Discharge of Condition Application** – Where changes relate to detail design it is sometimes possible to address them through a subsequent discharge of condition application that once approved would supersede any previously agreed detail. This would be applicable to minor changes in detail design that do not impact on information presented on the approved drawings.
- **Non-material Amendment (Section 96a) Application** – This type of application can be used for a minor change to a planning permission that does not breach any conditions placed on that permission. Whether a change is considered 'non-material' (rather than 'material') will depend on the specific details in that case and there is no definition for what can be considered non-material. If a change is not considered non-material by the LPA an amendment application or new planning application will be required.
- **Amendment (Section 73) Application** – This type of application allows the applicant to vary or remove planning conditions attached to the original planning permission. It can be used to make minor material changes to an application by varying the planning condition that secures the approved drawings. New drawings are provided and if approved supersede those in the original planning condition.
- **New Planning Application** – A new planning application will be required if the changes cannot be addressed using one of the mechanisms above.

It is recommended that allowance is made for discussing the preferred mechanism with the LPA to ensure all parties agree on the route forward. The preferred mechanism will require 'buy in' from the LPA as they will need to be satisfied any potential amendments can be addressed using that type of application. This will avoid an unnecessary delay to validation or a refusal if they disagree on the mechanism for amending the planning permission.

A further consideration is that application ref. P151314/F was an Environmental Impact Assessment (EIA) development and accompanied by an Environmental Statement (ES). Consideration will also need to be given as to whether the potential amendments trigger any changes to Likely Significant Effects as presented with the EIA. Changes to reported effects might impact on the mechanism used to amend a planning permission as well as information required to support an application. For example, a Section 73 application might need to be accompanied by an Environmental Statement Addendum to consider the potential for changes to Likely Significant Effects in the EIA.

2.6 Summary

Planning application ref. P151314/F was submitted on behalf of Herefordshire Council on 8th May 2015. The application sought a “*new single carriageway (Southern Link Road) and associated works*”. The application was determined at planning committee and planning permission was granted, subject to conditions, on 18th July 2016.

Planning application ref. P151314/F was subject to a planning condition requiring construction works to have commenced on site prior to the 18th July 2019. A review of discharge of condition applications confirms that all necessary pre-commencement planning conditions were discharged by the 20th June 2019.

The Client undertook a nominal commencement of works prior to the 18th July 2019 and that planning application ref. P151314/F has been lawfully implemented. This has been confirmed through a letter from the LPA dated 25th July 2019.

A review of the planning policy context confirms that there has been no change in Herefordshire Council's local planning policy. There have been several updates made to the NPPF, but these are not considered to impact on the principle for the SLR. There has also been a change in neighbourhood planning which has seen two neighbourhood plans being made since July 2016. A review undertaken of these documents confirms they acknowledge development of the SLR.

Planning application ref. P151314/F has been lawfully implemented and works to construct the SLR can proceed in accordance with the approved plans, however it is understood the Client seeks to make potential amendments to the Scheme. Any changes outside of the red line boundary would require a new planning application. There are several mechanisms available for amending a planning permission. It is recommended that once the nature and scale of any potential amendments have been established a further review is undertaken to advise on the most suitable mechanism for amending the planning permission. This matter should also be discussed with the LPA to ensure their 'buy in' on the preferred approach. Consideration should also be given as to whether the potential amendments trigger any changes to Likely Significant Effects as presented with the EIA. This might impact on the mechanism used to amend a planning permission as well as information required to support an application.

3. Review of Environmental Assessment

3.1 Introduction

Planning application ref. P151314/F was an EIA development and accompanied by an ES. A review of this ES has been undertaken with respect to the surveys carried out, data sources used, and guidance followed. The current validity of the conclusions is discussed with respect to changes that have since come about with the passage of time. Where relevant, other documents related to environmental assessments have also been reviewed.

Legislation, guidance and policy have been reviewed to identify changes that may impact environmental surveys and assessments should these need to be updated.

Finally, the next steps required to progress construction of the Scheme are described for three scenarios in Section 4:

- if the Scheme is progressed as currently consented;
- if there are material amendments proposed to the Scheme which fall within the existing development boundary and are considered consistent with the original permission, allowing for the submission of a planning application under Section 73 of the Town and Country Planning Act 1990 (As Amended) to vary a condition(s) attached to the original planning permission; and
- the proposed changes cannot be addressed through an amendment to the existing permission and a new standalone planning application is to be submitted.

3.2 Review of Existing Environmental Surveys and Assessments

A review of the ES that was submitted with planning application ref. P151314/F, and other associated documents, has been undertaken and is described in Table 4. This table makes reference to the validity of the planning application in the context of a future potential planning application.

Table 4: Review of Environmental Assessments submitted with the Planning Application

Document/Item	Date completed	Summary of Conclusion	Comment on Validity
Issues Affecting the Whole ES	Issues Affecting the Whole ES	Issues Affecting the Whole ES	Issues Affecting the Whole ES
Consultation		Consultations with stakeholders and public consultation was undertaken as part of the planning application which this ES supports, and their responses were taken into account in the ES where applicable.	The consultation responses taken into account may not be considered representative of current stakeholders and the general public.
Opening Year		Assessments have been completed on the basis of construction occurring from the beginning of 2016 and the proposed Scheme being complete in late 2017, early 2018. Traffic figures have been calculated for the future years 2017 and 2032.	The temporal scope upon which the assessment is based is out of date as the proposed opening year has passed and the plan has been built out to incorporate new data as time has passed.
Air Quality	Air Quality	Air Quality	Air Quality
Air Quality Assessment (ES Chapter 5)	April 2015	A baseline monitoring survey was conducted Feb-May 2014. Exceedance of the annual mean objective value for NO ₂ recorded on Victoria Street. Elsewhere in the study area NO ₂ concentrations were below the objective value.	Given the time elapsed this data is considered out of date and not reflective of current conditions. Pollutant concentrations are often seen to reduce with time.

Document/Item	Date completed	Summary of Conclusion	Comment on Validity
		Air quality assessment found: No significant effects during construction. Negligible air quality effects at human receptors during operation. Slight adverse impacts during operation at statutory ecological designated sites. Habitat planting proposed to compensate loss. Negligible residual effect.	Baseline year used for model verification was 2012. This is now considered very old, and the baseline situation is likely to have changed. The assessed opening year of 2017 has passed, and a future opening year will likely result in smaller modelled concentration changes due to emissions improvements with time. All data, guidance, and tools used have been updated since the assessment was completed. Of particular note, changes to the assessment of nitrogen deposition at statutory ecological designated sites may result in the finding of larger impacts were this assessment to be conducted using the current methodology, due to the additional consideration of contributory ammonia emissions.
Cultural Heritage	Cultural Heritage	Cultural Heritage	Cultural Heritage
Cultural Heritage Assessment (ES Chapter 6)	April 2015	Cultural heritage assessment found: Two scheduled monuments and 21 listed buildings within the Outer Study Area (up to 1 km from the Scheme). After mitigation, a significant effect (moderate/large adverse) on the setting of Haywood Lodge Listed Buildings during construction and operation. After mitigation, a non-significant effect (slight adverse) at Dinedor Camp Scheduled Monument during construction and operation. After mitigation, a non-significant effect (slight/moderate adverse) at a listed milestone during construction.	Data collection undertaken using historical and modern maps, secondary sources and the Herefordshire Council Historic Environment Record. Given the time elapsed this data is likely to be out of date and further data/designations may now be available.
Cultural Heritage Assessment (ES Chapter 6)	April 2015	The inner study area (up to 300 m from the Scheme) was visited in October 2014 in order to assess its character, identify visible historic features and assess factors which may affect asset survival.	Given the time elapsed since this visit, the setting of the study area and any heritage assets may have changed.
Archaeological Field Evaluation Written Scheme of Investigation (ES Appendix 6.2)	January 2015	An Archaeological Field Evaluation Written Scheme of Investigation (WSI) has been devised in consultation with the Archaeological Advisor at Herefordshire Council.	Given the time elapsed and changes to guidance and methodology and the updated required for the desk study, the WSI may be considered out of date.
Landscape	Landscape	Landscape	Landscape
Landscape and Visual Impact Assessment (ES Chapter 7)	April 2015	The Landscape and Visual Impact Assessment found neutral to slight adverse landscape effects and neutral to large visual effects due to the proximity of the Scheme to residential properties. The temporal scope of the assessment is based on the following timescales; • Baseline year (2014); • Construction Phase (start mid-2016 with completion late 2017 / early 2018); and • Operational Phase - Year of Opening (late 2017 / early 2018) and 15yrs after opening.	The temporal scope upon which the assessment is based is out of date. The assessment has not been completed using the latest guidance.
Landscape and Visual Impact	April 2015	Baseline information has been gathered from desk-based studies. A Zone of	Given the time that has elapsed since the undertaking of this assessment, it is

Document/Item	Date completed	Summary of Conclusion	Comment on Validity
Assessment (ES Chapter 7)		Theoretical Visibility (ZTV) was generated for Scheme and the baseline was also informed by field work.	considered that the baseline conditions will have changed considerably from those used as the baseline for the assessment (2014).
Landscape and Visual Impact Assessment (ES Chapter 7)	April 2015	The potential effects of proposed street lighting and road signage have been taken into account in the assessment of landscape and visual effects.	The landscape assessment will not have taken account of improvements in lighting technology, particularly over the past five years. No standalone lighting assessment has been undertaken.
Landscape Viewpoints (ES Figure 7.2, 7.3)	December 2015	30 viewpoints selected and documented to assess the visual impacts of the Scheme.	Given the time that has elapsed, the viewpoint photography is unlikely to be reflective of current baseline conditions (new housing, vegetation growth etc). Additional receptors may also have been created as a result of additional development since 2014.
Arboriculture Report (ES Appendix 7.1)	April 2015	A field survey was undertaken in November 2014. Notable trees and woodland character were identified, impacts (including tree loss) were identified, and a method statement was outlined for the protection of trees during construction work.	It is explicitly stated that this report, and any recommendations made within it, are valid for a period of 12 months from the date of the site survey (November 2014). The condition and quality of trees since the survey is likely to have changed.
Ecology	Ecology	Ecology	Ecology
Habitat Regulations Screening Assessment	June 2016	No likely significant effects are expected during construction or operation at the Natura 2000 Sites considered (the River Wye Special Area of Conservation)	An updated Habitat Regulations Assessment (HRA) will be required having regard to all relevant case law relating to the Conservation of Habitats and Species Regulations (2017), the Habitats Directive and Birds Directive. This includes the key ruling by the Court of Justice of the European Union (CJEU) in the case of People Over Wind, Peter Sweetman v Coillte Teoranta (C-323/17) (CJEU, 2018). This case held that; <i>"it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site"</i> (paragraph 40). This establishes that 'mitigation measures' cannot be taken into account at the screening stage, but they can be taken into account in an Appropriate Assessment. The existing HRA Screening Report states that <i>"Likely significant effects were ruled out on the basis of hydrological protection measures during both construction and operation. Potential fragmentation effects have been addressed by including measures to maintain habitat permeability within the design. Incidental mortality and disturbance of species will be minimised by the inclusion of underpasses for otters and bats within the operational design."</i>
Ecology Assessments (ES Chapter 8)	April 2015	Desk study undertaken using information collated from Herefordshire Biological Records Centre and the Multi-Agency Geographic Information for the Countryside (MAGIC) online database.	Given the time that has elapsed, the data from these records is now considered out of date. Relevant guidance has been updated (e.g. guidelines for ecological assessment (The Chartered Institute of Ecologists and Environmental Managers, CIEEM, 2018), and Preliminary Ecological Assessment (CIEEM, 2017)). In

Document/Item	Date completed	Summary of Conclusion	Comment on Validity
			addition, Sites of Importance for Nature Conservation (SINCs) have been replaced by Local Wildlife Sites (LWS).
Phase 1 Habitat Survey Report (ES Appendix 8.1)	November 2014	An Extended Phase 1 Habitat survey was undertaken by suitably experienced ecologists on 7 th and 8 th April 2014. This survey informed the suite of detailed surveys.	Given the time elapsed it is considered this survey and report is out of date and not fully reflective of the current ecological baseline conditions. Relevant guidance has been updated (CIEEM, 2017), and other species and habitats may now be rare or notable (e.g. Joint Nature Conservation Committee, JNCC, 2023).
N/A			It is possible that the Site may now have potential to support other protected or notable species or habitats (e.g. pine marten), or those that are newly identified as rare or notable (e.g. JNCC, 2023, British Trust for Ornithology, Birds of Conservation Concern 5, 2021).
Woodland Botanical Survey Report (ES Appendix 8.2) and Botanical Update Report in 2017	December 2014 / 2017	Woodland botanical surveys were undertaken by a competent botanist experienced in undertaking woodland surveys on the 18 th and 19 th September 2014. Five woodlands were assessed within close proximity to the Scheme. Habitats surveyed in 2017 were not found to have changed significantly since the surveys in 2014.	Noted that planning permission was granted in 2016. However, a number of objections were raised by the public in relation to carrying out woodland National Vegetation Classification (NVC) surveys outside the optimum season in 2014, undervaluing Grafton Wood and the lack of bryophyte and targeted species. Therefore, surveys were updated in 2017, which found no significant change from the 2014 results. Given the time elapsed since the 2017 surveys it is considered that these surveys are now out of date. The report will not be in accordance with current ancient woodland guidance from Natural England and the Forestry Commission (2022).
Hedgerow Report (ES Appendix 8.3)	December 2014	A hedgerow assessment was undertaken by competent botanists between the 17 th and 19 th of September 2014. Several species-rich and Important hedgerows were identified. A total of 35 hedgerows were assessed as part of the hedgerow survey.	It is noted in the ES that 12 species-rich hedgerows (some of which are classified as important under the Hedgerow Regulations 1997) will be bisected by the Scheme, and there are seven other species-rich hedgerows which may potentially be indirectly impacted. Given the time lapsed since the 2014 surveys, it is considered that these surveys are now out of date.
Terrestrial Invertebrate Report (ES Appendix 8.4)	December 2014	A general scoping invertebrate survey was undertaken on 28 th May 2014, with a follow up survey on 11 th September 2014. Five invertebrate species with conservation status were found during the survey.	It is noted in the ES that there is habitat loss (resulting in direct mortality of terrestrial invertebrates) within Grafton Wood and hedgerows. Additionally, temporary impacts through construction are considered on other habitat including a group of apple trees, the hedgerow oak pollard and Hayteasow Wood. Given the time lapsed since the 2014 survey, it is considered that it is now out of date. The report may not include species that are now listed as rare or notable, for example as species of principle importance by Defra and Natural England (2022).
Aquatic Invertebrate Report (ES Appendix 8.5)	November 2014	Sampling was carried out over two seasons in 2014: spring (28 th May 2014) and autumn (11 th September 2014). No uncommon or	Given the time lapsed since the 2014 survey, it is considered that it is now out of date.

Document/Item	Date completed	Summary of Conclusion	Comment on Validity
		protected species were recorded during the survey.	
Great Crested Newt Report (ES Appendix 8.6) and Great Crested Newt Report 2018	December 2014 / April 2018	A great crested newt (<i>Triturus cristatus</i>) survey was undertaken between 28 th April and 3 rd June 2014. This species was recorded as present in all eight ponds which were assessed and evidence of breeding was found in five ponds. An updated report was published in December 2018 following a survey conducted between 10 th April and 20 th June 2017 to inform the discharge of planning conditions 10-11. This survey confirmed the presence of great crested nest in eight out of ten ponds which contained water.	Noted in the ES that no waterbodies suitable for great crested newts will be impacted from survey data in 2014, however impact on great crested newt terrestrial habitat. The surveys are considered out of date (CIEEM, 2019).
Reptile Report (ES Appendix 8.7)	December 2014	The survey area was visited on seven occasions between 5 th June 2014 and 30 th September 2014. Small numbers of common and widespread species were recorded.	Given the time lapsed since the survey, it is considered that it is now out of date.
Riparian Survey Report (ES Appendix 8.8)	January 2015	A water vole (<i>Arvicola amphibius</i>), white clawed crayfish (<i>Austropotamobius pallipes</i>), and otter (<i>Lutra lutra</i>) presence / likely absence survey was undertaken on 4 th September 2014. Water vole and white clawed crayfish were not recorded during the survey. Evidence of otter was found on Withy Brook.	Given the time lapsed since the survey, it is considered that it is now out of date. The report will not have been prepared with reference to Natural England's updated standing advice for protected species (2022).
Breeding Bird Report (ES Appendix 8.9)	December 2014	Six visits were undertaken between 29 th April 2014 and 9 th July 2014. 37 bird species were recording as breeding of which 14 were of conservation importance.	Given the time lapsed since the survey, it is considered that it is now out of date. The report will not have consideration of the updated Birds of Conservation Concern 5, British Trust for Ornithology, 2021.
Barn Owl Report (ES Appendix 8.10)	December 2014	A detailed barn owl survey was undertaken on 2 nd and 3 rd July 2014, 24 th and 25 th September 2014 and 10 th November 2014. One roost was identified but it was not a breeding site.	Given the time lapsed since the survey, it is considered that it is now out of date. The report will not have consideration of the updated Birds of Conservation Concern 5, British Trust for Ornithology, 2021.
Bat Activity Report (ES Appendix 8.11)	December 2014	A suite of bat surveys were undertaken across 2014. A relatively high number of bat passes was found with at least 10 species recorded. The survey area was considered to be 'bat rich'.	Bat survey guidance has been updated since 2014, and the existing surveys are considered to be out of date. The report will not have consideration for the Bat Conservation Trust guidelines (2023).
Bat Roost Report (ES Appendix 8.12)	December 2014	A suite of bat surveys were undertaken across 2014. Two adjacent trees were found to support bat roosts. The survey found the presence of major roosts within 10 km of the Scheme.	Bat survey guidance has been updated since 2014, and the existing surveys are considered to be out of date. The report will not have consideration for the Bat Conservation Trust guidelines (2023).
Dormouse Report (ES Appendix 8.14)	December 2014	A dormouse (<i>Muscardinus avellanarius</i>) presence / likely absence survey was conducted between May and November 2014. This species was not recorded during the survey.	Given the time lapsed since the survey, it is considered that it is now out of date.
Badger Survey	July 2014	A badger (<i>Meles meles</i>) survey was undertaken on 29 th , 30 th and 31 st July 2014. Eight outlier setts were recorded.	Badgers are highly mobile, and so the survey data is considered out of date and not in accordance with the Badger Trust's best practice guidance (2023).
Geology and Soils	Geology and Soils	Geology and Soils	Geology and Soils

Document/Item	Date completed	Summary of Conclusion	Comment on Validity
Geology and Soil Assessment (ES Chapter 9)	April 2015	Baseline conditions were identified from desk-based studies including the following: The Groundsure report for the site has been reviewed to provide a preliminary indication of potential ground stability issues at the site. Outline of the bedrock and superficial geology given using British Geological Survey (BGS) data. There are two active groundwater abstractions recorded by the Environment Agency within the study corridor.	All data, guidance, and tools used have been updated since the assessment was completed. In particular, BGS updated to its latest Geology Viewer with more accurate and up to date records in 2022, and the Groundsure report will not feature the latest relevant information or be undertaken in line with up to date Law Society Guidance.
Geology and Soil Assessment (ES Chapter 9)	April 2015	A slight adverse effect (not significant) was found for geology and geomorphology due to the sterilisation of minerals in a Mineral Safeguarding Area (MSA). The mineral resource within the MSA in the study corridor is currently not being worked.	Given the time that has passed, it is unknown whether the mineral resources within the MSA are currently being worked and a review of recent planning applications/permissions would be required. In addition, the upcoming Minerals and Waste Local Plan may introduce new/altered MSAs.
Geology and Soil Assessment (ES Chapter 9)	April 2015	A slight/moderate adverse effect (not significant) was found for soils due to loss of Grade 2 agricultural land.	Given the time that has elapsed, the quality of agricultural land may have altered, and developments may have resulted in a loss of agricultural land.
Geology and Soil Assessment (ES Chapter 9)	April 2015	A slight effect (not significant) was found for groundwater for leaching and a neutral or slight effect (not significant) was found for end users for accumulation of gases for which mitigation of a Ground Investigation to obtain chemical data was recommended.	Any groundwater monitoring and contamination testing which was undertaken prior to commencement may now be considered out of date due to the time that has since elapsed.
Materials	Materials	Materials	Materials
Materials Assessment (ES Chapter 10)	April 2015	As part of the baseline conditions identification process 11 landfill sites for construction waste within close proximity to the site were identified.	Three of these landfills are no longer operational, and their capacity has likely significantly reduced since the assessment was undertaken.
Materials Assessment (ES Chapter 10)	April 2015	Effects of the proposed Scheme in relation to materials and waste were considered to be minor adverse (not significant) provided mitigation, primarily in the form of a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) is implemented.	All data and tools used have been updated since the assessment was completed. Policy and guidance regarding waste recycling and disposal for construction activities has changed since this assessment was undertaken, with greater emphasis placed on avoidance of landfill.
Noise and Vibration	Noise and Vibration	Noise and Vibration	Noise and Vibration
Noise and Vibration Assessment (ES Chapter 11)	November 2014	Baseline noise levels were identified by a noise survey. Attended noise measurements were taken at 4 locations for a period of 3 hours.	Given the time elapsed this data is considered out of date. Baseline noise levels may now be different.
Noise and Vibration Assessment (ES Chapter 11)	November 2014	The noise and vibration assessment found: 4 NSRs would experience a major adverse impact during construction. 5 NSRs would experience a major adverse impact during operation in the short term, 1 NSR would experience a major adverse impact during operation in the long term. The majority of NSRs would experience a decrease in noise levels.	All data, guidance, and tools used have been updated since the assessment was completed. Road noise maps were updated in 2019. In this latest dataset there are several Noise Important Areas (NIAs) to the north of the Scheme (IDs 14592, 7726, 7725, 11817*) which were not considered in the assessment.
Effects on All Travellers	Effects on All Travellers	Effects on All Travellers	Effects on All Travellers
Effects on all Travellers (ES Chapter 12)	April 2015	Site visits and assessment of aerial photography provided the baseline data	Given the time elapsed this site visit and aerial imagery is not considered to reflect the current baseline.

Document/Item	Date completed	Summary of Conclusion	Comment on Validity
		enabling an assessment of Views from the Road. In order to determine the level of stress caused by fear of accidents actual Personal Injury and Collision (PIC) data has been acquired for a 5-year period on the existing roads which surround the proposed Scheme.	Collision and injury data is assessed for the previous five years and is now out of date. The methodology relating to Effects on All Travellers no longer exists, and elements of this assessment have been incorporated into the Population and Human Health Chapter.
Community and Private Assets	Community and Private Assets	Community and Private Assets	Community and Private Assets
Community and Private Assets (ES Chapter 13)	April 2015	Baseline information was obtained from Defra's Agricultural Land Classification (ALC) (provisional), and, in the absence of a detailed survey all scheme agricultural land was assumed to be Grade 2.	There have been no known updates to the ALC since 2015; however if detailed surveys have since been undertaken these may reveal a greater understanding of the baseline. The methodology relating to Community and Private Assets no longer exists, and elements of this assessment have been incorporated into the Population and Human Health Chapter.
Community and Private Assets (ES Chapter 13)	April 2015	The proposed Scheme will involve 150 m ² of land take from Private Property (Pykeways). This is only 7% of the area of the property, and therefore there will be a Minor Adverse effect on Private Property.	Given the time that has elapsed since this assessment, it is possible that land agricultural ownership relevant to the Scheme may have altered and so the assessment of private property is considered out of date.
Road Drainage and the Water Environment	Road Drainage and the Water Environment	Road Drainage and the Water Environment	Road Drainage and the Water Environment
Road Drainage and the Water Environment (ES Chapter 14)	April 2015	Baseline conditions of watercourses were informed by a site visit, with photographs presented. No surface water sampling has been undertaken to inform this ES. Water Framework Directive (WFD) Data on water quality was obtained for the River Wye and Norton Brook, but no information is held for other relevant watercourses. Water quality data was obtained from 2015 Water Framework Directive (WFD) Data (Cycle 2).	Given the time elapsed, these photos may no longer be representative of the current baseline. It is considered that water sampling of all relevant watercourses would be required. Data has now progressed to WFD Cycle 3 with updated quality assessments, in particular reductions in ecological and chemical quality from 'Good' to 'Moderate'.
Road Drainage and the Water Environment (ES Chapter 14)	April 2015	The road drainage and water environment assessment found, after mitigation: Neutral to slight to moderate adverse effects during construction including a slight to moderate adverse effect to Wither Brook due to increased sediment loading. Neutral effects during operation. Mitigation includes adherence to a CEMP during construction and a robust drainage system during operation.	All data, guidance, and tools used have been updated since the assessment was completed.
Flood Risk Assessment (ES Appendix 14.4)	February 2015	The proposed Scheme is located entirely in Flood Zone 1, but local flood risk was identified at Wither Brook and Norton Brook. A flood risk assessment including flood modelling at Wither Brook has been carried out which demonstrates that the Scheme does not pose unacceptable flood risk to users of the proposed SLR or increase flood risk to people and property elsewhere.	All data, guidance, and tools used have been updated since the assessment was completed.
Cumulative Effects	Cumulative Effects	Cumulative Effects	Cumulative Effects

Document/Item	Date completed	Summary of Conclusion	Comment on Validity
Cumulative Effects (ES Chapter 15)	April 2015	Cumulative assessment based on developments identified as of January 2015.	Given the time that has passed, it is considered that the development identified as relevant for the assessment of cumulative effects (Tables 15.2 & 15.3) are now out of date. The findings of the cumulative assessment as laid out in ES Chapter 15 are therefore no longer accurate. This would have a knock on effect on each of the discipline chapters where they assess cumulative effects. Changes in guidance for assessment of cumulative effects has changed since the undertaking of this assessment, and the guidance used would now be considered insufficient. No assessment of combined effects is given.
Construction Environmental Management Plan	Construction Environmental Management Plan	Construction Environmental Management Plan	Construction Environmental Management Plan
Draft Construction Environmental Management Plan (CEMP), submitted with ES	April 2015	This draft CEMP sets out how environmental protection will be managed during construction. It states the mitigation measures proposed to reduce environmental harm, monitoring requirements, the requirements for implementation method statements, etc. It states that it is to be a live document kept up to date by the contractor, which should be updated and reviewed 'on a regular basis'.	A final CEMP has only been produced for Stage 1 of works. Given the time that has passed, it is considered that this document is out of date.
Draft CEMP, submitted with discharge of planning conditions 6&7	November 2018	This draft CEMP sets out how environmental protection will be managed during construction, with the inclusion of topic-specific sub-plans as required by planning condition 7. It states that the Final CEMP, owned by the contractor, must be updated by the Contractor on a minimum of a six-monthly basis.	A final CEMP has only been produced for Stage 1 of works. Given that more than six months has passed, it is considered that this document is out of date.

As discussed further in Section 4, below, any future potential planning application may require new assessments to be undertaken in order to reflect the current environmental baseline, incorporate any changes to the Scheme and be in line with the latest legislation and guidance.

3.3 Review of Changes to Legislation, Policy and Guidance with respect to Environmental Assessment

Table 5: Review of Changes to Legislation, Policy, and Guidance with respect to Environmental Assessment

Legislation/Guidance	Date of revision/ introduction	Comment on Changes
General – National	General – National	General – National
EIA Regulations	Updated in 2017	A number of significant changes were introduced under the 2017 update, including the need to consider the effects on the environment arising from: - the vulnerability of development to major accidents and disasters (MADs); - impacts from waste or use of natural resources;

Legislation/Guidance	Date of revision/ introduction	Comment on Changes
		- impacts on and resilience to climate change; and - impacts on cultural heritage and landscape. The update also introduced the need for a consideration of the environmental effects of alternatives to the proposed development and to ensure the those preparing the Environmental Statement were 'competent experts'.
BNG	The provision for a 10% Biodiversity Net Gain to be a condition of planning permission in England was introduced under the Environment Act 2021, and is currently expected to come into effect in January 2024.	The requirement for developments to have undertaken a BNG assessment and to demonstrate BNG gain was not present at the time of the submission of the planning application, and would be relevant if either an amendment or full application is required.
DMRB guidance (including Interim Advice Notes)	- LA 101 – Introduction to environmental assessment, last updated in 2019; - LA 102 – Sustainability and environment, last updated 2019; - LA 103 – Scoping projects for environmental assessment, last updated 2020; - LA 104 – Environmental assessment and monitoring; - LA 105 – Air Quality, last updated 2019; - LA 106 – Cultural heritage assessment, last updated 2020; - LA 107 – Landscape and visual effects, last updated 2020; - LA 108 – Biodiversity, last updated 2020; - LA 109 – Geology and Soils, last updated 2019; - LA 110 – Material assets and waste, last updated 2019; - LA 111 – Noise and vibration, last updated 2020; - LA 112 – Population and human health, last updated 2020 (superseding Effects on All Travellers and Community and Private Assets); - LA 113 – Road drainage and the water environment, last updated 2020; - LA 115 – Habitats Regulations assessment, last updated 2020	Wholesale update to guidance for all disciplines. This makes it difficult to compare changes in the impacts between 2014 and the current baseline (for more detail, see Section 4 below).
Climate requirements	LA 114 – Climate, last updated 2021.	National Highways guidance on the assessment of climate impacts to and from the Scheme was issued in 2019 for the first time, and updated in 2021. A climate chapter of the ES was not produced to inform the current planning application, but would now be considered to be required for a new planning application, and likely a S73 amendment.
General - Local	General - Local	General - Local

Legislation/Guidance	Date of revision/ introduction	Comment on Changes
The Herefordshire Unitary Development Plan (UDP) (Herefordshire Council, 2007)	Superseded in 2015 by the Local Plan – Core Strategy	Introduction of more specific environmental policies including: • LD3 – Green Infrastructure; • SD1 – Sustainable design and energy efficiency; • SD 2 – Renewable and low carbon energy • SD3 – Sustainable water management and water resources; and • SD4 – Waste water treatment and river water quality. Please note: Some of the assessments in the 2014 ES have used the 2007 plan whilst others have used the newer 2015 plan.
Cultural Heritage	Cultural Heritage	Cultural Heritage
Standard and guidance for historic environment desk-based assessment (The Chartered Institute of Archaeologists (CIfA), 2012)	Later version published in 2014 and updated in 2020	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Code of conduct: professional ethics in archaeology (CIfA, 2013)	Later version published 2014, updated 2022	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Management of Research Projects in the Historic Environment (Historic England, 2006)	Reissued 2015	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
The Setting of Heritage Assets (Historic England, 2011)	Second Edition Issued 2017	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Scheduled Monuments & nationally important but non-scheduled monuments (Department for Culture, Media & Sport, 2010)	Updated 2013	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Seeing the History in the View: A Method for assessing Heritage Significance within Views (English Heritage, 2011)	Superseded by The Setting of Heritage Assets, 2017	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
After ICOMOS, 2010 Guidance on Heritage Impact Assessment for Cultural Heritage Properties (International Council on Monuments and Sites, 2010)	Updated 2011, Integrated into the Guidance and Toolkit for Impact Assessments in a World Heritage Context (UNESCO, ICCROM, ICOMOS, IUCN, 2022)	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Herefordshire Landscape Character Assessment (Herefordshire Council, 2004)	Superseded by the Herefordshire County Landscape Character Assessment published 2023 (Herefordshire Council)	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Environmental Archaeology: A Guide to the Theory and Practice of Methods, from Sampling and Recovery to Post-Excavation (English Heritage, 2002)	Second Edition published in 2011.	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.

Legislation/Guidance	Date of revision/ introduction	Comment on Changes
1992 Standards in the Museum Care of Archaeological Collections (Museums' and Galleries' Commission (1992)	Superseded by the Standards and Guidance in the Care of Archaeological Collections (Society for Museum Archaeology, 2020)	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Standard and Guidance for archaeological field evaluation (CIfA, 2009)	Updated in 2014.	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
The Herefordshire Heritage Services [museum] document Standards for the Deposition of Archaeological Archives with Herefordshire Heritage Services (1999), as amended (Herefordshire Museum Services, 1999)	Superseded by the Collections Development Policy 2020-2024 (Herefordshire Museum Service, 2020)	Updated references to latest Historic England guidance. This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Landscape	Landscape	Landscape
Landscape Character Assessment Guidance for England and Scotland (Countryside Agency (CA) and Scottish Natural Heritage (SNH), 2002)	Superseded by Landscape and seascape character assessments guidance (Natural England, 2014).	This would need to be taken into account when either discharging conditions or preparing a future potential planning application.
Ecology	Ecology	Ecology
CJEU. (2018). Judgment of the Court (Seventh Chamber) of 12 April 2018. People Over Wind and Peter Sweetman v Coillte Teoranta.	New precedent	Mitigation can no longer be used to conclude no likely significant effects at the screening stage, a full appropriate assessment would be required.
The UK Post-2010 Biodiversity Framework (Joint Nature Conservation Commission & Defra, July 2012)	An updated Implementation Plan was produced in July 2018.	
National Planning Policy Framework (2023)	Updated in 2018, 2019 and 2023	Consideration of updates required. Particularly with regards to ancient woodland. The NPPF now states that <i>"development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons, for example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat."</i>
Conservation of Habitats and Species Regulations 2017 (as amended in 2019). London: HMSO	Legislation has been updated in 2017 and 2019	Consideration of updated legislation required.
Environment Act (2021)	New legislation	Requires consideration, and is the legal driver for BNG assessment. Will require all relevant developments to achieve a minimum 10% net gain in biodiversity units relative to the site's baseline biodiversity value in the near future.
Countryside and Rights of Way Act 2000. London: HMSO	New legislation	Requires consideration
Herefordshire Green Infrastructure Strategy (HC, 2010)	Superseded by the Herefordshire Green and Blue Infrastructure Strategy (HC, 2023)	

Legislation/Guidance	Date of revision/ introduction	Comment on Changes
Guidelines for Ecological Impact Assessment (Institute of Ecology and Environmental Management, 2006)	Replaced by The Guidelines for Ecological Impact Assessment in the UK and Ireland (CIEEM, 2018)	New survey and assessment guidance.
Institute of Ecology and Environmental Management (2006). Guidelines for Ecological Impact Assessment.	Guidelines for Preliminary Ecological Appraisal (2nd Edn.). Chartered Institute of Ecology and Environmental Management, Winchester (2017).	Updated guidance
Advice note on the lifespan of ecological reports & surveys. Chartered Institute of Ecology and Environmental Management, Winchester (2019).	New guidance	Guidance on the lifespan of ecology reports – maximum three years old.
Biodiversity Net Gain: Good Practice Principles for Development, A Practical Guide. CIEEM, CIRIA, IEMA (2016)	New guidance	A guide to BNG
Biodiversity Metric 4.0. Natural England (2023)	New metric	For application to BNG
The Biodiversity Metric 4.0 – User Guide, Technical Annex 1 & Technical Annex 2. Natural England (2023)	New guidance	Guidance for using BNG
UKHab (2023) The UK Habitat Classification System UKHabs Classification Version 2 published in 2023	New application	For use in BNG.
Ancient woodland, ancient trees and veteran trees: advice for making planning decisions. Natural England and Forestry Commission (2022)	New guidance	Requires consideration – states “ <i>You should refuse planning permission if development will result in the loss or deterioration of ancient woodland, ancient trees and veteran trees unless both of the following applies:</i> - <i>there are wholly exceptional reasons</i> - <i>there’s a suitable compensation strategy in place (this must not be a part of considerations of wholly exceptional reasons)</i>”
Habitats and species of principal importance in England. JNCC (2023)	Ongoing updates	Relevant species and habitats to be considered during survey scoping, fieldwork and assessment
Protected species and development: advice for local planning authorities. Natural England’s Standing Advice on Protected Species	All advice updated in 2022	Updated advice to be considered
UK BAP (various)	Habitats and species of principal importance in England. Defra and Natural England (2022).	Updated list of species and habitats for consideration
Birds of Conservation Concern 4, British Trust for Ornithology (2015)	Birds of Conservation Concern 5, British Trust for Ornithology (2021)	Updated list of species for consideration
Bat Surveys for Professional Ecologists: Good Practice Guidelines (3 rd edition). Collins, J.(ed) (2015). The Bat Conversation Trust. London.	Bat Surveys for Professional Ecologists: Good Practice Guidelines (4th edition). Collins, J.(ed) (2023). The Bat Conversation Trust. London.	Updated survey methodology and assessment guidance
Guidance Note 08/23: Bats and Artificial Lighting at Night. Bat Conservation Trust	New guidance.	Guidance regarding bats and lighting.

Legislation/Guidance	Date of revision/ introduction	Comment on Changes
& Institute of Lighting Professionals (2023).		
Badger Protection: Best Practice Guidance for Developers, Ecologists and Planners (England). Badger Trust (2023)	New guidance.	Updated guidance
Invasive Non-Native Alien Species (Enforcement and Permitting) Order 2019	New legislation.	Requires consideration of relevant invasive species
The Water Environment (Water Framework Directive (WFD)) (England and Wales) Regulations 2017	New legislation.	Requires consideration. Sets out requirements to prevent the deterioration of aquatic ecosystems; protect, enhance and restore waterbodies to 'good' status; and achieve compliance with standards and objectives for protected areas.
Environment Agency (2017). Freshwater macro-invertebrate sampling in rivers Operational Instruction 018_08. Environment Agency, Bristol, UK.	New guidance.	Requires consideration for aquatic invertebrate surveys.
Naura, M. (2021). River Habitat Survey Input and Analysis Software: Riverdene Consultancy. Version 1.5: January 2021.	New guidance.	Requires consideration for the assessment of hydromorphological condition of rivers for the WFD.
Riverdene Consultancy (2016a). Hydromorphology and geomorphology guidelines: Hydromorphological indices derivation: Instructions for calculating the Habitat Modification Score using River Habitat Survey data. (Based on Environment Agency guidelines for calculating HMS scores, 2003).	New guidance.	Requires consideration for the survey of watercourses.
Riverdene Consultancy (2016b). Instructions for calculating the River Habitat Quality Class using RHS. Based on Naura (2001) River Habitat Quality Assessment and Walker (2005) River Habitat Objectives (Environment Agency internal reports). Riverdene Consultancy	New guidance.	Requires consideration for the survey of watercourses.
WFD-UKTAG (Water Framework Directive – United Kingdom Advisory Group) (2020). UKTAG River Assessment Method Macrophytes and Phytobenthos: Phytobenthos - Diatoms for Assessing River and Lake Ecological Quality (River DARLEQ3).	New guidance.	Requires consideration for the survey of watercourses.
CJEU. (2018). Judgment of the Court (Seventh Chamber) of 12 April 2018. People Over Wind and Peter Sweetman v Coillte Teoranta.	Case law relating to the 2017 Regulations, the Habitats Directive and Birds Directive	For consideration for Habitat Regulations Assessment (HRA). This case held that; "it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site" (paragraph 40). This establishes that 'mitigation measures' cannot be taken into account at the screening stage, but they can be taken

Legislation/Guidance	Date of revision/ introduction	Comment on Changes
		into account in an Appropriate Assessment
Department for Levelling Up, Housing and Communities. (2021, February 24). Guidance: Habitats Regulations Assessments: Protecting a European Site	New guidance	For consideration for HRA.
European Commission. (2001). Assessment of plans and projects significantly affecting Natura 2000 sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC. Luxembourg: Office of Official Publications of the European Communities	New guidance	For consideration for HRA.
The Planning Inspectorate. (2017, November). Advice Note Ten: Habitats Regulations Assessment relevant to nationally significant infrastructure projects, Version 8. Retrieved November 07, 2021 ¹ .	New guidance	For consideration for HRA.
The Planning Inspectorate. (2018). Advice Note Nine: Rochdale Envelope. Retrieved January 24, 2022 ² .	New guidance	For consideration for HRA.
Geology and Soils	Geology and Soils	Geology and Soils
Contaminated Land Report 11 Model Procedures for the Management of Land Contamination (Environment Agency, 2004)	Withdrawn 2020 and replaced with the Land Contamination Risk Management (LCRM) guidance, last updated July 2023 (Environment Agency, 2023).	
The saved minerals and waste policies of the Herefordshire Unitary Development Plan (UDP) (Herefordshire Council, 2007)	HC Minerals and Waste Local Plan to be introduced to replace the saved minerals and waste policies of the Unitary Development Plan and would be in place by the time of any future assessment.	
Materials	Materials	Materials
Waste Strategy for Herefordshire and Worcestershire (Herefordshire Council and Partners, 2011)	Updated 2022, due to for review 2023.	
Noise and Vibration	Noise and Vibration	Noise and Vibration
Environmental Noise (England) Regulations 2006 (UK Government, 2006)	These regulations, the enactment of the European Noise Directive (2002/49/EC), were amended in 2018.	
Noise Action Plan for Major Roads (Defra, 2010)	Updated 2019.	
Effects on All Travellers	Effects on All Travellers	Effects on All Travellers
Rights of Way Improvement Plan (RWIP) (HC, 2007)	Updated to 2018-2028 version.	Builds upon discussions with the local community and reflects changes in needs.
Road Drainage and the Water Environment	Road Drainage and the Water Environment	Road Drainage and the Water Environment

¹ National Infrastructure Planning: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-ten/>

² National Infrastructure Planning: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-nine-rochdale-envelope/>

Legislation/Guidance	Date of revision/ introduction	Comment on Changes
Groundwater Protection: Policy and Practice (GP3) (Environment Agency)	Replaced by The Environment Agency's approach to groundwater protection (2018)	
Pollution Prevention Guidelines (PPGs) (Environment Agency, 2011)	Withdrawn 2015. Replaced by the Guidance for Pollution Prevention (GPP) (Environment Agency, 2021)	
Herefordshire Strategic Flood Risk Assessment (SFRA) (Herefordshire Council)	Updated 2019	

A considerable amount of the legislation / guidance which underpins the planning application for the Scheme has subsequently been updated or superseded, or newer guidance / requirements have been introduced. As discussed further in Section 10, any future potential planning application would require new assessments to be undertaken where guidance has changed significantly or did not exist previously.

4. Transport modelling and appraisal review

This section provides Herefordshire Council with a summary of the transport modelling and appraisal documentation used to appraise the Hereford Southern Link Road (SLR).

This note includes the following four sections:

1. A review of the available information relating to the planning application of the SLR and associated works (P151314/F³)
2. A review of transport modelling and appraisal relating to the SLR undertaken since the submission of the planning application
3. Recommendations for the future transport modelling and appraisal of the SLR
4. Summary of the information presented in this note

4.1 Review of Available Information Relating to the Planning Application of the Hereford Southern Link Road

All documentation presented as part of the planning application has been reviewed, and from which the following has been concluded.

- The Hereford Multi-Model Transport Model (HMMTM) has been used to assess the SLR.
- HMMTM was developed by Amey, and subsequently modified by JMP Consultants Limited
- The model uses SATURN software alongside a suite of transport models for the town which collectively make up the HMMTM
- The model represents a 2012 base year, and forecast years of 2017 and 2032 – both of which were used to assess the SLR.
- The model represents an average weekday, and the following time periods:
 - AM peak hour (08:00-09:00)
 - Interpeak average hour (10:00-16:00)
 - PM peak hour (17:00-18:00)

This information was provided in the following three documents which were submitted as part of the planning application:

- 77. Transport Assessment Part 1
- 84. Transport Assessment Part 8
- 122. Briefing Note - Transport Impacts & benefits Arising from SLR

Through AECOM's work with Herefordshire Council on other projects, AECOM have had access to other documentation relating to the HMMTM. From this, the following information has been deduced:

2011.03 - Interim Forecast Report Rev East Route Options (TPi), March 2011

³ [Planning Search – Herefordshire Council](#)

- HMMTM uses DIADEM software to undertake variable demand modelling to forecast car, public transport (bus, coach and rail), cycle and walk demand matrices

4.2 A review of transport modelling and appraisal relating to the SLR undertaken since the submission of the planning application

Since the submission of the planning application, additional transport modelling and appraisal work has been undertaken on the SLR. The additional documentation has been reviewed and is summarised below.

- The Hereford Transport Model (HTM) has been built to assess a range of transport measures and local plan / core strategy proposals alongside providing inputs to transport business cases and environmental appraisal.
- HTM was developed by WSP, on behalf of Balfour Beatty Living Places
- The model comprises of a full transport demand model, with separation highway and public transport assignments, which interact under the demand model. This allows transport schemes that impact the highway, public transport and active networks to be tested.
- The model uses PTV Visum software for the transport demand and public transport assignment models, and SATURN software for the highway assignment model.
- The model represents a 2016 base year, and forecast years of 2020, 2026, 2032, 2035, 2041 and 2051.
- The model represents an average weekday, with the following time periods being represented in the HTM
 - Transport demand model
 - AM peak hour (07:00-10:00)
 - Interpeak peak hour (10:00-16:00)
 - PM peak hour (16:00-19:00)
 - Highway assignment model
 - AM peak hour (08:00--09:00)
 - Interpeak average hour (10:00-15:00)
 - PM peak hour (17:00-18:00)
 - Public transport assignment model
 - AM peak hour (08:00--09:00)
 - Interpeak peak hour (11:00-12:00)
 - PM peak hour (17:00-18:00)
- The HTM demand model represents road (car, light goods vehicles, and heavy goods vehicles), public transport (bus and rail), and active modes (walk and cycle)
- The model has been developed in accordance with the September 2016 release of the DfT's Transport Analysis Guidance (TAG) Databook
- The transport modelling of the Hereford Transport Package assumes the following:
 - The SLR opens in 2020
 - The bypass (a continuation of the SLR) opens in 2026
 - The end of the LTP is 2032
- The transport modelling economic appraisal of the South Wye Transport Package considers the SLR (connecting the A49/B4399 roundabout with the A465) and the associated active travel measures in the South Wye area

- DfT's TUBA (v1.9.11) software have been used to economically appraise the transport user benefits of the South Wye Transport Package using TAG Databook May 2018.
- DfT's CobalT (v2013.2) software have been used to economically appraise the accidents of the South Wye Transport Package using TAG Databook December 2016.
- The economic appraisal of the South Wye Transport Package (SLR and associated active travel measures) assumes a scheme opening year of 2020, and uses forecast years of 2020, 2026, 2032, 2041 and 2051 as inputs to the appraisal.
- The scheme costs of the South Wye Transport Package have been calculated in Q4 2018 prices, and total £34,719,000 (excluding maintenance) for both the SLR and active travel measures.
- The economic appraisal of the South Wye Transport Package has been undertaken over a 60-year period, from 2020 to 2079.
- This economic appraisal of the South Wye Transport Package has been undertaken using outputs from the highway assignment model only. Therefore, impacts to public transport and active travel users are not captured.
- The following table 6 summarises the benefit to cost ratio of the South Wye Transport Package as reported in February 2019.

Table 6: BCR South Wye Transport Package

Type	Benefits (£000s)
Travel Time	£69,357
Operating costs – fuel	-£1,764
Operating costs – non-fuel	-£5,517
Indirect taxes	£4,216
Greenhouse gas	-£1,961
Total (Present Value Benefits)	£64,331
Present Value Costs	£23,444
Benefit Cost Ratio	2.74
Value for Money Category	High

- In accordance with DfT's TAG, both a low growth and high growth sensitivity test has been undertaken of the South Wye Transport Package. The results of which are reported below.

Table 7: BCR Sensitivity testing South Wye Transport Package

Type	Benefits (£000s)		
	Core	Low Growth	High Growth
Total (Present Value Benefits)	£64,331	£55,559	£79,335
Present Value Costs	£23,444	£23,444	£23,444
Benefit Cost Ratio	2.74	2.37	3.38

This information was provided in the following three documents which were submitted as part of the planning application:

- Hereford Transport Model Demand Model, Demand Model Validation Report, WSP – February 2019
- Traffic Forecasting Report, Hereford Transport Package, WSP – July 2018
- South Wye Transport Package Economic Appraisal Report, WSP – February 2019

4.3 Recommendations

Following the review of the documentation available relating to the SLR, the below recommendations have been made for any future transport modelling and appraisal of the SLR.

- The transport modelling is undertaken in the latest strategic transport model available in the Hereford region that is suitable for the appraisal of the SLR.

- The latest transport modelling and appraisal of the SLR has been undertaken in a model that has been calibrated and validated to a base year of 2016, 7 years ago. It is recommended that any future work is undertaken in a strategic transport model with a more recent base year.
 - This is in accordance with TAG Unit M2.2⁴ which states *“Former guidance (withdrawn sections of the Design Manual for Roads and Bridges) indicated that models should not be used without justification where the source data is more than five years old when used for detailed scheme appraisal because there might be significant changes to the travel patterns and traffic level. This simple threshold should not be used, as there can be significant changes that would make the use of more recent data inappropriate or there may have been little change and older data may be acceptable. Changes such as the closure or opening of a major retail centre or major transport infrastructure such as a new bypass would be expected to result in the need to collect and use more recent data.”*
- The uncertainty log is reviewed to ensure any “near certain, or more than likely” transport interventions and developments are included in the transport modelling.
 - The uncertainty log was initially compiled in 2016. It is anticipated that this will need revising to ensure the forecast of the SLR is robust. This is likely to include updating the transport model forecasts to include the latest Herefordshire Local Plan (2021-2041).
 - This is in accordance with TAG Unit M45, which states “The purpose of the uncertainty log is to record the central forecasting assumptions that underpin the core scenario and record the degree of uncertainty around these central assumptions.”
- The opening year of the SLR is reviewed and revised in any future transport modelling forecasts and appraisal.
- The scheme design of the SLR is reviewed to ensure the transport modelling reflects the latest scheme designs.
- The transport modelling of the SLR, and any associated schemes, is undertaken in accordance with the latest version of the DfT TAG.
- If the HTM is used for any future transport modelling and appraisal of the SLR, the forecasts are revised in accordance with DfT’s TAG. TAG Unit M4 recommends that an adjustment is applied to the forecast years if the base year of the transport model been calibrated before the COVID-19 pandemic to account for the longer-term travel impacts of COVID-19.
 - It is well documented that the impact of COVID-19 significantly reduced trips during 2020, 2021 and in early 2022. The current transport network (Q3 2023) continues to see a reduction in commuting trips compared to pre-COVID-19, and fewer trips during the peak hours. The transport modelling used in the appraisal of the SLR was undertaken before the COVID-19 pandemic, and therefore the transport modelling and appraisal forecasts do not consider any changes to trip patterns or volumes.
 - This is in accordance with TAG Unit M4, which states “it is the Department’s view and recommendation that this evident suppression of travel demand relative to a pre-pandemic projection of demand at this time should be appropriately represented in transport analysis. This is important particularly in appraisal and analysis supporting transport investment decisions. ...In transport modelling terms, therefore, the guidance in TAG Unit M2.2 applies. That is, this is an event of a significant change in trip patterns. To account for COVID-19 related changes, trip *matrices based before the beginning of the pandemic should ideally be rebased, or if this is not possible, an appropriate adjustment applied to model inputs or outputs in a proportionate way.*”
 - The economic appraisal of the SLR calculates that 27% of the Present Value Benefits of the SLR are from commuting trips, and 20% are from business trips. It is anticipated that reviewing the model forecasts in accordance with DfT’s TAG, would reduce the benefits resulting from these two purposes, therefore reducing the Present Value of Benefits and the Benefit Cost Ratio, which may impact the Value for Money Category of the scheme.

⁴ DfT TAG Unit M2.2 Base Year Demand Matrix Development, May 2020 - <https://assets.publishing.service.gov.uk/media/5fbfd998fa8f559e32b4d25/tag-m2-2-base-year-matrix.pdf>

⁵ DfT TAG Unit M4 Forecasting and Uncertainty, May 2023 - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1161977/tag-unit-m4-forecasting-and-uncertainty.pdf

- Any future transport modelling is undertaken using the latest transport demand forecasts available in the NTEM and TEMPRO.
- The latest economic appraisal of the transport user benefits of the SLR has been undertaken in DfT's TUBA software. The version used was 1.9.11 (June 2018 release). It is recommended that any appraisal of the SLR uses the latest version of the software.
- The latest economic appraisal of the accidents associated with the SLR has been undertaken in DfT's CobalT software. The version used was 2013.2 (2013 release) alongside parameter version 2016.2 (December 2016). It is recommended that any appraisal of the SLR uses the latest version of the software and parameters file.
- It is recommended that any future appraisal of the SLR reviews the:
 - Scheme costs
 - It is anticipated that the scheme costs would increase, at least in accordance with inflation and the cost of materials. An increase in scheme costs will increase the Present Value Costs of the scheme, and will reduce the Benefit to Cost Ratio, and therefore may impact the Value for Money Category of the scheme.
 - Cost profile
 - Opening year
 - It is anticipated that the opening year of the scheme would be delayed to at least 2024
 - Appraisal period
 - It is anticipated that the appraisal period would change from 2020 – 2079, to 60 years from the proposed opening year (e.g. 2024 – 2093). The DfT's TUBA software interpolates between modelled years, and assumes no growth in scheme benefits beyond the last modelled year, 2051. Assuming the same modelled years, but reviewing the appraisal period, is likely to impact the Present Value Benefits of the SLR as there would be more years where no growth in scheme benefits is assumed.
- The economic appraisal of the South Wye Transport Package was undertaken using outputs from the highway assignment model only. It is recommended that any future economic appraisal also considers the economic impact to public transport and active travel users as the scheme may generate mode shift.
 - For example, TAG Unit A5.5⁶ states *“Even if a transport scheme is not aimed at active modes specifically, it may have important effects on their use, particularly where it causes mode shift. For example, urban road improvements might increase car use, reducing the number of active mode users.”*

4.4 Summary

The documentation relating to the strategic transport modelling and appraisal of the Hereford Southern Link Road and associated works has been reviewed with respect to the Department for Transport's Transport Analysis Guidance. At the time the strategic modelling and appraisal was undertaken, February 2019, the forecast and appraisal of the scheme was considered to be in accordance with industry guidance.

As outlined in the recommendations, there are a number of refinements to the strategic transport modelling and appraisal of the SLR which should be addressed to ensure the work is consistent with the latest TAG issued by the DfT. These relate to a variety of topics, including the age of the strategic transport model, uncertainty log, representation of trip rates and travel patterns in the model and the impact of COVID-19, assumptions about the design and opening of the SLR, and ensuring the full impact of the scheme is captured in the latest version of DfT software.

⁶ DfT TAG Unit A5.5 Highway Appraisal, January 2014 - <https://assets.publishing.service.gov.uk/media/5fc8f2068fa8f5475152ab8c/tag-a5-5-highway-appraisal.pdf>

Should this scheme require additional funding from the DfT, it is expected that Herefordshire Council will be asked to address the strategic transport modelling and appraisal which has been undertaken, and update traffic forecasts and economic appraisal to ensure they are in accordance with current DfT TAG.

5. Highway Design Review

This section of the report reviews the current planning application highway design to check compliance with the current design standards. This design check is based on the Parsons Brinkerhoff drawing 'Figure 3.3' as submitted with the planning application and included in Appendix A. The check has not included the later options appraisal designs produced by WSP reference '2019.02 - SWTP Option Refinement Report (WSP)'. The design standard used for the original design was the Design Manual for Roads and Bridges (DMRB). The DMRB contains information about current design standards relating to the design, assessment and operation of motorway and all-purpose trunk roads in the United Kingdom. The standards that would have been used to design the SLR were superseded in 2020 by a new suite of documents to have a clear consistent format. Generally, the content of the standards from a technical perspective for the geometrical design of highways has not changed but has been made to be read in a style that clearly states what shall be done. The following paragraphs review the SLR compliance with current standards.

6. Geometric Review of Scheme

6.1 Horizontal and Vertical Alignment

According to the Hereford Planning Statement, the SLR has been designed to a 100kph design speed. The Clehonger Link has been designed for a 70kph design speed.

The alignment of the proposed SLR and Clehonger Link have been designed in accordance with TD9/93 'Highway Link Design' (Volume 6, Section 1, Part 1, DMRB, Highways Agency, February 2002), however this standard has been superseded by CD109 'Highway Link Design' issued March 2020. The Route Plan and Longitudinal Section for the SLR can be found in drawing number 'Drawing reference Figure 3.3' shown in Figure 1.

The horizontal alignment has been reviewed against CD109 (Issued March 2020) to understand whether it is compliant with the latest design standards. The SLR design utilises three horizontal curves with radii of 720m, while the Clehonger Link has a single horizontal curve of 360m radius which all meet the desirable minimum requirements as set out in CD109 Table 2.10. These curves would be required to have a superelevation of 5%, however the current plans and files provided on the planning portal webpage do not include any information regarding crossfalls so we have not been able to review this against the design for crossfall and superelevation.

In the proposed design, transitions have been provided as per CD109. Clause 4.12 With regards to the SLR, the transitions used for the 720m radii curves all have a length of 99m which is the correct transition length for the horizontal curves used. Use of the Equation in CD109 paragraph 4.13 shows that the transition length would be 99.1m when using a q value (rate of increase of centripetal acceleration) of 0.3 metres / sec³ which is acceptable. The transitions length for the 360m radii curve on the Clehonger Link has not been provided on the corresponding long section, however a scaled measurement off the available plan shows a single transition length for the western tie in to the B4349 has been used at a length of approximately 27m. To get a transition length of 27m, you would have to increase the q value above the maximum limit of 0.6 metres / sec³ and hence this would be a departure from standards. There is no transition to the eastern side but this is part of the approach to the roundabout and is therefore not required.

The vertical geometry of the proposed SLR and Clehonger Link design includes a combination of tangents and crest and sag curves. On the SLR, the longitudinal gradients along the tangents range between minimum -1.5% and maximum 5%. In the locations of the horizontal alignment where superelevation is required, the longitudinal gradient is greater than + or - 0.5% which meets the recommendations of CD109 clause 4.8.3. The edge longitudinal fall is required to be 0.5% minimum to ensure drainage of the scheme. Many of the transitions fall

within areas of low long fall, bottom of sags, tops of crests and gradients of 0.7% - Depending on the length the superelevation change is applied over there is a high chance of edge gradients being less than 0.5% with minimal crossfalls also resulting in flat spots, or undesirably long drainage paths if long change over lengths used. Rolling crowns are likely to be needed to ensure good drainage.

The maximum gradient for the proposed SLR, of 5%, is below the desirable maximum of 6% for an All-purpose single carriageway as outlined in CD109 Table 5.1 and therefore acceptable. On the Clehonger Link, the longitudinal gradients along the tangents range between minimum -1.84% and maximum 0.7%. In the locations of the horizontal alignment where superelevation is required, the longitudinal gradient is greater than + or - 0.5% which meets the recommendations of CD109 clause 4.8.3 (this is not a requirement). There are no issues with the maximum gradient of 0.7% if the highway drainage gullies have been spaced appropriately.

With regards to the SLR, the vertical geometry uses a combination of 3 crest curves and 3 sag curves. The three crest curves have K values of 100, 55 and 100 respectively whilst the 3 sag curves have K values of 26. The desirable minimum crest K value for a design speed of 100kph is given as 100 in CD109 Table 2.10 whilst a value of 55 is one step below the desirable minimum crest K value. Likewise, the desirable minimum sag K value for a design speed of 100kph is given as 26. In summary, the sag and crest curves meet the desirable minimum values, except for one of the crest curves which is one step below the desirable minimum. As for the Clehonger Link, it uses a single crest and sag curve with K values of 36 and 24 respectively. The crest curve is above the desirable minimum requirements from CD109 Table 2.10 of 30 while the sag curve is also above the corresponding desirable minimum requirement of 20.

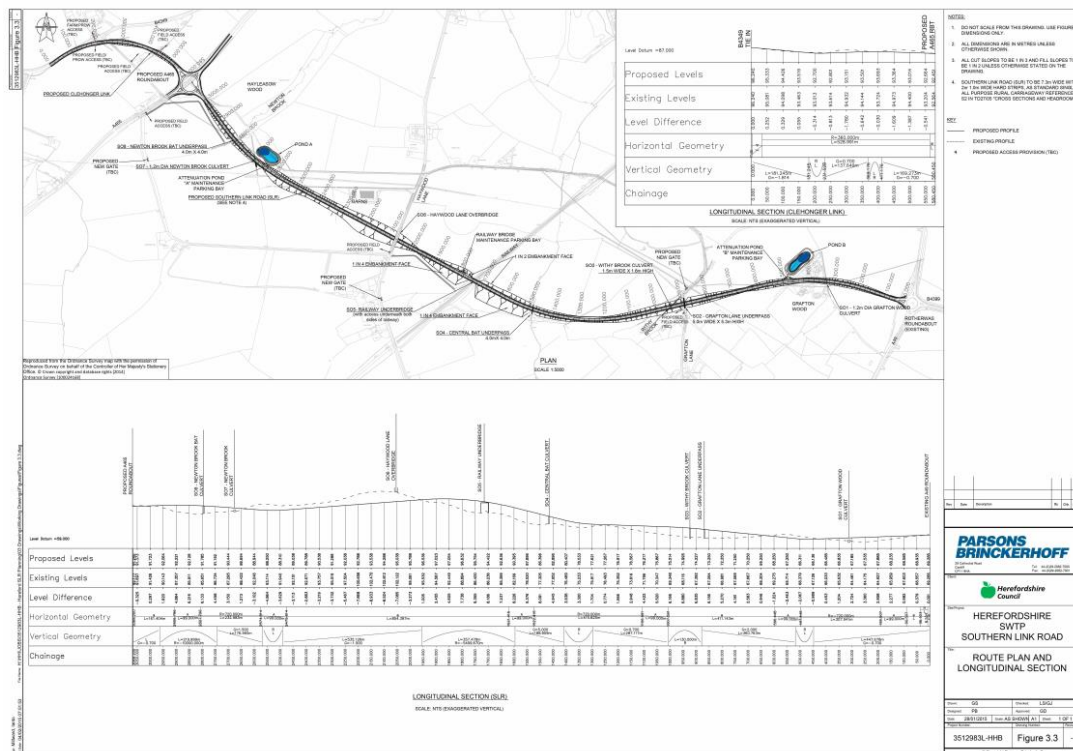


Figure 1 - Current Route Plan and Longitudinal Section Drawing

In summary for this section, there is a one-step relaxation in vertical curvature on the SLR for the crest curve with K value 55 located between chainages 1600.000 and 1950.000.

There is a horizontal departure from standards related to the horizontal geometry on the Clehonger Link where the transition length at approximate chainage 15.000 is shorter than the required length of 34m and uses a q value greater than 0.6 metres / sec³, this violates CD109 clause 4.14.

6.2 Cross-section and Lane Widths

The Planning Statement states that the SLR has been designed as a standard two lane single, all-purpose rural carriageway in accordance with Figure 4-3a of TD27/05 'Cross-sections and Headrooms'. This standard has been superseded by CD127 'Cross-sections and Headrooms', however a review of the same cross-section

(Figure 2.1.1N1e) in the updated standard shows no change in the dimensions of the cross-section components of the SLR design. The planning statement noted that the Clehonger Link also used the same cross-section except for the omission of the hard strips giving an overall hard surfacing width of 7.3m.

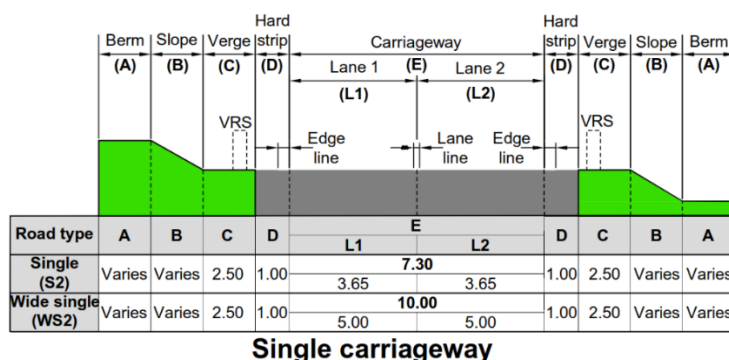


Figure 2 - Illustrative Cross-Section of the proposed Southern Link Road

Measurements were taken along both the SLR and the Clehonger Link and the widths for the lanes and hard strips areas were found to match the dimensions from Figure 2.1.1N1e (shown in figure 2 above). The verge width is 2.5m along most of the scheme route however it has been widened where other design features like drainage pipes have had to be accommodated. These changes are deemed acceptable.

6.3 Overtaking Sections

The scheme should have greater than 30% overtaking areas to conform with CD109 Paragraph 9.2 and 9.4. The design has approximately 10% overtaking based on measurements from the pdf's which would result in a departure from standards. This needs to be reviewed in more detail when the extent of the barriers and 3D model file becomes available.

The design has been reviewed to gather whether overtaking would be safe based on the current lining which uses Diag. 1008.1 from the Traffic Signs Regulations and General Directions centre lines along the whole length of the SLR and Clehonger Link with the exception of the 1004.1 warning lines which have been used on the approach to the roundabouts.

Figure 9.23N2 from CD 109 shows a curve selection chart for horizontal curves and recommends whether overtaking would be suitable or not. With regards to the SLR (where the design speed is 100kph), it states that non-overtaking sections should be designed using the radii shown in section D, which the 720m radii curves along the SLR fall into. It is also suggested that the non-overtaking sections be accompanied with appropriate warning lines (Diagram 1013.1 marking from Chapter 5 Traffic Signs Manual). A review of the Clehonger Link horizontal curve with radius 360m (design speed is 70kph) also shows that it should be a non-overtaking section as per section D.

Therefore, the road marking design needs to be updated to ensure that the diagram 1008.1 centre lines are replaced with diagram 1013.1 non-overtaking warning lines between the chainages where the horizontal curves are present as currently the design suggests overtaking would be allowed throughout the SLR and Clehonger Link.

6.4 Stopping Sight Distance

In the absence of a 3D design model and AutoCAD files for the scheme, the pdf files have been used to review the SLR and Clehonger Link mainline design against the Stopping Sight Distances (SSD) required, in accordance with CD109.

The desirable minimum SSD required along the SLR, both westbound and eastbound, is 215m for a design speed of 100kph in accordance with CD109 Table 2.10. A review of the SSD horizontally shows there may be obstructions to the visibility splays. While there are no issues with the embankments, it is probable that Vertical Restraint Systems (VRS), cuttings and the highway boundary fence will affect these visibility splays and will require the SSD to drop some steps below the desirable minimum recommended standard.

It is not certain, without more detailed design information, how many steps below the desirable minimum the SSD will need to deviate but it is clear that some type of VRS will need to be provided on the SLR. The planning statement states, in paragraph 2.11.1, 'The embankments (see Figures 2.2 and 2.3 from the planning statement) will have a 1 in 2 (26°) slope which will be slackened to 1 in 4 (14°) on the southern slopes adjacent to the railway crossing in order to reduce the impact of the route from the existing properties on Haywood Lane'. The steep embankments would be accompanied by high speeds on the SLR and two large drainage attenuation ponds, therefore, it is recommended that these hazards be evaluated further with a Road Restraint Risk Assessment Process (RRRAP) and a VRS provided as determined by the outcome of the RRRAP. Currently, the only VRS provided from the design documents reviewed is in the form of H4a containment barriers at the Railway underbridge located between chainages 1700.000 and 1800.000. The VRS currently proposed, in general, is deemed potentially inadequate to deal with the hazards to vehicles along the SLR and any additional VRS will have the potential to impact on the SSD and possible addition of relaxations and departures from standard.

The highway boundary fence appears to follow the toe of the embankment around the majority of the SLR. This can be seen from the landscape mitigation proposals plan (drawing number 'Figure 7.4.1') however it is difficult to pinpoint the exact location of the fence since the scale of the drawing is at 1:5000 and no AutoCAD file has been received which includes the fencing. Nonetheless, for vehicles travelling westbound, there is a potential issue with the visibility splays between 300.000 and 460.000 which may cross the boundary fence. For vehicles travelling eastbound on the SLR, there may be issues with the splays being impacted by the fencing between chainages 1320.000 & 1070.000 and 2600.000 & 2660.000. To avoid the issues of the boundary fence, the SSD could be dropped to one step below the desirable minimum.

A vertical check of the SSD for the SLR shows that the desirable minimum SSD can be met along the majority of the vertical profile however between chainages 2050.000 and 1500.000, where the crest curve is one step below desirable minimum, the achievable SSD drops from 215m to 160m which is also one step below the desirable minimum. This combination of one step below the desirable minimum for both SSD and vertical curvature results in a departure from standard.

The desirable minimum stopping sight distance required along the Clehonger Link Road, both westbound and eastbound, is 120m for a design speed of 70kph. Whilst this is achievable travelling eastbound towards the proposed roundabout, the desirable minimum SSD cannot be achieved for vehicles going westbound as the majority of this road is in cut and the visibility splays are obstructed by the earthworks. To ensure there are no obstructions to the visibility envelope, the SSD has to drop one step below the desirable minimum to a distance of 90m. This is an allowable relaxation from standards as long as it is not in the vicinity of a junction as is the case for the eastbound direction. A VRS is not proposed in this area from the design plans, it is assumed that the RRRAP assessment concluded no VRS was required therefore there are no obstructions in achieving SSD of 90m. There were no issues identified with the SSD when doing a vertical check of the Clehonger Link Road.

6.5 Direct Accesses

Seven direct accesses are proposed, according to the Route Plan shown in drawing 'Drawing reference Figure 3.3' Figure 1. The geometry and visibility requirements have been reviewed using CD 123 'Geometric design of at-grade priority and signal-controlled junctions'.

All the accesses meet the geometric requirements of CD 123, with the majority of the accesses utilising minimum 2m splayed entries, whilst one of the accesses on the Clehonger Link Road uses 6m curves instead which is acceptable. The accesses were all assessed for visibility and while two of the three accesses on the Clehonger Link Road achieved the desirable minimum SSD of 120m, one of the accesses required the setback to be reduced to 2m and the SSD reduced to approximately 70m which is 2 steps below the desirable minimum. The access provided on Haywood Lane (design speed of 70kph) would require the hedges to the north of the junction to be removed from within the visibility splay for the SSD of 120m to be achieved even when the setback is reduced to 2m. The impact on the hedges cannot be avoided by going below the desirable minimum SSD, since a portion of the hedgerow will still require removing. It is difficult to confirm from the Ordnance Survey map but reducing the setback from 4.5m to 2m may allow the desirable minimum SSD of 120m to be met when measuring a visibility splay to the south of the junction. The design needs to be confirmed to assess if it is possible to remove any of the hedge line. It may require a departure from standard if the hedge cannot be removed.

6.6 Maintenance Hardstanding Areas

There are two maintenance hardstanding laybys provided on the SLR, for which the geometry and visibility requirements have been reviewed against CD 169 'The design of lay-bys, maintenance hardstandings, rest areas, service areas and observation platforms'.

The maintenance laybys meet the geometric requirements set out in CD169 with the layby having a parking area width of 3.5m. The length of the parking area is 25m. These meet the requirements of a 'simple maintenance hardstanding' area as shown in Figure 7.10.1a in CD169.

Visibility was also measured using the methodology laid out in clause 7.2 of CD169. Visibility is achieved using the desirable minimum SSD of 215m, however this is based on the current design which doesn't include VRS along the SLR, other than at the railway underbridge around chainage 1740.000. If VRS is introduced, it will obstruct a portion of the visibility envelope and possibly result in relaxations or departures from standards.

6.7 Roundabout Design

The SLR and Clehonger Link roads have interfaces with two roundabouts, one is an existing roundabout at the A49 / B4399 junction to the east where a new western arm is proposed whilst the second will be a new roundabout, proposed at the junction between the A465 and B4349 and will have 4 arms – the SLR will form the eastern arm whilst the Clehonger Link will form the western arm.

The geometric design and visibility requirements for roundabouts were reviewed in accordance with CD116 'Geometric design of roundabouts' for the western arm on the A49 / B4399 existing roundabout and all the arms on the proposed A465 / B4349 roundabout. The detailed review can be found in the Appendix B.

With regards to the existing roundabout at the A49 / B4399 junction, where a new western arm is proposed, the geometric design is acceptable in the most part. However, there is a safety concern regarding the traffic island on the western arm where the kerb line isn't tangential with the central island. A review of the road marking plan shows that hatched markings have not been provided on the side of the island for eastbound traffic approaching the roundabout, which could have been used to adjust vehicle paths, so the edge of the markings were tangential with the central island. The current arrangement increases the likelihood of vehicle paths overlapping. The entry width on the western arm is currently circa 7.5m so there is potential scope to adjust the lane width to accommodate the hatched markings. Further work is suggested to remove this safety concern. There are no issues with the visibility requirements of the western arm of this roundabout for the most part, however the location of the highway boundary fence may impact the approach visibility. Without the 3D digital files in AutoCAD format it is difficult to ascertain the exact location of the fence and whether it intrudes into the visibility splay. A detailed review of all the roundabout arms has not been undertaken at this point in time due to the lack of detailed information.

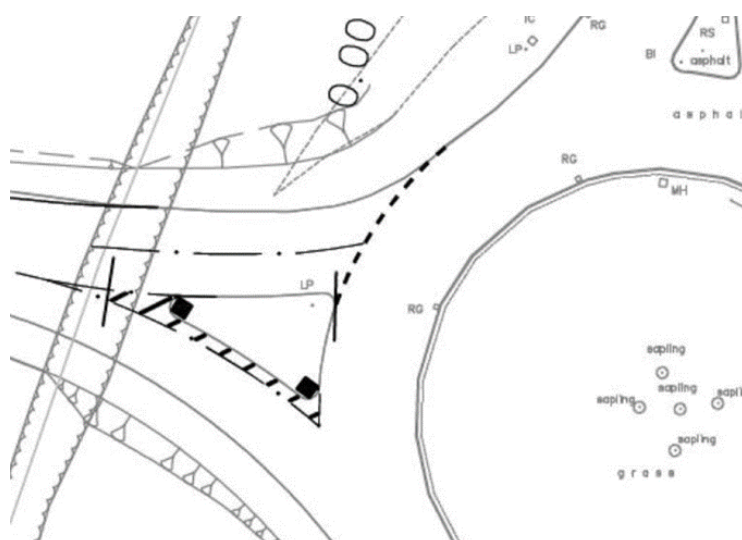


Figure 3 - Proposed markings at the traffic island

on the proposed western arm of the A49 / B4399 roundabout

The proposed A465 / B4349 roundabout complies with the requirements of CD116 and there are no departures from standard identified. It is worth noting here that this review was carried out based on the kerblines reference file shown in the '0500 Series Drainage and Service Ducts Sheet 11 of 13' which is dated 13/04/2016 received from HC. This reference file seems to supersede that which is shown in the 'Traffic Signs and Road Markings' plan which was used to review the A49 / B4399 roundabout (the geometry for this roundabout did not change). Since the Traffic Signs and Road Markings plan does not reflect the latest geometry for the A465 / B4349 roundabout, the road markings at the traffic islands have not been reviewed. The current kerblines arrangement however, without using the hatched markings either side of the traffic island, ensures that vehicles entering the roundabout will not overlap each other on all the arms except the Clehonger Link Road. When the traffic island kerblines on the western arm is projected towards the central island, it is not tangential and therefore the kerblines need to be adjusted or hatched markings should be added to maintain appropriate entry width and ensure vehicles do not overlap each other when entering the roundabout. The Traffic Sign and Road Marking plan did not show the locations of the chevron signs that would need to be placed at the A465 / B4349 roundabout. These signs should be added to the roundabout and placed, so they do not intrude on the visibility splays for drivers entering the roundabout or looking right. Also, the approach visibility on the eastern arm needs to be reviewed further once details on the accurate location of the highway boundary fence have been confirmed as it may go outside of the highway boundary.

6.1 Summary

The documentation received relating to the highway design geometry of the Hereford Southern Link Road and associated works has been reviewed with respect to their compliance with the Design Manual for Roads and Bridges. It is noted that there is limited information available and that the design has been further revised but was not made available for this review. The design reviewed has some issues within it which would require

departure from standards to be approved. It is believed that a departures report is available but this was not shared for review so no comment can be made to the completeness of the departures.

There is also a concern that the revised standards for drainage are more onerous than those used when the scheme was originally developed. A review of the drainage design should be undertaken to ensure compliance with current standards.

No details were provided for a vertical restraint barrier system (VRS) A review of the VRS requirements should be undertaken to ensure that a Road Restraint Risk Assessment has been undertaken and informed the design.

7. Structures

7.1 Overview

A review of the Southern Link Road (SLR) outline structures designs contained in the planning application reference P151314/F, which was granted planning permission in 2016, has been undertaken as detailed below.

The Southern Link Road (SLR) comprises a new road between the A49/B4399 and A465/B4349 junctions, to the south of Hereford. The Planning Statement identifies eight structures on the proposed scheme consisting of: two bridges, one vehicle underpass, two bat underpasses and three culverts carrying watercourses.

7.2 Available Information

There are limited drawings of the structures made available. Of the eight structures, only six are identified on the plan included in drawing 3512983L-HHB-Figure 2.2 Rev. A (Sept. 2015), and these are:

- S01 – Grafton Wood culvert
- S02 – Grafton Lane Underpass (typical section included)
- S03 – Withy Brook Culvert
- S04 – Central Bat Underpass (typical section included)
- S05 – Railway Underbridge (typical section included)
- S06 – Haywood Lane Overbridge

However, the Planning Statement does give descriptions of all the eight structures, and these are summarised in Table 8 below:

Table 8: SLR proposed structures.

Structure Ref	Name	Description
S01	Grafton Wood culvert	No details provided
S02	Grafton Lane Underpass	5m width a minimum headroom of 5.3m spanning over Grafton Lane
S03	Withy Brook Culvert	Standard precast concrete culvert, skewed to road alignment, with security gates
S04	Central Bat Underpass	Has a clear opening of 4m by 4m for bat access

S05*	Railway Underbridge	32.9m single span, integral steel composite deck, spanning over a railway line. 5.1m minimum headroom to be provided and 4.5m maintenance access track to be provided on either side of the Network rail land boundary.
S06	Haywood Lane Overbridge	A single span, integral steel composite deck, spanning over Haywood Lane. Further information.
S07	Newton Brook Culvert	Standard precast concrete culvert, skewed to road alignment, with security gates
S08	Newton Brook Underpass	Has a clear opening of 4m by 4m for bat access

*It is noted that a General Arrangement drawing (3512983L-HHB-S05 rev. B) of the Railway Underbridge was produced in January 2016. The filename indicates that this is an AiP (Approval in Principle) drawing.

7.3 Validity of Structures Design and Next Steps

It is not clear whether Approval in Principle (AiP) documents have been prepared for these structures, and due to the limited information, that has been available, it has not been possible to review the outline designs and whether they can be implemented.

Nonetheless, should AiPs had been produced in accordance with the DMRB standard BD 2/12 Technical Approval of Highway Structures, which was current at the time, the validity of which would have expired. Clause 2.29 of BD 2/12 states that an AiP is valid for three years after the date of agreement with the Technical Approval Authority (TAA).

As the validity of any AiPs, which may have been produced at the time, would have expired, they will need to be updated and to reflect and incorporate changes to the latest suite of DMRB standards. It is not clear, due to the limited information provided, whether Detailed Design (For Construction) drawings and specifications had been produced or design documents had been produced up to planning stage: AiPs and General Arrangement drawings. Any Detailed Design packages produced at the time ought to be checked and updated to comply with the current standards.

In addition, it is advisable to engage with third parties if any of their requirements have changed. Specifically, for S05 Railway Underbridge and the culverts carrying watercourses, it is necessary to initiate conversation with Network Rail and the Environment Agency respectively, to ascertain whether their requirements have been modified.

8. Active Travel Review

8.1 Overview

This section considers the potential for implementation of active travel measures along the Southern Link Road. The purpose of this is to assess the space and demand for active travel measures in the scheme. The existing reports were assessed along with the drawings and other documentation that had previously been provided by other parties.

The Hereford Transport Package and the South Wye Transport Package reports by WSP have included for assessing the possibilities of improving active travel around Hereford. While the reports discuss the improvement of active travel around the South Wye area and in Hereford centre, they do not include for active travel measures to be implemented along the route of the SLR. The conclusion of these reports highlighted possible areas for improvement which mostly consisted of recommendations for improvement to walking and cycling infrastructure on Belmont Road and better active travel connectivity to the Hereford Enterprise Zone. Although the reports were published in 2018 and 2019 the demand summaries can be interpreted the same at this time, however, the design standards used have since been superseded by Local Transport Note (LTN)1/20 on Cycle Infrastructure

Design. The reports suggest shared footway/cycleways, while LTN 1/20 would suggest segregated cycle tracks are required along the SLR.

As the above active travel measures are beyond the extents of the SLR scheme they have been excluded from further review in this report

Additional reviews for Active Travel are being undertaken by Herefordshire under the Herefordshire local plan, Masterplan, County Cycling plan and Local Cycling and Walking Infrastructure Plans.

8.2 Design Requirements

LTN 1/20 was published in July 2020 to improve the cycling design standards that were previously available to improve how active travel can better be implemented into highway improvements. The transport note provides a table with the recommended appropriate protection that should be provided for cyclists of all levels at different design speeds. The table can be seen below. Due to the SLR having a design speed of 100kph and the Clehonger link having a design speed of 70kph it can be seen that any proposed active travel measures for the Southern Link Road should include a fully kerbed cycle track.

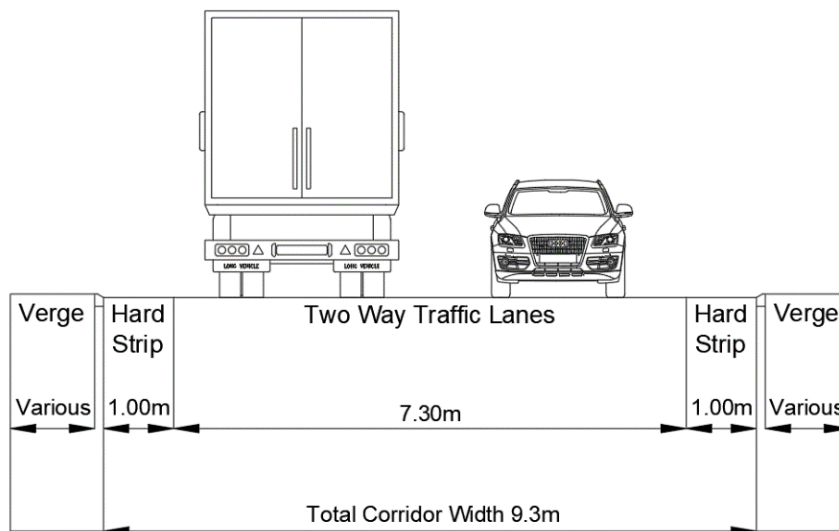
Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

Provision suitable for most people
 Provision not suitable for all people and will exclude some potential users and/or have safety concerns
 Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:
 1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Figure 4 - LTN 1/20 appropriate protection requirements

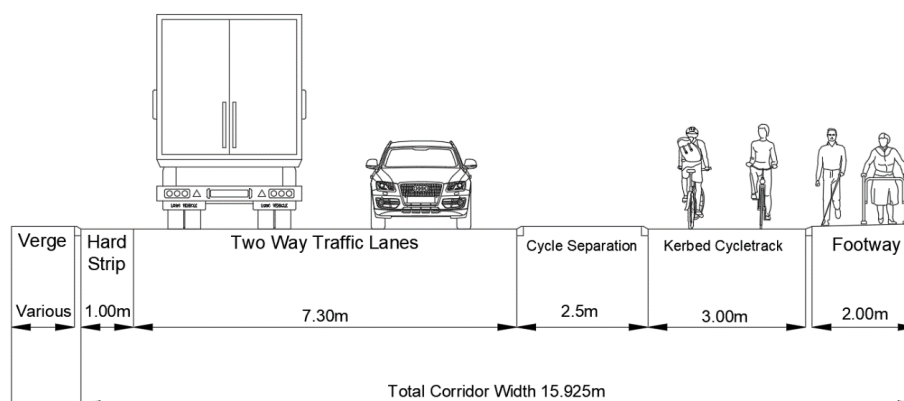
The existing corridor design for the Southern Link Road consists of two 3.65m wide carriageway lanes with a 1m hard strip at either edge before joining the verge which consists of various widths across the scheme, this equates to a total hard standing corridor width of 9.3m. There are six proposed bridges/culverts across the SLR including over the railway which along with the restricted red line boundary provide major constraints for the consideration of active travel measures.



EXISTING CROSS SECTION

Figure 5 – Existing design cross section

LTN 1/20 refers to desirable minimum widths for cycle tracks and traffic separation. In the SLR case, the desirable minimum protected space for the 2-way cycle track is 3m. While the desirable minimum separation between carriageway and cycle track along a 60mph road is 2.5m. Also included is a 2m desirable minimum footway. Using these design parameters, the new total corridor width becomes 15.8m not including the verge to the side without the active travel measures. The assumption for the active travel measures is to replace the existing corridor with the active travel corridor about the centre line of the existing design with the active travel measures placed on the north side of the scheme, this will alleviate the need to redesign the alignment of the existing SLR design. The proposed active travel measures considered will require an additional hard standing width of 6.5m to the north. The proposed active travel corridor is shown below. It should be noted that there may be scope to reduce the footway / cycleway width to absolute minimum with a shared facility which may be more appropriate at this rural location.



DESIRABLE MINIMUM ACTIVE TRAVEL MEASURES

Figure 6 - LTN 1/20 Desirable minimum cross section

8.3 Demand

The demand for cycle infrastructure for the SLR is important to understand when considering active travel options. Hereford Enterprise Zone (HEZ) has been identified as a key location to improve active travel connectivity between areas of Hereford. The B4399 which runs between HEZ and the SLR junction with the A49 currently has no cycle infrastructure and is a similar design to the existing SLR design. To include active travel measures on this section of the SLR and end them with no further cycle infrastructure improvements on the B4399 would not be best practice and would not help in encouraging more people to use active travel to access the HEZ.

Grafton Lane is the highest demand creator for active travel on the SLR. National Cycle Route 46 runs along Grafton Lane with an off carriageway shared cycle route approximately half a mile north of its intersection with the SLR continuing into the centre of Hereford. National Cycle Route 46 runs from Bromsgrove in the West Midlands to Neath in Wales and so presents high cycle demand. The connection of this cycle route to the SLR could be an important factor in the proposal of active travel measures to support better cycle connectivity to the surrounding areas and settlements.

Cleghonger is around 2 miles west of where the SLR will meet the A456 along the B4349. If active travel measures were available along the SLR then it may help to promote the use of active travel for people in Cleghonger and the surrounding area to access Hereford City Centre by utilising access to National Cycle Route 46. However, as previous reports have mentioned, it may be more beneficial to provide this demand with the improvements of cycle connectivity along the A465 and the A49 as these routes provide a more direct journey into the city centre.

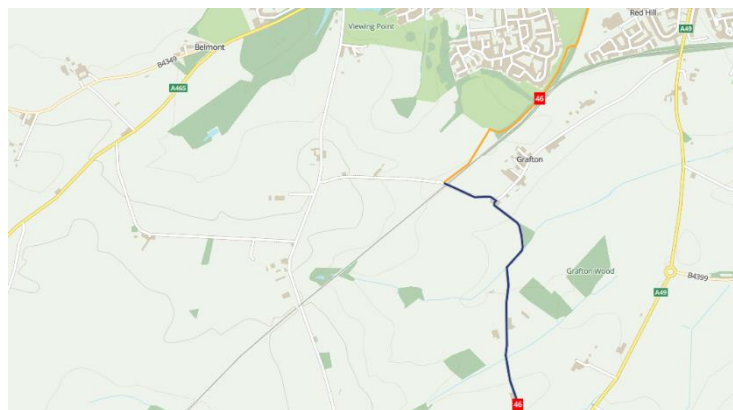


Figure 7 - National Cycle Route 46

Any future developments, including residential or industrial, in South Wye and the surrounding area may increase the demand for active travel measures along the SLR. However, without an appreciation for the potential growth of this part of Hereford, this has not been considered.

8.4 Constraints

The constraints of implementing the active travel measures discussed along the SLR are attributed to a restriction of space, either due to the addition of active travel extending beyond the red line boundary for the scheme or restrictions at structures across the project. The requirement of 6.5m of extra hard standing width presents difficulties within the existing proposals as active travel measures were not considered during the initial design.

8.5 Summary

The active travel measure presented above cannot be accommodated within the existing red line boundary due to the larger cross sectional width required along the length of the route and at pinch points such as the rail and road bridges

A review of alternative active travel measures should be undertaken in order to ensure links to existing routes are enhanced and integrated where possible within the existing red line boundary.

9. Commercial Review

9.1 Commercial review of Full Business Case

A review of the cost estimate for the SLR has been undertaken. Due to the limited information that has been available it has not been possible to undertake a full cost estimate review of rates and items. This cost estimate has therefore been limited to a review and uplift of the values identified in the Financial Case report for the South Wye Transport Package. The Financial report included the Southern Link Road and a series of active travel measures in Hereford. The active travel measures have been removed from this review as they are assumed to be delivered under a separate commission.

It has been concluded that it will be difficult to add active travel measures to the existing Hereford Southern Link Road scheme within the current red line boundary. Therefore, no cost estimate has been undertaken at this time.

The scheme costs in the full business case were developed by Balfour Beatty Living Places (BBLP) Table 9 includes the BBLP / FBC costs as described below.

- Construction activities
 - Based on detailed construction activity schedule from BBLP in table 9 and review of tender documents returned
- Third party costs
 - Costs for Statutory Undertakers at £1.09 million based on budget estimates provided by the four affected utility providers (Dŵr Cymru / Welsh Water, Western Power Distribution, Cadent and BT Openreach);
 - *National Highways (formerly Highways England) agreed commuted lump sum of £89,025; and
 - Network Rail costs cover items such as Basic Asset Protection Agreements (BAPA) for the design and construction phases and the potential relocation of a mast. A BAPA for the design phase was agreed with Network Rail for a cost of £25,000.
- Professional Fees
 - Construction phase supervision and project management costs have been based on an estimate of 5% of construction activities and third party costs to give an estimate of £941,763
 - Design fees for the scheme are estimated at £6.4 million (rounded to the nearest £0.1 million) and covers design and development fees to date and forecast costs up to the construction phase.
 - Adding the construction phase supervision and project management costs to the design fees, as well as accounting for costs incurred by Herefordshire Council project management team during this period, provides a cumulative professional fees total of £7.4m (rounded to the nearest £0.1m).
- Land Costs
 - Land costs for the scheme at January 2019 are anticipated to be £2.0 million including £191,387 spent on land purchased to date, with a further £204,600 of land costs following exchange of contracts with a landowner. The remaining land costs are assumed incomplete

unless otherwise confirmed by HC and will require to be completed following confirmation of CPO/SRO Orders.

- Risk and contingencies
 - A Quantified Cost Risk Assessment (QCRA) was prepared based on the DfT prescribed four-step process in the FBC financial case. The mean post-mitigated cost is £1.4m (rounded to the nearest £0.1m).

An exercise of uplifting the original costs produced by BBLP for the Southern Link Road Project from Q2 2018 (index 326) to Q3 2023 (index 386) with the TPI increasing by 18% in this period. The indexes used for the uplift are from BCIS and can be found in Appendix C. This exercise covers the price increase from when the original costs were produced (Q2 2018) as described above to today's date (Q3 2023). BCIS predicts TPI to increase by a further 13% from Q3 2023 (today) to Q1 2027 (potential project start date). The exercise was split as per the original split by BBLP and can found below: SLR Risk-Adjusted Cost Estimate Table 9.

The costs have been inflated to Q2 2027 rates in the right column (in both table 9 and 10). These costs exclude construction inflation to the midpoint of the project and includes tender inflation up to Q2 2027.

There is a discrepancy between the costs in the SLR Risk adjusted cost estimate in table 9 below which was taken from the FBC report compared with the detailed construction activity costs in table 10 below. This should be investigated to ensure that the overall cost is accurate.

Table 9: SLR Risk-Adjusted Cost Estimate – with AECOM TPI increase

SLR Risk-Adjusted Cost Estimate	SLR Risk-Adjusted Cost Estimate	SLR Risk-Adjusted Cost Estimate	SLR Risk-Adjusted Cost Estimate	SLR Risk-Adjusted Cost Estimate
WSP DESCRIPTION	BBLP COST	AECOM RECALCULATION AMOUNT	REBASED COSTS FROM Q2 2018 TO Q3 2023	REBASED COSTS FROM Q3 2023 TO Q2 2027
Construction Activities	£17,638,184	-	£20,884,476	£23,589,718
Third Party Costs	£1,220,270	-	£1,444,860	£1,632,018
Professional Fees	£7,380,888	-	£8,739,334	£9,871,372
Land Costs	£2,000,000	-	£2,368,098	£2,674,847
Risk and Contingencies	£1,486,591	-	£1,760,197	£1,988,201
Risk-Adjusted Cost Estimate	£29,679,342	£29,725,933	£35,196,965	£39,756,156

The below Table 10 consists of detailed construction activity schedule from BBLP.

Table 10: FBC Construction Costs – with AECOM TPI increase.

SLR – Construction Costs	SLR – Construction Costs	SLR – Construction Costs	SLR – Construction Costs	SLR – Construction Costs
SERIES	DESCRIPTION	AMOUNT	TOTAL	AECOM RECALCULATION AMOUNT
	CONSTRUCTION ACTIVITIES			
200	SITE CLEARANCE	£83,014		
300	FENCING	£268,183		
400	ROAD RESTRAINT SYSTEMS (VEHICLE AND PEDESTRIAN)	£316,405		
500	DRAINAGE AND SERVICE DUCTS	£1,141,223		
600	EARTHWORKS	£3,972,449		
700	PAVEMENTS	£2,565,560		
1100	KERBS FOOTWAYS AND PAVED AREAS	£179,113		
1200	TRAFFIC SIGNS AND ROAD MARKINGS	£207,760		
1300	ROAD LIGHTING COLUMNS AND BRACKETS, CCTV MASTS AND CANTILEVER MASTS	£47,000		
1400	ELECTRICAL WORK FOR ROAD LIGHTING AND TRAFFIC SIGNS	£100,362		
1500	MOTORWAY COMMUNICATIONS	£67,210		
2700	ACCOMMODATION WORKS	£147,365		
3000	LANDSCAPE AND ECOLOGY	£917,750		
	STRUCTURES - (prices based on approximate estimating, therefore OH & P included, Spons p.75)	£2,896,672		
	Temporary Works	£732,576		
		SUB TOTAL	£13,642,641	£13,642,642
	ADD FOR CONTRACTOR'S OH&P (not included in above rates) 12.50%	£1,457,302		
	ADD FOR CONTRACTORS RISK	£750,000		
	ADD FOR CONTRACTORS INFLATION	£1,460,000		
	PRELIMINARIES (INC. TRAFFIC MANAGEMENT)	£2,927,381		
		SUB TOTAL	£6,594,683	£6,594,683
		ESTIMATED CONSTRUCTION COSTS	£20,237,324	£20,237,325
	AECOM - REBASED COSTS FROM Q2 2018 TO Q3 2023			£23,961,986
	AECOM - REBASED COSTS FROM Q3 2023 TO Q2 2027			£27,065,870

A review of the construction costs against the tenders received by Herefordshire Council in October 2018 was undertaken. There were 3 compliant tenders received by the client of £17,479,187.77, £17,295,299.11 and £33,997.00. If we exclude the higher tender then the remaining 2 are within 15% of the estimated construction cost from the original South Wye Transport Package Financial Case.

The tax situation associated with various construction items has changed since October 2018 which will further inflate costs (red diesel and land fill tax).

AECOM would be able to provide a more accurate cost if the scheme was remeasured and costed by AECOM based on the revised design were it made available.

Design guidance has pushed against the use of culverted watercourses rather than open span structures. This issue could be raised in the preparation of an ES Addendum and could be raised as a potential objection at Public Inquiry. Any change to provide open span structures would have significant cost and programme implications.

A similar project, that is currently under construction, has a cost of **construction cost** £33.8M when scaled proportionally to the SLR. A simple comparison between this and the rebased SLR construction cost of £24M shows a large difference of £9.2M. Therefore it would be advisable to involve a contractor at an early stage to provide input into the changing costs of materials particularly due to recent global events such as the Covid pandemic and difficulties/ increased cost of procuring materials.

9.2 Summary

The review of the commercial aspects of the SLR has been limited to an uplift of existing FBC financial case.

The design fees in table 9 have been partially paid for by HC. An assumed fee of 15% of the original BBLP has been estimated to be required to complete the project on the assumption that there is no further design work except for minor amendments, environmental resurveying and land acquisition as well as taking the project through construction support. It is therefore estimated that £8.4m has been spent with £1.47M fees remaining.

The total risk adjusted cost is therefore reduced from £39,756,156 by £8,401,372 to £31.4M rounded to the nearest £0.1M.

10. What Next / Gap Analysis

The review of the documentation in concluding the next steps has been limited to the available information received from HC. Existing design information was not received in sufficient detail to enable a full review of some items within the scope of this commission. Each section has been summarised below and are available within the detailed sections for each element.

10.1 Planning Application

Planning application ref. P151314/F is considered to have been lawfully implemented and works to construct the SLR can proceed in accordance with the approved plans, however it is understood the Client seeks to make potential amendments to the Scheme. Any changes outside of the red line boundary would require a new planning application. There are several mechanisms available for amending a planning permission. It is recommended that once the nature and scale of any potential amendments have been established a further review is undertaken to advise on the most suitable mechanism for amending the planning permission. This matter should also be discussed with the LPA to ensure their 'buy in' on the preferred approach. Consideration should also be given as to whether the potential amendments trigger any changes to Likely Significant Effects as presented with the EIA. This might impact on the mechanism used to amend a planning permission as well as information required to support an application.

10.2 Environmental Assessment

10.2.1 If the Scheme is Progressed as Currently Consented

If the Scheme were to be progressed as currently consented, and there was no need to apply for external funding, at a minimum there would be a requirement to discharge any outstanding pre-commencement / pre-construction conditions attached to the planning permission.

Conditions 6 and 7 relating to the CEMP were partially discharged by the LPA following the submission of two CEMPs (a Final Phase 1 CEMP and Draft SLR CEMP). The decision notice states that a Final CEMP which should build upon measures in the Draft CEMP should be submitted for discharge before any works outside of Phase 1. The Draft SLR CEMP contains a number of outstanding action points for the Final CEMP to include, for example:

- a description of construction activities (including phasing timing, scheduling and sequencing of works) which will inform the rest of the CEMP;
- production of a Noise method statement; refinement of the requirement for noise barriers once a programme of works and a schedule of plant items is available; an out of hours protocol providing a noise and vibration assessment of out of hours works;
- production of a Pollution Incident Control Plan; and
- production of a Site Waste Management Plan.

In addition, there may be other elements of the Draft CEMP which require updating for the Final CEMP due to the time that has elapsed since its production, reflecting evolving best practice and guidance.

Condition 8 (soil management) has also been partially discharged on the basis of a submission of a Materials Management Plan for Phase 1 of works only. A Materials Management Plan for the remaining construction work would have to be submitted prior to the commencement of any works.

It is also considered that there would be a legal obligation to undertake new ecological surveys even where suitable mitigation was implemented under licence previously for the purpose of obtaining relevant European Protected Species (EPS) licences from Natural England. This is because the ecological baseline for the Scheme may have altered and sufficient time has passed that protected species may have colonised areas not previously inhabited (for example, badgers will frequently build new setts, use them for a short period and then abandon them). In addition, guidance, policy and legislation has been updated over the past decade and requires up to date consideration to ensure mitigation remains appropriate such that the effects remain as those outlined in the ES. For this reason, updated species-specific surveys would also need to be carried out even where a likely absence was established previously. Where updated surveys establish the presence of protected species to be

impacted by the Scheme, licence applications must be prepared and submitted to Natural England, who typically have a determination period of at least 30 working days (and an additional five working days to acknowledge receipt). Ecological works are seasonally constrained and sufficient time would need to be allowed prior to the construction of the Scheme to allow for new surveys to be carried out, licences acquired, and mitigation put in place. Terrestrial and aquatic ecology planners outlining the seasonal constraints for survey and mitigation work are provided at Appendix D. It's anticipated that the necessary surveys could be carried out within one cycle, by March 2025 at the earliest.

It is considered unlikely that a Biodiversity Net Gain Assessment would be required unless there are material changes to the Scheme.

Whilst not a legal requirement, given the length of time that has lapsed, fresh engagement with the public and stakeholders would be beneficial to increase awareness and support for the Scheme.

10.2.2 If Changes to the Scheme are Required

It is considered most likely that the Scheme would be amended via either an application under Section 73 of the Town and Country Planning Act, or by a new full planning application.

Given the length of time that has elapsed since the planning application for the Scheme was first prepared, it is important to note that the public consultation undertaken would no longer be considered reflective of the current relevant stakeholders, and new public consultation should be undertaken regardless of the type of application submitted.

As per Section 10.2.1, in this instance, a suite of updated ecological surveys would be required to fully inform the Scheme, mitigation measures and any licensing requirements.

If there are material changes to the Scheme, it is considered likely that a Biodiversity Net Gain BNG Assessment will be required.

10.2.3 Section 73 Application

Any material alteration to the Scheme that would not alter the planning application boundary would result in the need for an application to be submitted under Section 73 of the Town and Country Planning Act 1990 (As amended). This application would require an in-depth ES Addendum and updates to baseline information as noted in Section 3Table 4, including the undertaking of a Climate Assessment (this not previously having been carried out). This is in order to meet validation requirements and show compliance with current policy and legislation, though the exact scope of work to be undertaken would need to be confirmed with the LPA. This could include updated noise modelling for any additional receptors within the vicinity and a review of archaeological requirements.

Alterations to the Scheme may result in changes to the required material volumes, impacting upon the number of vehicle journeys incorporated into the traffic modelling; this would have wider impacts upon other technical disciplines, such as air quality and noise. Changes to the position / layout of the Scheme design will require review of the assessment for other topics.

A suite of updated ecological surveys and assessments (to include HRA Screening and an ES chapter) would be required to fully inform the Scheme, mitigation measures and any licensing requirements. A BNG Assessment may be required.

It is strongly suggested that, if a Section 73 application were to be progressed, discussions are held with the LPA to identify the exact nature and scope of the application. It is assumed that, with the exception of new assessments, the ES addendum could be prepared assessing the new baseline but using the same methodology as the original application, so that comparisons can be made between the old and new schemes. In addition to this, it may be required that the Scheme is also assessed using the latest guidance and methodology. The need for new assessments, such as climate change and BNG, would be at the discretion of the LPA. The feasibility of progressing a planning application under Section 73 is heavily dependent upon the extent of the changes that are proposed. The ES addendum itself may drive design changes that lead to having to make a full planning application.

10.2.4 Full Planning Application

Changes to the Scheme which would alter the planning application boundary would result in the need for a new, full planning application supported by a new ES and suite of technical assessments in line with current policy and methodologies as outlined in Table 55. A new scoping opinion would need to be sought from the LPA in order to confirm the nature and extent of any planning application.

A suite of updated environmental surveys and assessments would be required to fully inform the Scheme, mitigation measures and any licensing requirements. It is likely that a BNG Assessment would be required.

10.3 Funding and Business Case Development

If external funding is required in order to progress the Scheme, then it is likely that the full business case would need to be revisited as part of a funding application. The most common avenue for funding, the Department for Transport (DfT), follows the five-case model as outlined in The Green Book: Central Government Guidance on Appraisal and Evaluation (HM Treasury, 2022⁷). This requires business cases to:

- set out a robust case for change that demonstrates how the proposal has a strong strategic fit to the organisation's priorities, government ambitions and the area(s) in scope – the 'strategic dimension';
- demonstrate the value for money and the best choice for maximising social welfare through options appraisal – the 'economic dimension';
- illustrate the commercial viability and supply-side capacity for the proposal – the 'commercial dimension'
- demonstrate the proposal is financially affordable – the 'financial dimension'; and
- set out the proposal's deliverability through the effective development of plans, management and resources to oversee the project from outputs to outcomes – the 'management dimension'

The programme of business case development can vary depending upon the nature and scale of the proposal, but is typically formed of three stages:

- Stage 1 - Strategic Outline Case (SOC);
- Stage 2 - Outline Business Case (OBC); and
- Stage 3 - Full Business Case (FBC).

The DfT Transport Analysis Guidance (TAG) (2022⁸) provides more detailed insight as to how to conduct transport studies, however the development of a business case would require the undertaking of an environmental appraisal of the proposed scheme based upon current baseline data and assessment and that is in line with the latest legislation and guidance. The requirements of other funding bodies may differ slightly but would likely follow a similar format.

The need for landscape monetisation to be incorporated into a business case would also need to be considered.

10.4 Environmental Status

Existing environmental survey information is now considered out of date. They are required to be updated to inform the production of the CEMP as required by planning condition, and to inform EPS licence applications to Natural England for works which may impact any identified protected species. These surveys are expected to be able to be completed by March 2025. Additional environmental works may be required, for example if an amendment to the planning permission due to a material change to the design is sought, or at the request of an external funding body such as the DfT.

⁷ HM Treasury (2022). *The Green Book: Central Government Guidance on Appraisal and Evaluation*. Available at: [The Green Book](#) [Accessed 29-09-2023]

⁸ Department for Transport (2022). *Transport analysis guidance*. Available at: [TAG](#) [Accessed 05-10-2023]

10.5 Transport modelling and appraisal review

The documentation relating to the strategic transport modelling and appraisal of the Hereford Southern Link Road and associated works has been reviewed with respect to the Department for Transport's Transport Analysis Guidance. At the time the strategic modelling and appraisal was undertaken, February 2019, the forecast and appraisal of the scheme was considered to be in accordance with industry guidance.

As outlined in the recommendations, there are a number of refinements to the strategic transport modelling and appraisal of the SLR which should be addressed to ensure the work is consistent with the latest TAG issued by the DfT. These relate to a variety of topics, including the age of the strategic transport model, uncertainty log, representation of trip rates and travel patterns in the model and the impact of COVID-19, assumptions about the design and opening of the SLR, and ensuring the full impact of the scheme is captured in the latest version of DfT software.

Should this scheme require additional funding from the DfT, it is expected that Herefordshire Council will be asked to address the strategic transport modelling and appraisal which has been undertaken, and update traffic forecasts and economic appraisal to ensure they are in accordance with current DfT TAG.

10.6 Highways

It is understood that a full suite of drawings and specification are in place for the construction of this project. Design checks were undertaken based on the limited information available from the planning application drawings which were used to identify design issues. The standards have not substantially changed regarding the geometry and layout of the highway design. Assuming that the design was compliant with design requirements and relaxation / departure from standards, which should have been identified within the original design, have been reviewed and approved, including those issues identified in this report then the project can proceed with the current design with the following to be considered.

As the received information was very limited (general arrangement drawings from the planning application at 1:1500 scale) It is suggested that a full review of design information is undertaken to ensure that the construction issue pack is complete together with the site and works information pack.

A review of the existing statutory undertakers' equipment should be undertaken to ensure no further utilities are required to be diverted and that the current diversions are still valid. HC should consider whether it's worth completing a digital 3-D clash detection exercise to reduce the likelihood of potential conflict and associated standing time when on site.

A review of the drainage design should be undertaken to ensure that the design complies with current standards. We require confirmation that the drainage network has been designed with a 20% allowance for climate change. The ES Addendum climate assessment is likely to result in some drainage re-design to allow for increased rainfall intensity and run off. This would include the provision of larger balancing facilities to mitigate downstream flooding. The DMRB now requires a sensitivity test to allow for a 40% climate change. This will be picked up in the ES addendum.

A review of the proposed highway cross section and potential departures from standard could be undertaken to assess whether sufficient width can be obtained to enable the provision of improved cycleway/footway facilities.

A full review of the lighting may be required to be undertaken to ensure that it meets current illumination standards and practices.

10.7 Structures

HC should confirm the status of the AiPs in accordance with the DMRB standard BD 2/12 Technical Approval of Highway Structures. As the validity of any AiPs, which may have been produced at the time, would have expired, they will need to be updated and to reflect and incorporate changes to the latest suite of DMRB standards.

Design guidance has pushed against the use of culverted watercourses rather than open span structures. This issue could be raised in the preparation of an ES Addendum and could be raised as a potential objection at Public Inquiry. Any change to provide open span structures would have significant cost and programme implications.

HC should consider future proofing the proposed structures to provide sufficient width for a future active travel scheme. This item would require discussion with the planning authority to ensure that any such amendments can be achieved without a full planning application.

Discussions with third parties, Network Rail and Environment Agency, are required to establish if their requirements had changed whilst also planning the bridge construction to ensure adequate possession dates are available within the construction period.

Any design drawings and specification need to be checked, to ensure compliance with the latest design standards, and updated accordingly.

10.8 Active travel

It is recommended that a full review of the active travel provisions are undertaken in the future to understand what alternative measures could be introduced along adjacent routes and residential areas to improve connectivity. This would complement works being undertaken on other active travel reviews within Hereford such as the Town planning review and the Hereford Masterplan.

10.9 Commercial

The commercial review of the design is based on the South Wye Transport Package Financial Case which utilised the Outline Business Case / Tender documents received from HC. This review has been limited to an uplift to the original costs in the FBC to bring them up to a construction start date of 2027.

These would include minimal additional design fees at this stage as it is not clear from the information that was made available whether any design changes are required to take the design to construction issue. The design fees in table 9 have been partially paid for by HC. An assumed fee of 15% of the original BBLP has been estimated to be required to complete the project on the assumption that there is no further design work except for minor amendments, environmental resurveying and land acquisition as well as taking the project through construction support. It is therefore estimated that £8.4m has been spent with £1.47M fees remaining. Should further design work or reapplication of the planning application then this fee would need to be increased as appropriate

The total risk adjusted cost is therefore reduced from £39,756,156 by £8,401,372 to £31.4M rounded to the nearest £0.1M based on the above assumptions.

The land costs are assumed incomplete unless otherwise confirmed by HC and will require to be reviewed following confirmation of CPO/SRO Orders and have therefore been retained as the original value.

AECOM would be able to provide a more accurate cost if the scheme was remeasured and costed by AECOM based on the revised design were it made available.

10.10 Timescales

Environmental surveys need to be redone to bring the survey information up to date in order to inform the production of the CEMP as required by planning condition, and to inform EPS licence applications to Natural England for works which may impact any identified protected species. Ecological works are seasonally constrained and sufficient time would need to be allowed prior to the construction of the Scheme to allow for new surveys to be carried out, licences acquired, and mitigation put in place. Terrestrial and aquatic ecology planners outlining the seasonal constraints for survey and mitigation work are provided at Appendix D. It's anticipated that the necessary surveys could be carried out within one cycle, by March 2025 at the earliest. Natural England typically have a determination period of at least 30 working days for a licence application (and an additional five working days to acknowledge receipt).

Should any material changes to the Scheme be proposed which require the submission of a Section 73 application or a new planning application, additional time would be required for further environmental assessment works as described in Section 10.2. There may also be additional requirements for environmental assessment from the funding bodies, for example the DfT, which will entail additional time.

If the same Technical Approval Authority is used as for the original structures design, and they are comfortable with the original designs and design standards used at that time, obtaining approval for the AIPs will be straight forward and would be completed in weeks. However, the worst-case scenario would involve re-design to new standards that would require revised AIP, technical approval, design check and certification. This could take up to nine months to finalise. Assuming that any redesign work required maintains the structural form and similar aesthetic appearance of the original design, this will not impact planning.

The drainage design is likely to require updating due to allowances required for climate change. The time required to make such changes will be dependent on the availability of design calculations for the existing network. It would be reasonable to allow a duration of three months to complete this task. The impact of such changes will require discussion with the planning authority. If they cannot be implemented under a Section 73 application, this could result in the submission of a full planning application. The revised design, including the provision of additional/increased attenuation features may result in departures from standard. The time for preparation and approval of these departures would need to be allowed for in the timescale of this task.

The original design requires more detailed analysis to verify compliance with the CDM regulations. Various design standards, design guidance and best practice has changed since the original design was approved. Design improvements are in part driven by CDM. Off-site fabrication has become much more commonly used to reduce site-based operations, often completed at height. For example, bridge edge beams are often now installed with built in parapets. If any such items are identified, it will be difficult to ignore them due to the CDM implications, and may lead to design changes and associated programme impact.

Reworks for traffic modelling would need to be undertaken to ensure that the FBC is in place. Note that changes to the traffic modelling may impact the BCR and undermine the planning application.

The CPO process should be run alongside discussions regarding purchase of land to ensure that the land can be acquired under the legal route should the need arise. It is estimated to require a 24 month duration to undertake the full CPO process which would need to be started in Q3 2024 to enable a potential start on site by Q3 2026. Note that if reasonable objections are raised this could lead to a public inquiry and judicial review, with further design changes and associated delays.

If the project went to Public Inquiry there are some new considerations that an objector could raise to get the scheme rejected. Some of these would be covered in the ES Addendum such as carbon management. A full review of all scheme documentation would be required to ensure that all necessary documentation has been prepared and appropriately considered. Any newly specified documentation would need to be prepared to enable informed responses to potential objections e.g. WCHAR.

If the scheme went to Public Inquiry HC should try to engage those individuals involved in the design process as expert witnesses. Considerable effort would be required by others to take on these roles, where they only have limited detail of the scheme.

We need to understand the views of the planning authority to ascertain whether the orders process could run in parallel with the outstanding design items.

If a full planning application is required the opportunity would arise to include active travel measures within the footprint of the scheme.

An indicative programme is included in Appendix E to plan out the activities through to start of construction. The programme assumes windows to undertake the ecology surveys as described above. It should be noted that if this window is missed then the programme will be required to extend to the next calendar year. The programme assumes the 24 month CPO process as described above although it is expected that the land purchase will be under a negotiated process with the formal CPO process running alongside. This could reduce the timescale for this activity considerably to a possible 12 month duration which would result in a start of construction date of Q2/Q3 2026.

A construction period of approximately 18 months is expected to be achievable, it would be advisable to engage with a contractor at the earliest opportunity to ensure that the construction can be phased to achieve the 18 month timescale.

The programme is caveated by the following:

- Indicative programmes based on the limited information available to AECOM.
- CPO process to be completed in conjunction with the negotiated land acquisition in case negotiated route is not accepted
- No time has been allowed to complete Planning Applications for Haul roads / topsoil storage areas
- Any design changes undertaken by others since the planning approval are assumed to be Non material changes
- No further Ground Investigation assumed required, review of existing GI information only
- FBC to be limited to minor update of current report
- Planning Application assumed acceptable and not subject to reapplication (assumes amendments can be completed under S73 – 16 week determination may be challenging)
- No allowance has been made for any further flood modelling. EA approvals are currently time consuming due to lack of EA resource for approval.
- Programme makes no allowance for any archaeological works. If archaeological trenching works are required by County Archaeologist and make findings, strip map and record works could be required with significant additional duration and cost.
- No allowance has been made for the design of service protection slabs. The appraisal and approval of any such designs can be drawn out.
- The environmental surveys make no allowance for the relocation of any wildlife identified (e.g. badgers/ newts).
- The environmental surveys make no allowance for the removal of any invasive species (Japanese knotweed / Himalayan balsam).

10.11 Risks

Natural England has the discretion to reject an application for an EPS licence if the supporting evidence is poor. Should updated environmental surveys not be obtained, there is a risk that Natural England could refuse the relevant licence applications based on the age of the existing survey data. Surveys would then need to be conducted in order to obtain the appropriate licences, and this may have impacts on the timescales of the project. Conducting works which may impact on EPS (such as damaging or destroying a breeding site or resting place of a protected species) without the appropriate licence is a breach of the Conservation of Habitats and Species Regulations 2017 (as amended in 2019).

Early engagement with the LPA and the funding bodies is required to understand their requirements with respect to environmental work in the case that amendments to the planning permission are sought, or a business case is required to be prepared.

10.12 Summary

This report sets out the validity of the planning application and reviews reference P151314/F ('the Southern Link Road (SLR)') as well as reviewing existing design information and presents a 'what next' for all elements of the scheme, identifying risks to the project.

The report presents the client with sufficient information to make informed decisions about each element of the scheme and determine the way forward.

Scheme proposals Planning Application figure 3.3



Appendix B

A49 / B4399 / Hereford SLR Roundabout Review Document

Roundabout Name: A49 / B4399 / New Link Road Rtc (Hereford)

Roundabout Type: Normal

Roundabout Arms				Speed Limit (MPH)				Design Speed (MPH)				Des Min SSD (m)			
Arm				Name				Ref CD 109							
Arm -1				S/L - Western Arm				60				215m			
Arm -2															
Arm -3															
Arm -4															

Roundabout Geometry																
Arm	D - Inscribed circle diameter (m)	Width of Circulatory Carriageway (m)	Diameter of Central Island	Traffic splitter islands	Vehicle Swept Paths	Flare Length	PMI - Conflict (entry) angle (deg)	Arc of Splitter Island	Entry radius (m)	Entry path Radius (m)	Exit Width (m)	Exit Radius (m)	Forward visibility on approach (m)	Forward visibility at entry	Right Hand Visibility at Giveway	Right Hand Visibility at 15m from Giveway
Clause DMBB CD116	3.5	3.6	3.7	3.10	3.14.3	3.17.1	3.18.1	3.18.2	3.15.1	3.26	3.28.2 and 3.28.3	3.25.3	3.37 to 3.42	Figure 4.3N Table 3.43	Figure 3.45 Table 3.43	Figure 3.46 Table 3.43
Design standards (For 'Normal' Roundabouts)	23m min - 100m max	1 to 1.2 of maximum Entry width, 8.4 x 1.2 x 10m Range 8.4m to 10m	4m minimum. (No planting on islands less than 10m dia. 3.7.3)	Kerbed traffic islands required on each approach	Vehicle swept path analysis required for largest design vehicle	Minimum flare length of 5m in urban areas and 25m in rural areas	No less than 20 degrees and no greater than 60 degrees	The both line of the traffic island should lie on an arc which, when projected forward, meets the central island tangentially.	Not less than 10m. Not greater than 200m.	Shall not exceed 100m	7m to 7.5m at single carriageway. Taper at 1:15 to 1:20. 6m min at nose to island.	20m-100m	SSD required to give way line. Use CD 109 for SSD distance.	40m	40m	40m
1	Circa 60	9.0m	42.0m	Yes	Free - 15m articulated lorry tested	circa 30m	50 Degrees	No	20mR	60.0	between 7.0 and 7.5	60mR	Compliant	Compliant	Compliant	Compliant
2																
3																
4																
CD116 Designation:																
If the current island geometry is to be retained, the hatch markings need to be adjusted so that the edge of the markings is tangential with the central island.																
Keep verge and central island landscaping clear of visibility splays																

OK, within standard CD116

Non compliant

Non compliant, but not safety issue. Or information / design not yet available

Observations

Roundabout Name: **A465 / B4349 / New Link Road Rbt (Hereford)**

Roundabout Type: **Normal**

 = OK, within standard CD116
 = Non compliant
 = Non compliant, but not safety issue. Or information / design not yet available.

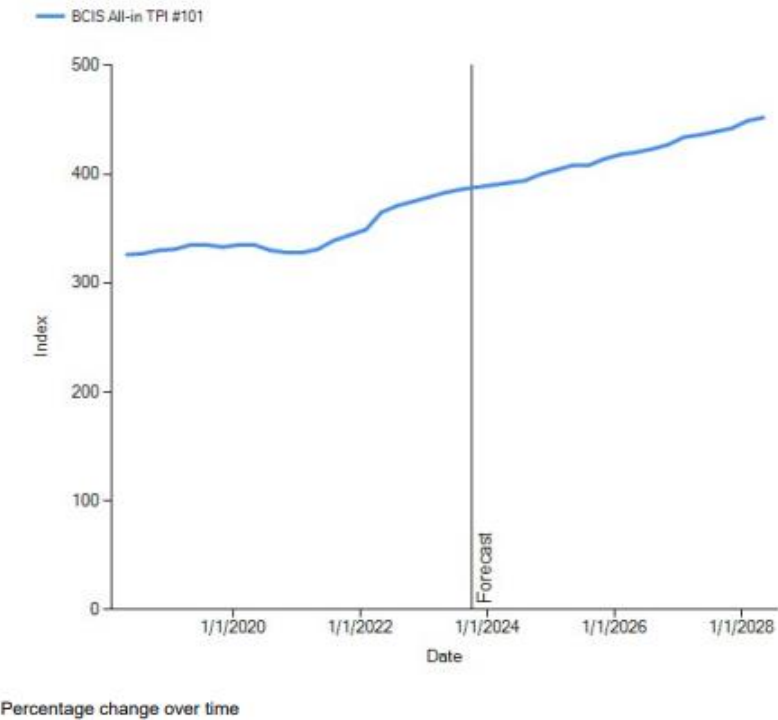
Appendix C

Indexes used for the uplift from BCIS

Date	Index	Equivalent sample	Percentage change		
			On year	On quarter	On month
2Q 2018	326	94	6.2%	0.0%	
3Q 2018	327	90	6.9%	0.3%	
4Q 2018	330	85	4.1%	0.9%	
1Q 2019	331	74	1.5%	0.3%	
2Q 2019	335	66	2.8%	1.2%	
3Q 2019	335	62	2.4%	0.0%	
4Q 2019	333	56	0.9%	-0.6%	
1Q 2020	335	Provisional	1.2%	0.6%	
2Q 2020	335	Provisional	0.0%	0.0%	
3Q 2020	330	Provisional	-1.5%	-1.5%	
4Q 2020	328	Provisional	-1.5%	-0.6%	
1Q 2021	328	Provisional	-2.1%	0.0%	
2Q 2021	331	Provisional	-1.2%	0.9%	

3Q 2021	339	Provisional	2.7%	2.4%	
4Q 2021	344	Provisional	4.9%	1.5%	
1Q 2022	349	Provisional	6.4%	1.5%	
2Q 2022	365	Provisional	10.3%	4.6%	
3Q 2022	371	Provisional	9.4%	1.6%	
4Q 2022	375	Provisional	9.0%	1.1%	
1Q 2023	379	Provisional	8.6%	1.1%	
2Q 2023	383	Provisional	4.9%	1.1%	
3Q 2023	386	Provisional	4.0%	0.8%	
4Q 2023	388	Forecast	3.5%	0.5%	
1Q 2024	390	Forecast	2.9%	0.5%	
2Q 2024	392	Forecast	2.3%	0.5%	
3Q 2024	394	Forecast	2.1%	0.5%	
4Q 2024	400	Forecast	3.1%	1.5%	
1Q 2025	404	Forecast	3.6%	1.0%	
2Q 2025	408	Forecast	4.1%	1.0%	
3Q 2025	408	Forecast	3.6%	0.0%	
4Q 2025	414	Forecast	3.5%	1.5%	
1Q 2026	418	Forecast	3.5%	1.0%	
2Q 2026	420	Forecast	2.9%	0.5%	
3Q 2026	423	Forecast	3.7%	0.7%	

Date	Index	Equivalent sample	On year	On quarter	On month
4Q 2026	427	Forecast	3.1%	0.9%	
1Q 2027	434	Forecast	3.8%	1.6%	
2Q 2027	436	Forecast	3.8%	0.5%	
3Q 2027	439	Forecast	3.8%	0.7%	
4Q 2027	442	Forecast	3.5%	0.7%	
1Q 2028	449	Forecast	3.5%	1.6%	
2Q 2028	452	Forecast	3.7%	0.7%	



Appendix D

Terrestrial and aquatic ecology planners

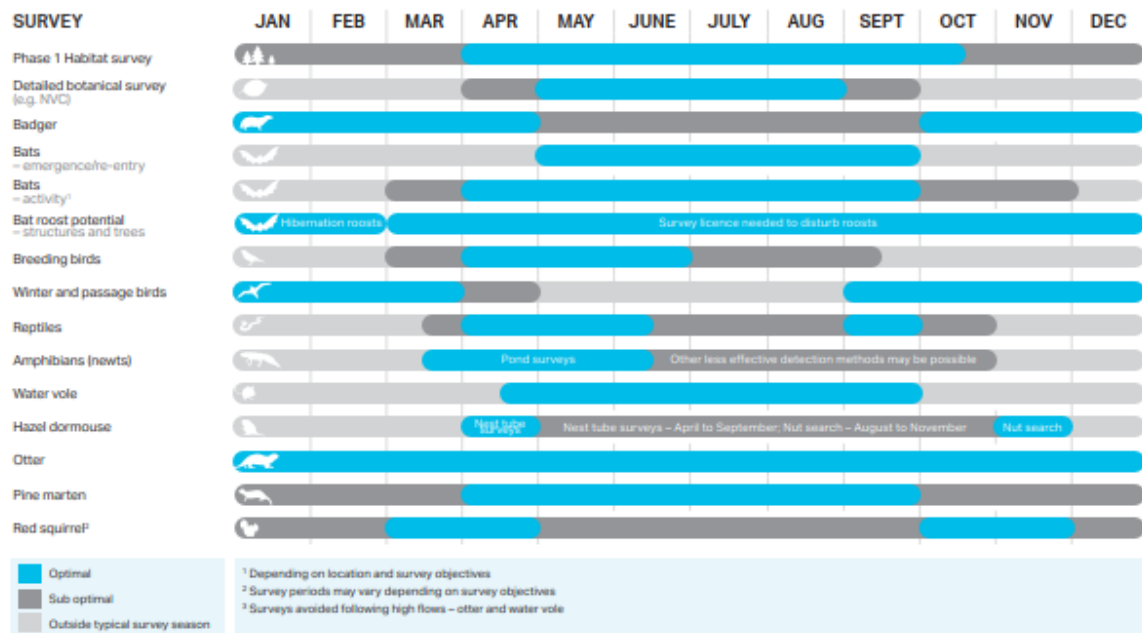
TERRESTRIAL ECOLOGY PLANNER

AECOM

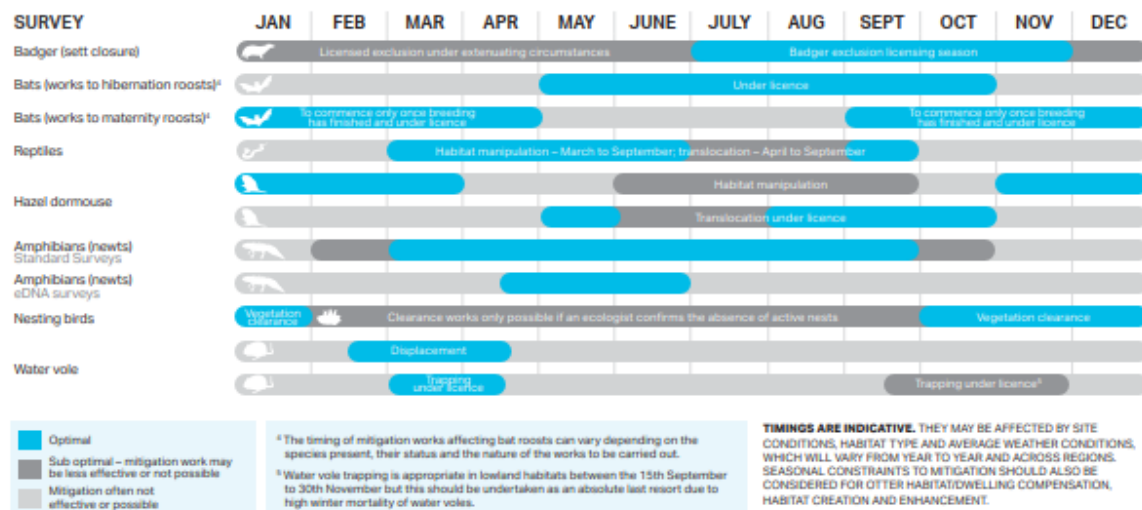
Programming and delivering ecological surveys and mitigation at the appropriate time of year is critical to securing reliable information to inform and enable planning, design, operations and maintenance. This planner provides a general guide to timing for surveys and mitigation for a range of habitats and species in the UK and Ireland. For further information and advice contact our team of professional ecologists at AECOM.



SURVEY TIMING



MITIGATION TIMING

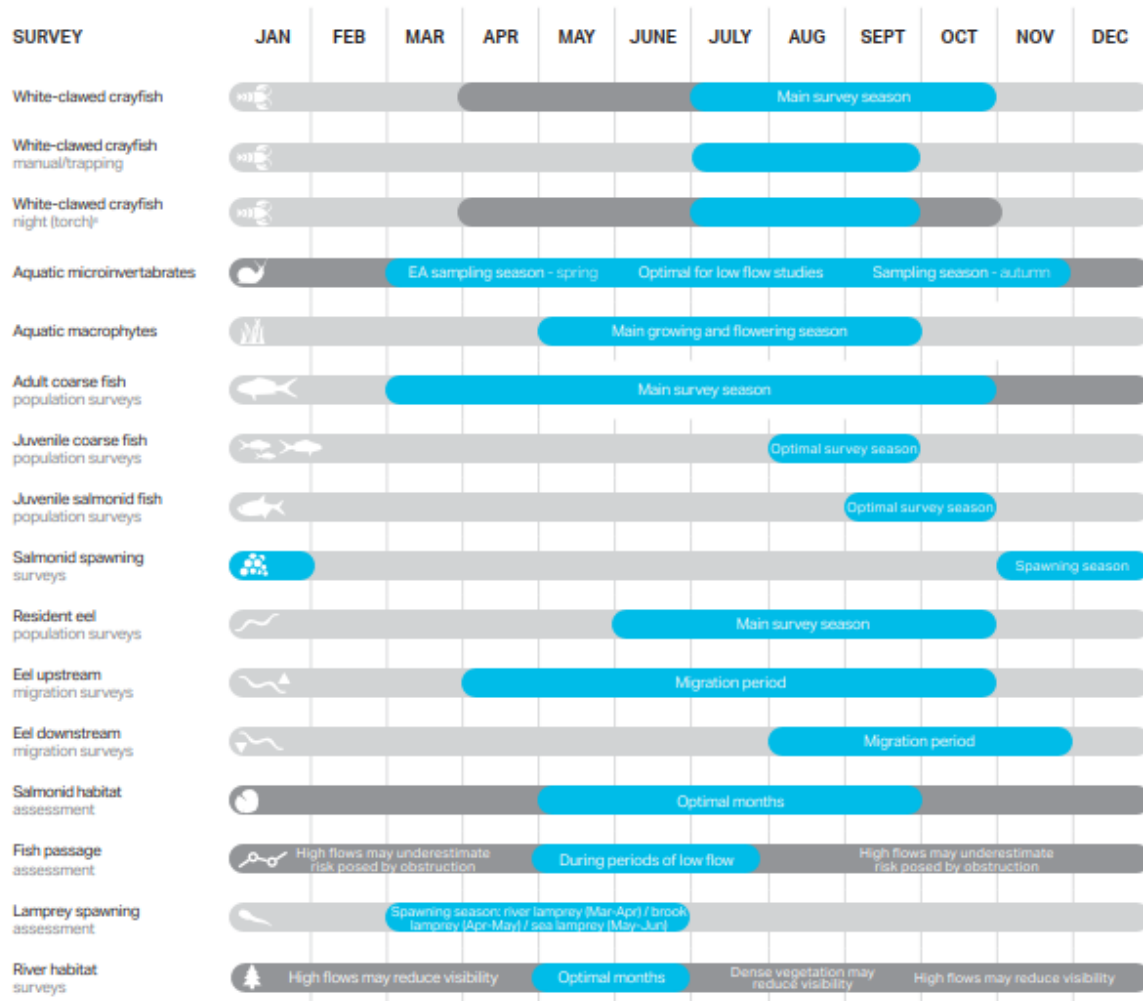


AQUATIC ECOLOGY PLANNER

Programming and delivering ecological surveys at the appropriate time of year is critical to securing reliable information to inform and enable planning, design, operations and maintenance. This planner provides a general guide to timing surveys for a range of habitats and species in the UK and Ireland. For further information and advice contact our team of professional ecologists at AECOM.



SURVEY TIMING



Optimal survey period

Sub optimal survey period

Surveys unreliable

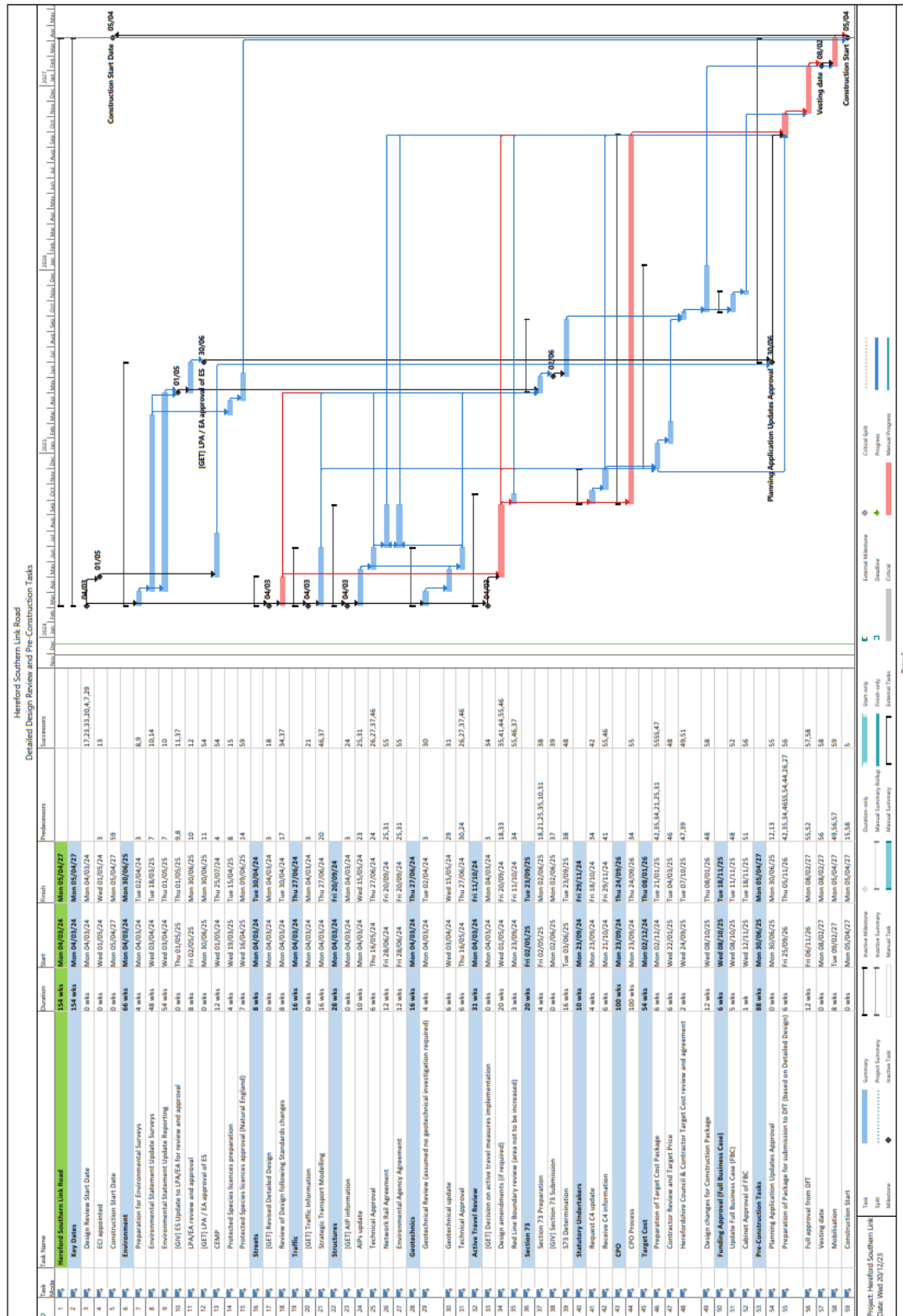
TIMINGS ARE INDICATIVE. THEY MAY BE AFFECTED BY SITE CONDITIONS, HABITAT TYPE AND AVERAGE WEATHER CONDITIONS, WHICH WILL VARY FROM YEAR TO YEAR AND ACROSS REGIONS. SEASONAL CONSTRAINTS TO MITIGATION SHOULD ALSO BE CONSIDERED FOR OTTER HABITAT/DWELLING COMPENSATION, HABITAT CREATION AND ENHANCEMENT.

PLEASE CONTACT THE ECOLOGY TEAM AT AECOM IN THE UK AND IRELAND FOR MORE INFORMATION ON MITIGATION TIMINGS.

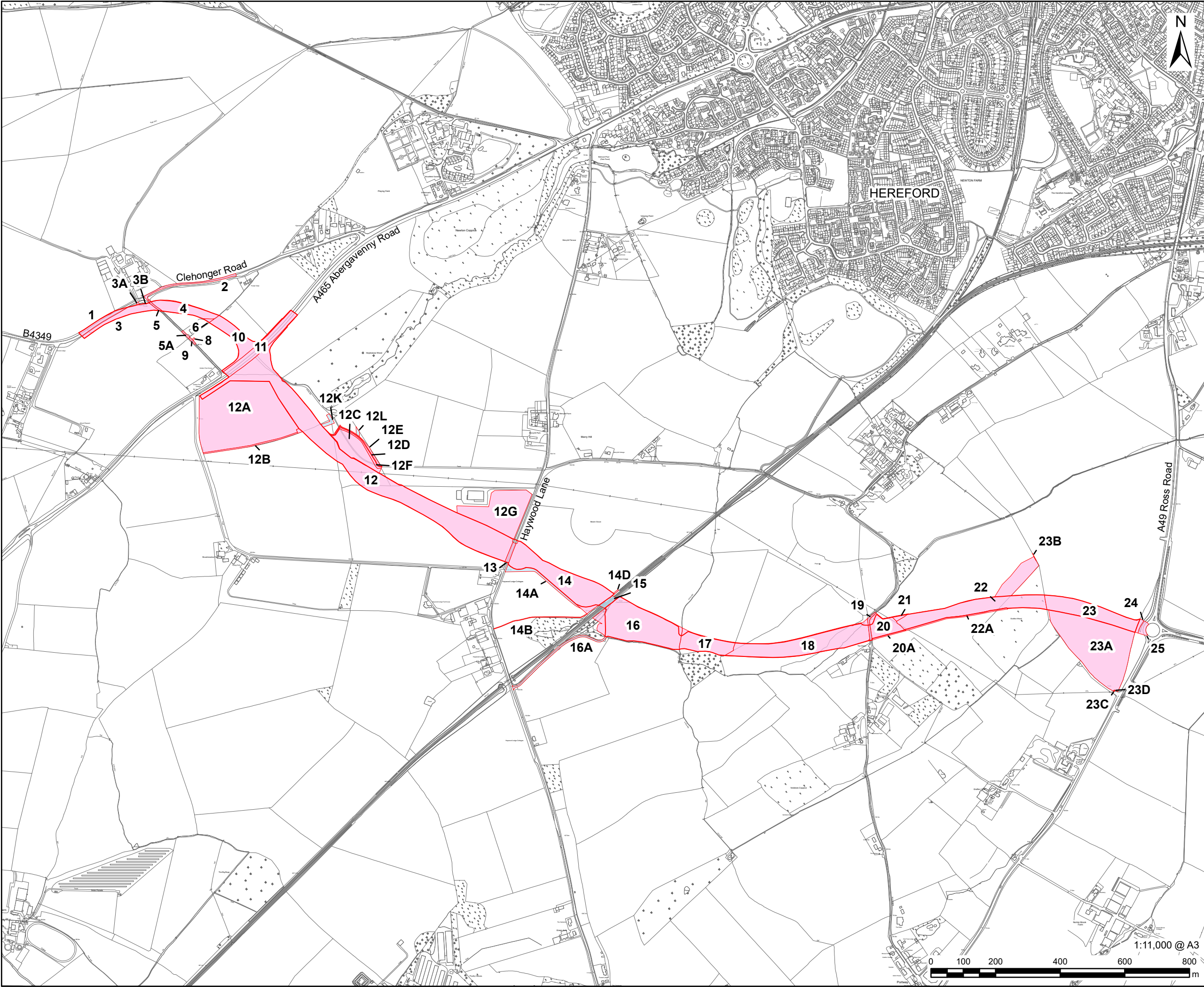
* Mitigation proposals to manage white-clawed crayfish on site should only take place between the 1st July and the 30th September inclusive under a Natural England licence.

Appendix E

Indicative programme



Appendix P – Compulsory Purchase Order Plans



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PROJECT
Hereford Western Bypass
Phase One

CLIENT
The County of
Herefordshire District
Council

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AECOM Limited
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Bristol
BS1 6EW
www.aecom.com

LEGEND

Red Line Boundary

Land acquired for Title

Land required for Rights

NOTES

1: The land ownership and land parcel boundaries shown on this drawing were copied from the Compulsory Purchase Order 2018 Site Plans 1 & 2 prepared by others. No liability can be accepted for the accuracy of these drawings and the land parcel boundaries shown.

2: The land ownership and land parcels shown will require updating based on current land ownership and land registry information.

3: Mapping sources: © Crown copyright and database rights (2025) Ordnance Survey (AC0000850532)

ISSUE PURPOSE	SUITABILITY
FOR INFORMATION	S2

ISSUE DATE
19/01/2026

PROJECT NUMBER
60746644

FIGURE TITLE
A4194 Compulsory Purchase Order
Parcels - Overview Map

FIGURE NUMBER	REV
HGC-ACM-LLO-PH1_ZZ-DR-LL-00000001	P04

Appendix Q – Public Consultation Report

SOUTH WYE TRANSPORT PACKAGE REPORT ON CONSULTATION

Herefordshire Council

3512983B-HHR

Final

South Wye Transport Package Report on Consultation

3512983B-HHR

Prepared for
Herefordshire Council
Plough Lane
Hereford
HR4 0WZ

Prepared by
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Report Title	:	South Wye Transport Package Report on Consultation
PIMS Number	:	
Report Status	:	Final
Job No	:	3512983A-HHR
Date	:	October 2014

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Appendices

Appendix A – Public Consultation Brochure
Appendix B – Brochure Deposit Locations
Appendix C – Public Consultation Questionnaire
Appendix D – Public Exhibition Panels
Appendix E – Layout of Exhibition Panels
Appendix F – Question 7 Full Breakdown

1 INTRODUCTION

1.1 Background

1.1.1 Parsons Brinckerhoff has been commissioned by Herefordshire Council to develop transport improvements for the South Wye Transport Package (SWTP) to overcome the transport problems within the South Wye area of Hereford. This work builds upon the initial work undertaken by Amey regarding highway improvements to the Belmont Area and option development for a Southern Link Road (SLR), which would link the A49 and A465.

1.1.2 Part of this study was to undertake a Public Consultation to obtain public opinion on the options developed for the SWTP. These options included improvements to encourage sustainable travel and also presented four route options for the SLR. These options were:

- SC2: a route located at the southern end of the previously identified SLR Route Corridor. The road crosses over the railway line and underneath Haywood Lane;
- SC2A: a variation on SC2 whereby the road crosses underneath the railway line;
- SC5: a route located further north of SC2/SC2A within the SLR Route Corridor and south of Merryhill Lane. The road crosses underneath the railway line and Haywood Lane.
- SC7: roughly similar to SC5 but more twisted in nature thereby avoiding a number of existing environmental constraints.

1.1.3 The consultation period was advertised for the six-week period from the 1 July 2014 to 8 August 2014. Public Consultation Exhibitions (PCEs) were held in Belmont between the 1 and 3 July 2014 at the Three Counties Hotel, Hereford. Exhibitions were also held on the 15 July 2014 at Belmont Library and on the 18 July 2014 at Hereford City Library.

2 GENERAL**2.1 Notices and Distribution of the Brochure and Questionnaires**

- 2.1.1 Press releases regarding the exhibitions were issued ahead of the exhibitions on the 17 June 2014, and again afterwards on the 4 July.
- 2.1.2 A website describing the South Wye Transport Package and publicising the public exhibitions was accessible from the 1 July 2014 at the following web address <https://www.herefordshire.gov.uk/planning-and-building-control/planning-policy/local-transport-plan-2013-2015/south-wye-transportation-package>.
- 2.1.3 During the consultation, the public consultation brochure (see Appendix A) and advertising posters were left in local shops, offices, cafes and businesses in the study area from 1 July 2014. The locations where the brochures were displayed are illustrated in Appendix B.
- 2.1.4 Brochures were distributed to the public during the course of the consultation. To accompany these, questionnaires (Appendix C) were enclosed.
- 2.1.5 The questionnaire was also made available online via the following web address: <https://www.surveymonkey.com/s/75YCD7G>. A link was also made available via the Council's website.

2.2 Social Media

- 2.2.1 Social Media was used to publicise the consultation and gather feedback from the community. The brochure and display panels included the Facebook address www.facebook.com/HfdsCouncil and Twitter handle @HfdsCouncil where respondents could provide their opinions.

2.3 Consultation Arrangements

- 2.3.1 The public exhibition was held at the Three Counties Hotel between the 1 and 3 July 2014.
- 2.3.2 An exhibition was also held at Belmont Library on the 15 July 2014 and Hereford City Library on the 18 July 2014.
- 2.3.3 The opening times of the exhibition were as follows:

Three Counties Hotel

- 1 July 2014 - 12:00 – 20:00
- 2 July 2014 - 12:00 – 20:00
- 3 July 2014 - 12:00 – 20:00

Belmont Library

- 15 July 2014 - 14:00 – 17:00

Hereford City Library

- 15 July 2014 - 15:00 – 19:00

2.4 Preview Evening

2.4.1 Herefordshire Council invited Council Members, other officials, and members of the public who had previously been invited to stakeholder events, to the evening preview on the 30 June 2014. The invitations were sent by letter on the 17 August 2014.

2.4.2 There were a total of 45 attendees to the preview, excluding staff.

2.5 Public Exhibition

2.5.1 The exhibition comprised 15 display panels that showed the development of the options and their resultant appraisal. Photos of the exhibition are shown on the following page.

2.5.2 The early panels in the exhibition illustrated the problems within the South Wye area, and summarised Council policy regarding economic development within Hereford.

2.5.3 Panels also described the development of the different elements to provide a package that best dealt with the existing problems and future opportunities.

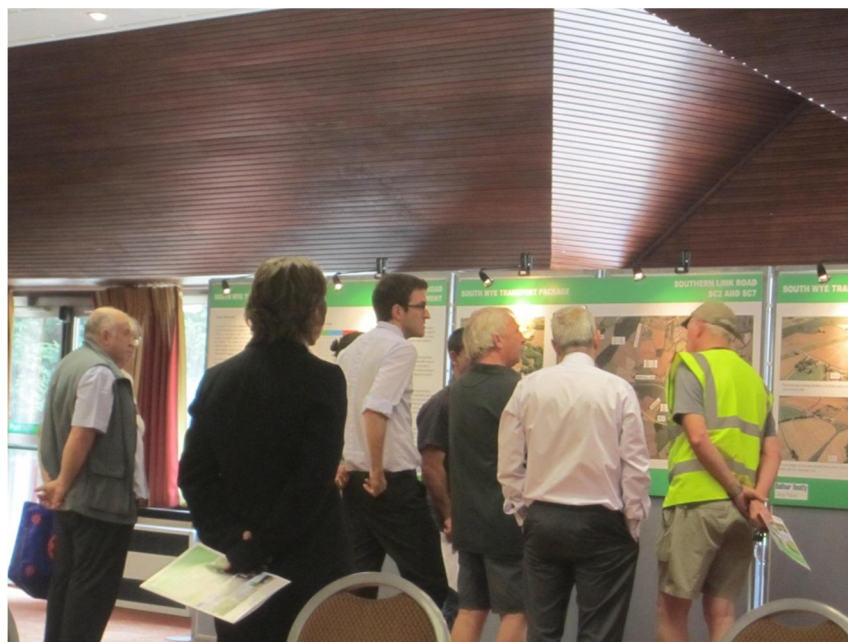
2.5.4 The Southern Link Road proposals were presented on panels overlaid on aerial photographs. Traffic flows for the Opening Year (2017) were also shown on these panels.

2.5.5 In order to assist visitors in gaining a visual appreciation of the options, photomontages of the different options were included on some of the panels.

2.5.6 Copies of the panels were also available on the layout tables at the Three Counties Hotel.



Picture 1: Public Consultation Exhibition, Three Counties Hotel



Picture 2: Public Consultation Exhibition, Three Counties Hotel

2.5.7 Due to the size of the two libraries, it was not possible to display full size panels. In this case, smaller versions of the panels were displayed.

2.5.8 The exhibition panels can be found in Appendix D. The layout of the panels at the exhibition is provided in Appendix E.

2.6 Brochure and Questionnaire

2.6.1 Additional brochures and questionnaires were on display and attendees were encouraged to take additional copies.

2.7 Attendance at the Exhibition

2.7.1 An attendance register was maintained at the Three Counties Hotel exhibition, with the number of attendees as listed below:

- 45 people attended the preview evening;
- 45 attended on Tuesday;
- 44 attended on Wednesday; and
- 65 attended on Thursday.

2.7.2 Due to their public nature, an attendance register was not used at the two libraries.

2.7.3 The latest census information for the South Wye area showed that it is a community of approximately 23,000 people. This suggests that nearly 1% of the local population attended the exhibition at the Three Counties Hotel.

2.8 Requests for Information

2.8.1 A 'tick' list of items which would be made available post-consultation was used at each of the exhibitions. The list included:

- Exhibition panels;
- Additional questionnaires;
- Brochure; and
- Other.

2.8.2 The public were asked to leave contact details and make their requests for these items on the list, with the assistance of members of staff.

2.8.3 During the exhibition, there were 26 requests for information. These requests were dealt with by the close of the consultation on 8 August 2014.

2.8.4 Formal representations were also made at the exhibition, which include queries, comments and suggestions, as well as more specific requests for information.

2.8.5 There were also 24 written letters of representation received following the public exhibition during the consultation period, some of which required direct responses.

3 COMMENTS RECEIVED**3.1 Questionnaires Returned**

3.1.1 It was agreed with Herefordshire Council to accept returns of items to the Freepost address up to the 15 August 2014 to allow for postal delays. The final collection of items from the Freepost address and the online survey was made on the 18 August 2014.

3.1.2 By the 18 August 2014, **a total of 231 questionnaires and 24 letters and submissions** had been received in response to the consultation. 86 of the questionnaire responses were received from the online survey.

3.1.3 221 sets of data from the postcodes provided in the questionnaire responses were plotted using GIS. This showed that 130 of the responses came from the South Wye area, 50 of which were within the 2011 Census Ward for Belmont, and 22 from St Martins and Hinton. 91 responses came from outside the South Wye area.

3.2 Petitions

3.2.1 One petition was received during the consultation period. This was a 73-name petition in support of Route Options SC2 and SC2A for the Southern Link Road.

4 ANALYSIS OF QUESTIONNAIRES AND COMMENTS RECEIVED

4.1 Questionnaire

4.1.1 The following section provides a summary of the key findings from each of the questions, followed by a more detailed numerical analysis of the 231 questionnaires received in response to the consultation. Each of the percentage figures given is calculated as a proportion of the total responses received to each of the questions unless otherwise directed, as not all of the questions were answered by each respondent.

4.2 Question 1

4.2.1 This question asked respondents whether they considered that the traffic conditions in the South Wye area needed to be improved. The consensus of opinion from this question was that the traffic conditions in the South Wye area need to be improved.

4.3 Question 2

4.3.1 In response to the question "What do you think are the current transport problems within the South Wye area?" the following items from the list were shown to be the biggest five problems (ranked in order in order of responses received).

- 1) Traffic congestion on the A465 (a)
- 2) Delays at the A49/A465 signalised junction (c)
- 3) Traffic congestion on the A49 (b)
- 4) Volume of heavy goods vehicles (k)
- 5) Poor walking/cycling infrastructure (f)

4.3.2 97 of the respondents identified 'Other' problems. Several of the responses covered more than one problem. The issues raised have been grouped and those with the higher percentages are presented below. The percentages shown are as a proportion of the total number of 'Other' responses received.

- | | |
|--|----------|
| • Reiterated their views from the list | 36% (35) |
| • Need for a new river crossing | 13% (13) |
| • Traffic lights | 11% (11) |
| • Lack of Park & Ride facilities | 5% (5) |
| • Poor highway maintenance | 5% (5) |
| • Performance of Tesco roundabout | 4% (4) |
| • School traffic | 4% (4) |
| • Rat running | 3% (3). |

4.4 Question 3

4.4.1 In this question, respondents were asked to select all those measures that they thought may provide a solution to the problems identified in Question 2. The majority opted for a Southern Link Road as being the strongest measure for relieving the transport problems. Increasing space for cyclists, increasing space for buses, and park & ride/park & share facilities also scored very highly. Increasing space for pedestrians achieved the lowest number of responses.

4.4.2 102 people answered the 'Other' category to the question. These have been grouped and are presented below.

4.4.3 Of the measures raised (136):

- 43% were reiterated from the items in the list
- 33% were in support of an additional bypass of Hereford;
- 11% were in support of improvements to the Asda junction;
- 11% wanted to reduce the amount of school traffic;
- 5% suggested rail improvements;
- 4% wanted improvements to the traffic signals across the city; and
- 3% were in support of improved highway maintenance.

4.5 Question 4

4.5.1 In response to this question, respondents were asked to rank the three most important factors in choosing an option. 1 indicated the most important and 3 the least important. In order of number of responses the results are described below.

- The response which received the most 1's was (e) less congestion in Belmont;
- The response which received the most 2's was (a) impact on residential property;
- The response which received the most 3's was (b) impact on landscape; and
- The factor (f) access for tourism, received the lowest number of responses.

4.5.2 39 respondents replied to the 'Other' part of Question 4. 14 of these ranked their response while 25 respondents provided further information. The responses have been grouped together and are presented below:

- 36% of all factors raised were reiterated from the list above;
- Poor noise and air quality was identified 3 times;
- School traffic was highlighted 3 times;
- A bypass was identified twice;
- Traffic conditions at Asda roundabout was identified twice;
- Cost was highlighted twice; and
- Impact upon farming was identified by one person.

4.6 Question 5

4.6.1 In the questionnaire, respondents were given the option to select their preferred option from the four presented on the consultation panels. The percentage preference is shown below.

a) SC2	35%	b) SC2A	23%	c) SC5	8%	d) SC7	8%	e) No Road	26%
---------------	-----	----------------	-----	---------------	----	---------------	----	-------------------	-----

4.6.2 This illustrates that there was a clear preference for option SC2.

4.6.3 134 respondents provided further information to explain their reasons for choosing an option. 122 comments were raised by respondents regarding their choice of a Southern Link Road. These have been grouped and are presented below.

Reason	SC2	SC2A	SC5	SC7
Affects fewer residents	16	17	0	0
Least impact on landscape	11	9	0	0
Least visually intrusive	4	9	1	0
Most logical	4	3	0	0
Most cost effective	4	1	0	0
Improves noise pollution	2	7	0	0
Best link between A465 and B4349	2	1	2	1
Improve congestion along A465	1	0	0	0
Best opportunity for improved pedestrian/cycle facilities	1	4	0	0
Prevent rat running	1	0	0	0
Most visual impact	1	0	0	0
New road is essential	2	0	0	1
Least worst option	3	4	0	0
Avoids Grafton Wood	0	0	0	3
Slower speed limit	0	0	0	1
Historically planned route	0	0	0	3
Least environmental impact	0	0	0	2

4.6.4 A further 60 comments were raised by respondents regarding their choice of 'No Road'. These have been grouped and are presented below.

Reason	Total
Will not solve current problems	17
Waste of money	11
Improve existing routes	6
No need for the road	11
Negative impact upon environment	3
Impact on rural farmland	1
Spend money on sustainable transport	3
Will increase traffic	3

Disruption during construction	2
Prefer other option	2
Route will encourage HGVs	1

4.6.5 Additional comments were also raised and are summarised below:

- Support for an additional bypass;
- Need to remove traffic signals from Asda roundabout;
- Dualling the A49 from Ross on Wye; and
- Support for bus lanes and sustainable transport.

4.7 Question 6

4.7.1 In response to this question, people were given the opportunity to identify their interests in the scheme. There were a number of choices and respondents were asked to tick all that applied.

4.7.2 The majority of the responses classified themselves as (g) a regular user of the A465. A large proportion of the remaining responses showed that respondents were (f) a regular user of the A49 or (a) a resident of Belmont.

4.7.3 83 people completed the 'Other' part of this question. The interests identified within these responses are summarised below

Interest	Total
Live in Grafton	15
Close to the proposed SLR	10
Walk/cycle in the area	5
Live in Clehonger	3
Live on Haywood Lane	2
Newton Farm	2
Rural area	2
Merryhill Lane	2
Advising local residents	2
Live in Hereford	1
Dinedor	1
Peterchurch	1
South West Herefordshire	1
Puton	1
Allensmore	1
Member of Council	1

4.8 Question 7

4.8.1 As an open question, the responses to this question covered a wide range of issues. These have been grouped or classified for ease of interpretation. There were 103 responses. However, most people covered a limited number of issues in their answers.

4.8.2 Of the issues raised, those categories that were identified the most are shown below. The full records are illustrated in Appendix E.

Total	Issue
26	Support for an alternative bypass of Hereford N-S
17	In support of sustainable transport package
15	In support of SC2A as it affects least people and has the least impact on environment
13	In support of SC2 as it affects least people and has the least impact on environment
12	Do not support bus lanes along the A465
12	Concerned about the cost
10	Support the SLR
9	Do not support a SLR as they do not believe it will work
8	Improvements to Asda roundabout
7	Support for cycle lanes along the A465
7	Congestion on the A465 including parked cars
6	Support for bus lanes along the A465
6	Support for tidal flow lanes along the A465
5	Support park and ride facilities
5	Remove school traffic
5	Impact upon the environment

4.9 Question 8

4.9.1 Respondents were asked whether they attended an exhibition venue. 43% of those who responded to this question attended an exhibition venue.

4.10 Question 9

4.10.1 This question related to the provision of the exhibition. The following is a summary of the results, as a percentage of the responses to each part of the question.

- Did you receive sufficient notification of the exhibition? 37% said yes;
- Did the exhibition meet your expectations? 73% said yes;
- Was the information displayed sufficient to answer any queries that you may have had? 61% said yes;

- Did the venue suit you? 85% said yes;
- Were the opening times sufficiently long? 79% said yes; and
- Were the staff sufficiently informed to answer your questions? 69% said yes.

4.11 Question 10

4.11.1 The responses to this question “How did you hear about the exhibition?” are shown below.

a) Brochure through letter box	b) Local poster	c) Local radio	d) Newspaper advert	e) Word of mouth	f) Other
15%	2%	6%	6%	24%	55%

4.11.2 There were 104 written responses to the ‘Other’ option. 17% stated that they were invited to the Preview Evening, 23% had obtained brochures from local deposit locations, 12% were notified by either social media or the internet, and 15% were notified by their local MP or Councillor.

4.11.3 10% of respondents said that they did not hear about the exhibition until the exhibition was closed.

4.12 Question 11

4.12.1 There were 76 responses to the question “Do you have any suggestions to improve future exhibitions?” In summary 46% wanted more advertising in advance of the exhibitions, 13% wanted more technical information, 11% wanted either longer opening hours or more locations, 4% were not aware of the consultation, 4% wanted more engaged staff, and 7% wanted refreshments to be made available.

4.13 Detailed Breakdown of Questionnaire Results

4.13.1 The following tables give a more detailed breakdown of the responses to each of the questions.

Question			All	Comments
1	Do you consider that the traffic conditions in the South Wye area need to be improved? (220)	Yes (209)	95%	219 people answered Question 1. % given is as a proportion of the responses received.
		No (11)	5%	

Question			All	Rank	Comments
2	What do you think are the current transport problems within the South Wye area? (Please rank in order with 1 being the most important and 14 being the least important) (221)	a) Traffic congestion on the A465 (211)	3.00	1	The most important current transport problem in the South Wye area was considered to be the traffic congestion on the A465. The least important was 'Other'. Although 141 people ranked 'Other', only 97 wrote text answers in the available space.
		b) Traffic congestion on the A49 (206)	4.63	3	
		c) Delays at the A49/A465 signalised junction (202)	4.00	2	
		d) Lack of pedestrian crossing facilities (196)	8.73	11	
		e) Poor access to public transport (197)	7.07	6	
		f) Poor cycling/walking infrastructure (198)	7.03	5	
		g) Community severance (where traffic inhibits access to goods, services or people) (192)	8.78	12	221 people ranked options in Question 2. 5 people misinterpreted the question and ticked the options they thought applied. 5 respondents did not answer at all.
		h) Poor air quality/noise along the A465 (196)	8.14	9	
		i) Poor air quality/noise along the A49 (194)	9.21	13	
		j) Poor public transport links to rural areas (202)	7.18	7	
		k) Volume of heavy goods vehicles (209)	6.73	4	The figures in the All column represent the Sum of the Responses (e.g. 1+2+3+2+3+1...) divided by the total number of responses (e.g. 211, 206, 202...)
		l) Dependency on car use (200)	7.29	8	
		m) Traffic delays at the A49/Holme Lacy Road/Walnut Tree Avenue junction (195)	8.24	10	
		n) Other. Please specify below. (141)	10.09	14	

Question			All	Comments
3	Which measures would you see as addressing the problems identified in Question 2? (Tick all boxes that apply) (222)	a) Increasing space for pedestrians (52)	23%	222 people answered Question 3. % given is as a proportion of the responses received.
		b) Increasing space for cyclists (94)	42%	
		c) Increasing space for buses (95)	43%	Of the 222 respondents, 9 people ranked the options. Option e) was ranked the highest.
		d) Southern Link Road (125)	56%	
		e) Park & Ride/Park & Share facilities (104)	47%	102 people wrote text answers in the available space for 'Other'.
		f) Other. Please specify below. (102)	46%	

Question			All	Rank	Comments
4	Rank the three most important factors in choosing an option. (1 being the most important; 3 being the least important.) (217)	a) Impact on residential property (106)	1.97	3	The most important factor in choosing an option was considered to be the removal of congestion from Belmont. The least important was access for tourism.
		b) Impact on landscape (101)	1.99	4	
		c) Impact on businesses (52)	2.25	8	
		d) Reducing traffic in communities (111)	2.02	5	39 people wrote text answers in the available space for 'Other'.
		e) Less congestion in Belmont (132)	1.50	1	
		f) Access for tourism (28)	2.46	9	
		g) Improved facilities for non-motorised users (82)	2.04	6	The figures in the All column represent the Sum of the Responses (e.g. 1+2+3+2+3+1...) divided by the total number of responses (e.g. 106, 101...)
		h) Improved access to employment opportunities (70)	2.14	7	
		i) Other. Please specify below. (14)	1.57	2	

Question			All	Comments
5	For the Southern Link Road, which option on the brochure map do you prefer if a new road were part of the solution? (Tick one box) (203)	a) SC2 (71)	35%	203 chose an option for Question 5. % given is as a proportion of the responses received.
		b) SC2A (46)	23%	
		c) SC5 (16)	8%	134 respondents (58% of all respondents) provided an explanation for their chosen option, including 10 people who did not chose an option. 134 respondents provided further information.
		d) SC7 (17)	8%	
		e) No road (53)	26%	
		f) Please use the space below if you wish to explain your reasons for choosing an option above. (134)	58%	

Question			All	Comments
6	Which of the following best describes your interest in the study? (Tick those boxes that apply) (228)	a) I am a resident of Belmont (67)	29%	228 people answered Question 6. % given is as a proportion of the responses received.
		b) I am a resident of Lower Bullingham (9)	4%	
		c) I am a local resident of Redhill (5)	2%	
		d) I own land through which one of the routes would pass (8)	4%	
		e) I work at the Rotherwas Industrial Estate (11)	5%	
		f) I am a regular user of the A49 (97)	43%	
		g) I am a regular user of the A465 (137)	60%	
		h) I am a tourist or a visitor to the area (6)	3%	
		i) Other. Please specify below. (84)	37%	

Question		All	Comments
7	Please add any other comments you may have (103)	45%	103 people added further comments. % given is as a proportion of all respondents.

Question		All	Comments
8	Did you attend an exhibition venue? (222)	Yes (96)	222 people answered Question 8. % given is as a proportion of the responses received.
	No (126)	43%	
		57%	

Question			All	Comments
9	a) Did you receive sufficient notification of the exhibition? (175)	Yes (65)	37%	
		No (110)	63%	
	b) Did the exhibition meet your expectations? (101)	Yes (74)	73%	
		No (27)	27%	
	c) Was the information displayed sufficient to answer any queries that you may have had? (104)	Yes (63)	61%	
		No (41)	39%	
	d) Did the venue suit you? (108)	Yes (92)	85%	
		No (16)	15%	
	e) Were the opening times sufficiently long? (107)	Yes (85)	79%	
		No (22)	21%	
	f) Were the staff sufficiently informed to answer your questions? (95)	Yes (66)	69%	
		No (29)	31%	

Question			All	Comments
10	How did you hear about the exhibition? (Tick all boxes that apply) (190)	a) Brochure through letter box (28)	15%	190 people answered Question 10. % given is as a proportion of the responses received.
		b) Local Poster (4)	2%	
		c) Local Radio (12)	6%	
		d) Newspaper advert (12)	6%	
		e) Word of mouth (46)	24%	
		f) Other. Please specify (104)	55%	

Question			All	Comments
11	Do you have any suggestions to improve future exhibitions? (76)		33%	76 people added further comments. % given is as a proportion of all respondents.

4.14 Analysis of Community Views

- 4.14.1 Further to the feedback received from the questionnaires, comments have also been analysed from 24 letters and submissions received from local residents. These detailed submissions have been considered and are held on file. The responses received were many and varied, but a number of more common themes were evident. These are summarised below.
- 4.14.2 Various traffic problems along the A465 Belmont Road were highlighted, including cars parking, bus stops creating hold ups, and congestion at junctions, which is creating poor air quality and noise. Several people, however, mentioned that the Highway Agency have reported a reduction in traffic volume on the A49 in recent years.
- 4.14.3 Many of the letters from local residents supported funding the sustainable transport measures proposed in the SWTP as a way to tackle the congestion problems. Support was given to improving and widening footways, and making routes and crossings safer. Whilst it was recognised that there is existing cycle infrastructure in the South Wye area that had not been detailed in the exhibition panels, it was acknowledged that perhaps more was needed to encourage use of the routes, by making the routes safer and more welcoming.
- 4.14.4 Whilst there was some support for introducing a bus lane to the A465, a popular comment was the need to increase the bus services first. People wanted to see bus laybys, which would remove them from the carriageway when they are stopped to limit traffic from being held up. Concern was raised that creating a bus lane could make congestion worse for other road users, and perhaps the space could be used to create tidal flow lanes. There was, however, support for a park & ride scheme to be included in the package.
- 4.14.5 A common response involved the high level of traffic during school terms, when congestion is at its worst, and the recognition of this reducing during the school holidays. Suggestions therefore included encouraging parents to walk their children to school instead of using their cars.
- 4.14.6 With regards to the proposed Southern Link Road, some letters highlighted the impacts that need to be taken into consideration. These include the impact on farming and livelihoods given the rural location. The impact to biodiversity and the environment was highlighted as a worry. However, there was an examination of the status of Hayleasow Wood as an "Ancient Woodland", as it was felled in the 1960s.
- 4.14.7 Concern was raised over the impact to the landscape and the blight on the countryside, which could reduce tourism. There was also concern over heritage assets, including the potential damage to the setting of Grade II* listed buildings. It was noted that there was not enough mention of mitigation measures, including reducing the visual impact of the road.
- 4.14.8 People were also concerned that not enough evidence had been provided to justify the potential cost of the new road, and debated whether it would solve the current congestion problems. People would have liked to have seen detailed traffic figures to show the predicted use of the new road. Some people would have preferred to see the money being spent on public transport and traffic management. Others considered that they could not be objective without a detailed breakdown of the costs associated with each route.

- 4.14.9 It was acknowledged that the assertion in the exhibition that the new road will unlock barriers to development of the Hereford Enterprise Zone (HEZ) and further housing development is misleading, as the location would never have been chosen and approved if significant barriers to development existed. Some also highlighted that the Rotherwas Relief Road was built for this purpose and is under-used. Some were also uncomfortable with the outcome that the new road would help unlock further housing development, as they felt more housing would make traffic worse.
- 4.14.10 There were mixed views regarding the process, with some stating that a wider choice of routes for the Southern Link Road should have been included at this public consultation, and others feeling that the process should have been further along with a preferred route already chosen. There is the opinion that there should “be more meetings, more publicity and more incentives for people who want to attend them”, whilst others are “extremely anxious for this project to go ahead with no opportunity for legal delays”.
- 4.14.11 The planning process was also considered. It was noted that the preferred routes included in this consultation differ from the historically established alignment.
- 4.14.12 It was also debated which road choice would affect residents the most, with most responses concluding that the alignments for SC2 and SC2A would affect fewer properties.
- 4.14.13 Questions over the methodology applied to the Appraisal Summary Tables used to score each alignment have been put forward.
- 4.14.14 Some local residents have requested that the proposed alignments be considered in relation to their land and properties, and therefore perhaps slightly tweaked in order to achieve a more preferable route.

4.15 Analysis of Social Media Responses

- 4.15.1 Two responses on Facebook highlighted the inconsistencies of the costs associated with the package that have been detailed at various stages throughout the process.
- 4.15.2 Opinions of the cause of the congestion problems in the South Wye area were also given, including an observation that traffic bottlenecks at the Greyfriars Bridge, with local vehicles wanting to cross from the south to the city centre, north of the river. The feedback includes the suggestion that there needs to be another way to cross the river.
- 4.15.3 Twitter was used to advertise the public exhibition, both by Herefordshire Council and local MP Jesse Norman. However, no members of the public used this website to provide feedback.

4.16 Analysis of Stakeholder Views

- 4.16.1 **Hereford City Council** has provided feedback on the proposals, and has commented that improving facilities for cyclists generally is highly desirable. It recognises that there may be some difficulties installing a cycle lane on the length of the Belmont Road, given the narrow width at points. If safe separation can be achieved without increasing congestion on an over-crowded road, then the Council would support such a plan. It has been acknowledged that local Councillors regard congestion in Belmont Road as a real concern, which they point out is echoed in the community consultation responses.

- 4.16.2 **The Highways Agency** has provided its views in writing. It acknowledges the commitment of £34.98 million towards the SWTP from the Marches Local Enterprise Partnership (LEP) single growth fund settlement. It notes that the SWTP provides a series of complementary transport measures, which is welcomed in principle. It supports the proposed improvements to walking and cycling on the A465, but would like to understand the traffic implications to the A49 if a bus priority measure were to be included. The Agency notes that the route alignment options appear to reflect the need to consider local topography. It supports the location of the junction with the A49 at the roundabout with the Rotherwas Access Road in principle, provided assessments of capacity are undertaken. The Agency requests that the design standards and alignment of the scheme are considered with reference to the Western Relief Road, should the Council's Submission Draft Core Strategy be approved.
- 4.16.3 **English Heritage** has provided its views in writing. They outlined that they were not directly consulted on the recent consultation of the four options. They acknowledge that there are a number of heritage assets, both designated and undesignated that may be affected by the proposed routes. They outline that a more detailed assessment of the harm to the significance of the heritage assets, including their settings will be required. They also recognise that as a statutory agency they will be engaged through any future planning application and EIA stage, although they want to highlight that the Council should ensure that all the appropriate evidence base and assessment has been undertaken in identifying the preferred route in the first instance.
- 4.16.4 **Jesse Norman MP** has provided a written response to the consultation in his capacity as Member of Parliament for Hereford and South Herefordshire. He welcomes the objectives of the SWTP, and is broadly in favour of the measures proposed to improve accessibility and reduce congestion in Hereford. He does, however, have some caveats and concerns, including the need to have costings and detailed traffic modelling in order to appraise the effect of the Southern Link Road. He would like to see a detailed cost-benefit analysis before approval. He also recognises the need for sensitivity towards the environment and local residents, and urges that their concerns are listened to. He welcomes proposals to provide additional pedestrian crossings, and would like to see existing cycle infrastructure made safer and more welcoming. He has concerns over the proposed bus lane, for instance how it would be monitored, and if it is indeed necessary given the cuts to bus services.
- 4.16.5 All letters, submissions, and correspondence that have been received regarding the consultation have been considered and are held on file.

5 CONCLUSIONS

5.1 Effectiveness of Consultation

- 5.1.1 The total attendance at the exhibitions was 199 people, with a total number of responses to questionnaires of 231. 217 of the responses came from within the County of Herefordshire. 50 of these were from residents of Belmont, and 22 were from St Martins and Hinton.
- 5.1.2 It is considered that the consultation, which has followed the principles of the guidance outlined in WebTAG, has been effective in terms of the local coverage and attendance. Although a criticism by the public is that there should have been greater publicity in the run up to the Public Consultation Exhibition. It is clear from the consultation that, with such a large study area, affecting a combination of rural, urban, farming and industrial landscapes, the views are wide-ranging.

5.2 Outstanding Actions

- 5.2.1 Following issues raised during the consultation, members of the public have suggested alternative alignments to the Southern Link Road options. These alternative alignments have been reviewed, and are addressed within the South Wye Transport Package Preferred Option Report.

5.3 Summary of Public Consultation Results

- 5.3.1 The majority of those members of the public who completed and returned questionnaires to the consultation, considered themselves to be either regular users of the A465 or A49, or a resident of Belmont.
- 5.3.2 The responses showed that there was clear support for the opinion that the traffic conditions in the South Wye area need to be improved.
- 5.3.3 The public identified congestion along the A465, the A49 and at the A49/A465 junction as the main transport problems within the area. The amount of HGVs and accessibility to public transport were regularly mentioned as other key problems.
- 5.3.4 The overall theme which appeared to consolidate across the majority of the responses was that a Southern Link Road is necessary, with a combination of more cycling infrastructure and greater public transport provision.
- 5.3.5 It was possible to identify the likely preferred route in the opinion of the public who responded to the public consultation as SC2. This option was also supported by a 73-name petition, and 'scored' highly in the appraisal of the SLR options. The alternative 'No Road' option to the SLR received the second highest number of positive responses. The two SLR options that have a northern alignment, SC5 and SC7, received the lowest amount of support from the public.
- 5.3.6 There was also strong support for an alternative bypass via a second river crossing of the Wye, either to the west or east of Hereford, although this was not presented as an option during the consultation.

Appendix A

Public Consultation Brochure

South Wye Transport Package



Welcome

Herefordshire Council is looking at ways to improve the transport conditions in the South Wye area of Hereford as part of the council's overall strategy for the city.

We would like your views on the transportation problems and options. Herefordshire Council is going to hold free public exhibitions which will explain these options in more detail. Information on these exhibitions is below and on the back of this brochure.

This brochure provides information on:

- The forthcoming public exhibitions in Hereford
- The development of the study and descriptions of the transport improvement options
- How you can make comments on the options
- What happens next

Exhibition times and venue

Date	Venue	Time
Tuesday 1 July 2014	Three Counties Hotel, Hereford	12:00 – 20:00
Wednesday 2 July 2014		
Thursday 3 July 2014		



Three Counties Hotel, Hereford

Purpose of the study

The aim of the South Wye Transport Package is to promote Herefordshire Council's and the Marches Local Enterprise Partnership's (LEP) aspirations for economic growth within Hereford while tackling the specific problems identified within the South Wye area. They aim to promote economic development by unlocking the barriers for both housing and economic growth, including land at the Hereford Enterprise Zone (HEZ).

Specific problems identified within the South Wye area have predominantly been caused by the level of congestion along the A465. This has resulted in poor levels of air quality, noise, and public transport usage which have resulted in large numbers of short distance trips being made by car. This in turn has led to less physical activity resulting in greater health problems.

Objectives for the study:

- Reduce congestion and delay
- Enable access, particularly to developments such as the HEZ
- Reduce the growth in emissions such as CO₂, NO_x and PM₁₀s
- Reduce traffic noise
- Encourage physical activity
- Reduce accidents

The results of the appraisal to date are summarised in this brochure and will be available in more detail at the public exhibitions.

Future problems

If nothing is done we expect increased congestion along the A465 as a result of economic growth with the following consequences:

- Further severance within the community due to greater levels of traffic
- Lower accessibility to public transport and less use of roads for walking/cycling resulting in less physical activity
- Longer public transport journey times due to buses being stuck in greater queues
- An increase in heavy good vehicles creating more noise, air pollutants and further reduction in perceived pedestrian and cyclist safety
- Reduced network resilience as greater traffic flow is constrained to two routes
- Further social deprivation as a result of constrained economic and housing development

Package assembly

We have identified a number of possible elements that could address the problems and objectives of the study. These elements cover many different transportation modes, strategies and interventions. The elements have been grouped into three key approaches which are:

Traffic Max

This approach aims to generate maximum capacity for vehicles within the South Wye area by either widening the A465 to accommodate two lanes in each direction, grade separation of the A49/A465 junction or the removal of traffic signals from the A49/A465 junction.

Sustainable Transport Max

This approach aims to reduce the use of the private car through improvements to public transport, the introduction of bus lanes, segregated cycle routes and lanes, pedestrian crossings, the introduction of a tree line boulevard along the A465 or small localised improvements.

New Southern Link Road

This approach aims to generate additional capacity with new infrastructure to the south of Hereford.

Package of measures assessment

A high level qualitative assessment has been undertaken on the three approaches and is summarised below.

The assessment illustrates that none of the three approaches satisfies all of the study objectives. The 'Traffic Max' approach does not provide substantial benefit within the South Wye area nor does it satisfy any of the study objectives. Therefore this approach has not been deemed feasible and did not undergo further assessment.

The 'Sustainable Max' and the 'New Southern Link Road' contribute to the delivery of the study objectives but do not satisfy all of the objectives in isolation. Therefore the recommendation for the South Wye Transport Package is to combine the 'New Southern Link Road' with elements of the 'Sustainable Transport Max' approach.

Objectives	Package approach			
	Traffic Max	Sustainable Transport Max	New Southern Link Road (SLR)	Sustainable Transport Max and New SLR
Reduce congestion and delay	—	—	✓	✓
Enable access, particularly to developments such as the HEZ	x	x	✓	✓
Reduce the growth in emissions such as CO ₂ , NO _x and PM ₁₀ s	x	✓	—	✓
Reduce traffic noise	x	✓	—	✓
Encourage physical activity	x	✓	—	✓
Reduce accidents	—	—	✓	✓

x Does not meet objective

— Partially meets objective

✓ Fully meets objective

Sustainable Transport Max

The Sustainable Transport Max is shown schematically on page 6 and indicates the potential elements that could be used in a preferred Sustainable Transport Max option. It includes the inbound bus lane along the A465 as further appraisal has indicated that the element offers the greatest economic benefits, including time savings and greater service reliability for bus users. The bus lane could be used by bicycles, and improvements to crossing facilities on the A465 will offset any adverse severance impacts due to the widening of the carriageway. The bus lane would require the removal of some residents parking on the A465.

The scheme will also be complimented with a Personalised Travel Planning programme for both the Belmont and Holme Lacy Road areas.

New Southern Link Road

The Southern Link Road involves the construction of a new section of road between the A49 Ross Road/Rotherwas Access Road Roundabout to the A465 and the B4349 Clehonger Road. A link to Clehonger Road has been included to overcome the current poor visibility of the existing junction with the A465.

In total eight options were initially developed. As further detailed work and appraisal has been undertaken on these options, four routes have been identified as affecting the ancient woodland of Newton Coppice. National policy now considers ancient woodland as an irreplaceable habitat which is unlikely to be fully mitigated. These options are therefore not feasible.

The remaining options are described below and illustrated on page 7 of this brochure:

Route Option SC2

Involves the construction of a new roundabout on the A465. The road passes through the centre of Grafton Wood and continues westwards over Grafton Lane and Withy Brook. Thereafter, it straightens up immediately heading in a north-west direction to the A465.

Route Option SC2A

The alignment is identical to SC2, except that the new road section will pass underneath the railway line.

Route Option SC5

Passes through the northern part of Grafton Wood and in a north-westerly direction, crosses the densely wooded area between Grafton Lane and Withy Brook before turning west to cross underneath the railway line. The route continues through Merry Hill and under Haywood Lane towards the A465.

Route Option SC7

Passes through the northern tip of Grafton Wood but avoids the southern extent of the dense wooded area between Grafton Lane and Withy Brook. It then runs to the south of Merryhill Lane before cutting through Merry Hill and under Haywood Lane. From this location the road heads in a westerly direction to the A465.

All of these options would include a weight restriction on the A465 at the bridge of the Great Western Way, with supporting signage at either end of Belmont Road.



New Southern Link Road appraisal

To identify the overall success of the New Southern Link Road an appraisal has been undertaken on the four feasible options combined with Sustainable Transport Max. The appraisal process carefully considers all the impacts – positive and negative done by considering the scheme against a standard set of criteria, set out by the Department for Transport. This then enables the council to make an informed decision.

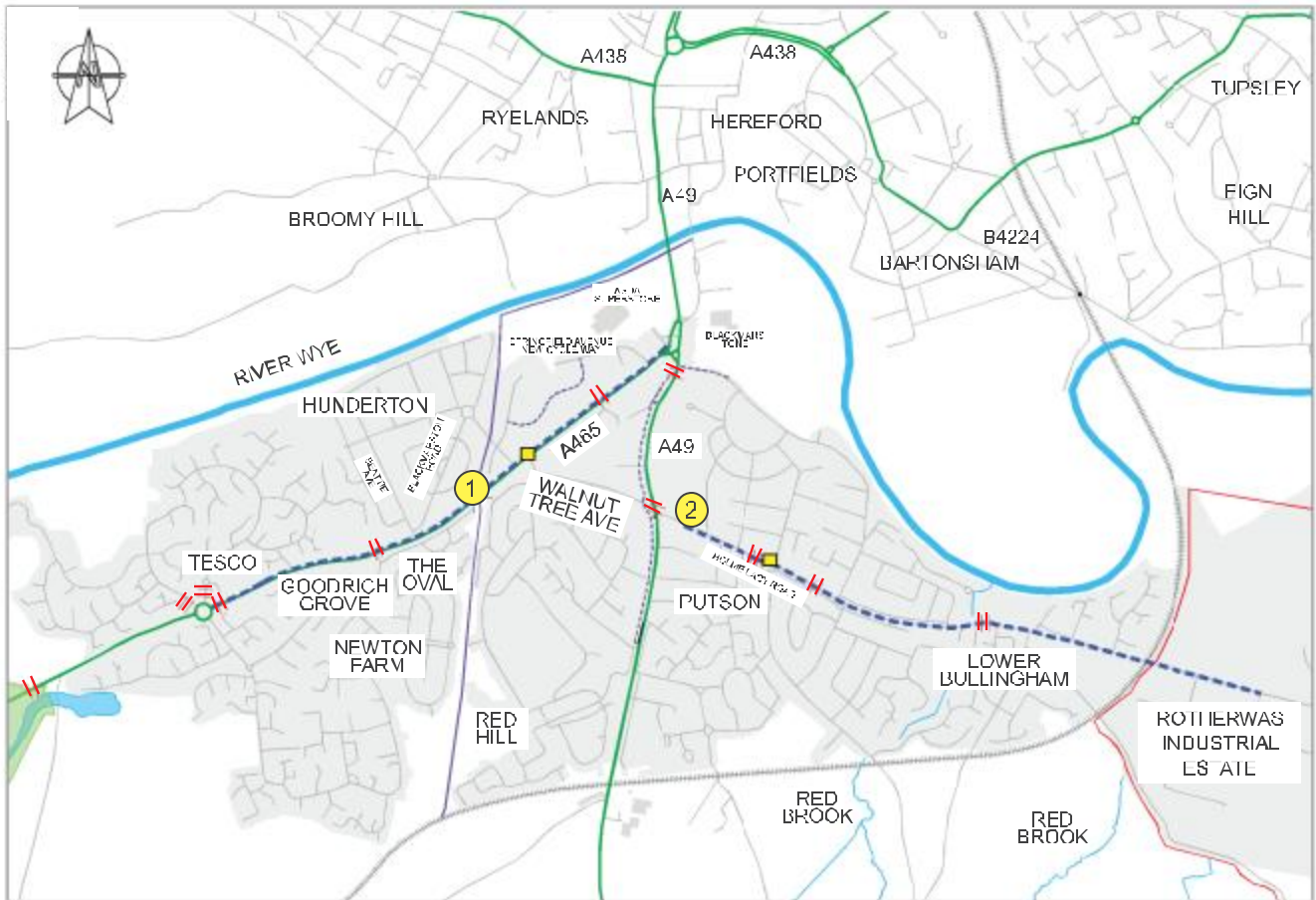
Appraisal criteria	SC2	SC2A	SC5	SC7
Economy				
Business users and transport providers	1	1	1	1
Reliability impact on business users	1	1	1	1
Regeneration	3	3	3	3
Wider impacts	2	2	2	2
Environment				
Noise	-3	-3	-3	-3
Air quality (LOCAL)	-2	-2	-2	-2
Greenhouse gases	-1	-1	-1	-1
Landscape/townscape	-2	-2	-3	-2
Historic environment	-1.5	-1.5	-1.5	-1.5
Biodiversity	-2	-2	-2	-1.5
Water environment	-1	-1	-1	-1
Social				
Commuting and other users	1	1	1	1
Reliability impact on commuting and other users	1	1	1	1
Physical activity	-2	-2	-2	-2
Journey quality	2	2	1	1
Accidents	2	2	2	2
Security	2	2	2	2
Access to services	2	2	2	2
Affordability	1	1	1	1
Severance	1	1	1	1
Option and non-use values	0	0	0	0
Public accounts				
Cost to broad transport budget	2	1	0	0
Indirect tax revenues	0	0	0	0
Total	6.5	5.5	2.5	4

Note: The scores are made up of criteria under the main headings of Economy, Environment, Social and Public Accounts. The range for the scores is from -3 (Major Adverse), to 0 (Neutral), to +3 (Major Beneficial).

The results of the appraisal show that all of the options provide many benefits to the economy by unlocking barriers to the development of the Hereford Enterprise Zone and further housing development. They all reduce congestion and improve journey times. There are also negative impacts to the environment, including increasing road traffic noise, reducing air quality and impacts to the landscape.

Overall the appraisal illustrates that **option SC2 is the best performing option for New Southern Link Road.**

Sustainable Transport Max



Key

- ■ ■ Proposed Bus and Cycle Way
- ■ ■ ■ ■ Proposed Cycle Way
- A Road
- = = Pedestrian/cycle crossing improvement
- Junction improvement
- Existing Cycle Way to be improved
- Rotherwas Industrial Estate

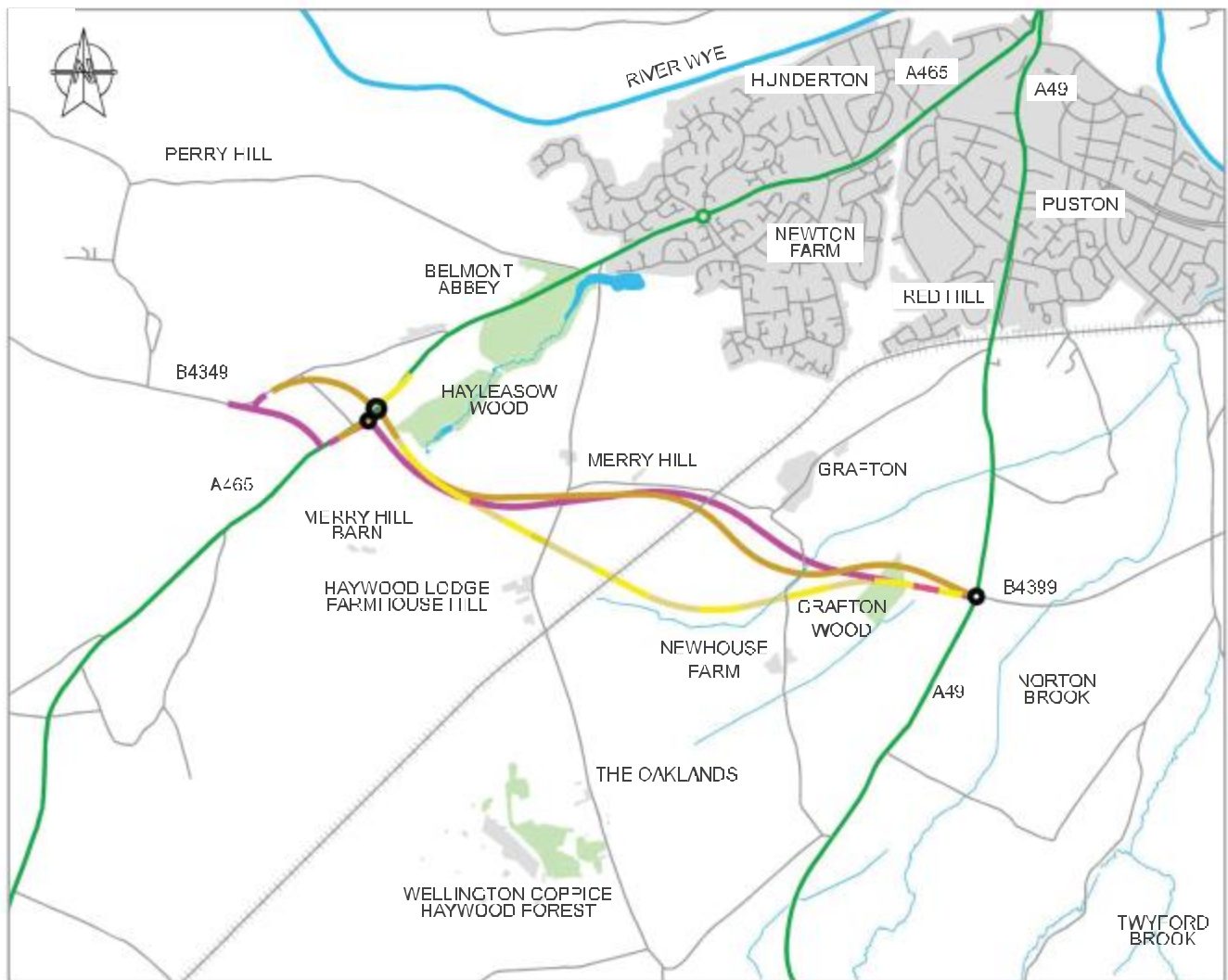


Photomontage illustrating a northbound bus lane on the A465



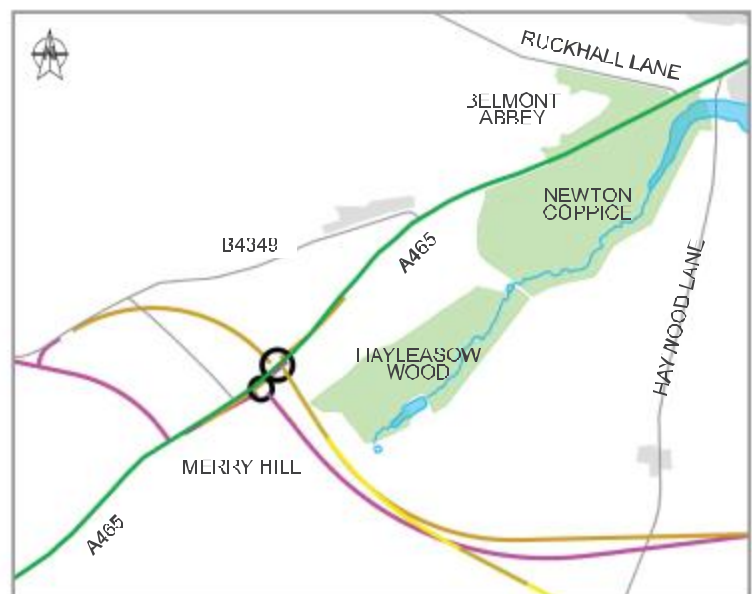
Photomontage illustrating a westbound bus lane along Holme Lacy Road

New Southern Link Road options



Key

- SC2
- SC2A
- SC5
- SC7
- RBT
- Woodland
- A Road
- B Road



South Wye Transport Package

How can you help?

You can give your views on the study by returning the enclosed questionnaire by 8 August 2014.

We recommend that you visit one of the public exhibitions where representatives from Herefordshire Council and their consultants will be available to answer your questions and explain the study in more detail.

Exhibition times and venue

Date	Venue	Time
Tuesday 1 July 2014	Three Counties Hotel, Hereford	12:00 – 20:00
Wednesday 2 July 2014		
Thursday 3 July 2014		

What happens next?

Completed questionnaires and any other comments received in response to this Public Consultation will be considered carefully by Herefordshire Council, Balfour Beatty Living Places and Parsons Brinckerhoff. A decision will then be made on a preferred route for the New Southern Link Road in early Autumn.

How to make an enquiry

Contact Herefordshire Council with your feedback or queries by:

- Attending one of the public exhibitions in Hereford
- Returning the questionnaire to the Freepost address

Access to information

Herefordshire Council will use the questionnaires and any further information from the public to provide evidence for developing ways to improve transport in the South Wye area. The questionnaire will be disposed of securely after it has served this purpose. A summary of the responses to the consultation will be published, a list comprising of names and postal towns (e.g. Mr A N Other, Hereford) of those who have responded will be included. If you do not wish to be identified, even as in the proposed example, you will need to advise us by including a note in your response or tick the required box on the questionnaire.

Herefordshire Council is subject to the Freedom of Information Act 2000, (FoI) and Environmental Information Regulations (EIRs) which means that this questionnaire may be released in response to a request for information. However, all personal data on your form will be treated in line with our obligations under the Data Protection Act, 1998.

If you are unable to attend the public exhibition, please visit www.herefordshire.go.uk/south-wye-transport-package from the 1 July 2014 for up to date information on the SWTP.

You can also join us on Facebook at www.facebook.com/HfdsCouncil and Twitter @HfdsCouncil where we will welcome your opinions and feedback.

This brochure and supporting documentation is available in alternative formats on request.

Appendix B

Leaflet Drop Locations

Appendix C

Public Consultation Questionnaire

South Wye Transport Package

PUBLIC CONSULTATION QUESTIONNAIRE

We would like to know your views on the options for improving transport conditions in the South Wye area with a package of measures including a new Southern Link Road as part of the council's overall strategy for Hereford. The consultation brochure and the exhibition explain the options and their likely effects. Please complete the questionnaire below by marking the relevant boxes.

Your views will be treated in confidence and will be taken into account in making decisions about the scheme. Confidentiality, privacy and data protection issues are explained at the end of this questionnaire and in the consultation brochure in full under the heading Access to Information.

Name:

Address:

.....

.....

Please print your name, address and post code in CAPITALS.

Post Code:

This is only required to check the geographical origin of responses.

Question 1

Do you consider that the traffic conditions in the South Wye area need to be improved?

Yes	No

Question 2

What do you think are the current transport problems within the South Wye area? **(Please rank in order, with 1 being the most important and 14 being the least important)**

- a) Traffic congestion on the A465
- b) Traffic congestion on the A49
- c) Delays at the A49/A465 signalised junction
- d) Lack of pedestrian crossing facilities
- e) Poor access to public transport
- f) Poor cycling/walking infrastructure
- g) Community severance (where traffic inhibits access to goods, services or people)
- h) Poor air quality/noise along the A465
- i) Poor air quality/noise along the A49
- j) Poor public transport links to rural areas
- k) Volume of heavy goods vehicles
- l) Dependency on car use
- m) Traffic delays at the A49/Holme Lacy/ Walnut Tree Avenue junction
- n) Other. Please specify below.

a)	
b)	
c)	
d)	
e)	
f)	
g)	
h)	
i)	
j)	
k)	
l)	
m)	
n)	

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Question 3

Which measures would you see as addressing the problems identified in Question 2? **(Tick all boxes that apply)**

- a) Increasing space for pedestrians
- b) Increasing space for cyclists
- c) Increasing space for buses
- d) Southern Link Road
- e) Park & Ride / Park & Share facilities
- f) Other. Please specify below.

a)	
b)	
c)	
d)	
e)	
f)	

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Question 4

Rank the **three** most important factors in choosing an option. **(1 being the most important; 3 being the least important.)**

- a) Impact on residential property
- b) Impact on landscape
- c) Impact on businesses
- d) Reducing traffic in communities
- e) Less congestion in Belmont
- f) Access for tourism
- g) Improved facilities for non-motorised users
- h) Improved access to employment opportunities
- i) Other. Please specify below.

a)	
b)	
c)	
d)	
e)	
f)	
g)	
h)	
i)	

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Question 5

For the Southern Link Road, which option on the brochure map do you prefer if a new road were part of the solution? **(Tick one box)**

a) SC2	b) SC2A	c) SC5	d) SC7	e) No road

Please use the space below if you wish to explain your reasons for choosing an option above.

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Question 6

Which of the following **best** describes your interest in the study? **(Tick those boxes that apply)**

- a) I am a resident of Belmont
- b) I am a resident of Lower Bullingham
- c) I am a local resident of Redhill
- d) I own land through which one of the routes would pass
- e) I work at the Rotherwas Industrial Estate
- f) I am a regular user of the A49
- g) I am a regular user of the A465
- h) I am a tourist or a visitor to the area
- i) Other. Please specify below.

a)	
b)	
c)	
d)	
e)	
f)	
g)	
h)	
i)	

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Question 7

Please add any other comments you may have (continue on separate paper if necessary).

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We would appreciate your feedback on the exhibition.

Question 8

Did you attend an exhibition venue?

Yes	No

Question 9

a) Did you receive sufficient notification of the exhibition?

b) Did the exhibition meet your expectations?

c) Was the information displayed sufficient to answer any queries that you may have had?

d) Did the venue suit you?

e) Were the opening times sufficiently long?

f) Were the staff sufficiently informed to answer your questions?

Yes	No

Question 10

How did you hear about this exhibition? **(Tick all boxes that apply)**

a) Brochure through letter box		b) Local poster		c) Local radio		d) Newspaper advert		e) Word of mouth		f) Other. Please specify	
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f) Other

Question 11

Do you have any suggestions to improve future exhibitions?

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Access to Information

Herefordshire Council and its consultants will use the questionnaires to provide evidence for developing ways to improve transport in the South Wye area. The questionnaires will be disposed of securely after they have served this purpose. A summary of the responses to the consultation will be published and a list comprising of names and postal towns (e.g. Mr A N Other, Belmont) of those who have responded will be included. If you do not wish to be identified, even as in the proposed example, please tick the following box. ☐

Herefordshire Council is subject to the Freedom of Information Act, 2000, (Fol) and Environmental Information Regulations (EIRs) which means that the questionnaires may be released in response to a request for information. However, all personal data on your form will be treated in line with our obligations under the Data Protection Act, 1998.

Alternative formats of this questionnaire are available upon request

FREEPOST: RTHL-BBZH-JATH,
Balfour Beatty Living Places,
Unit 3,
Thorn Business Park,
Rotherwas,
HEREFORD.
HR2 6JT

Please return the questionnaire and feedback by 8 August 2014

THANK YOU FOR TAKING THE TIME TO COMPLETE THIS QUESTIONNAIRE

Appendix D

Public Exhibition Panels

PUBLIC CONSULTATION EXHIBITION

Welcome to the Public Consultation Exhibition for the South Wye Transport Package.

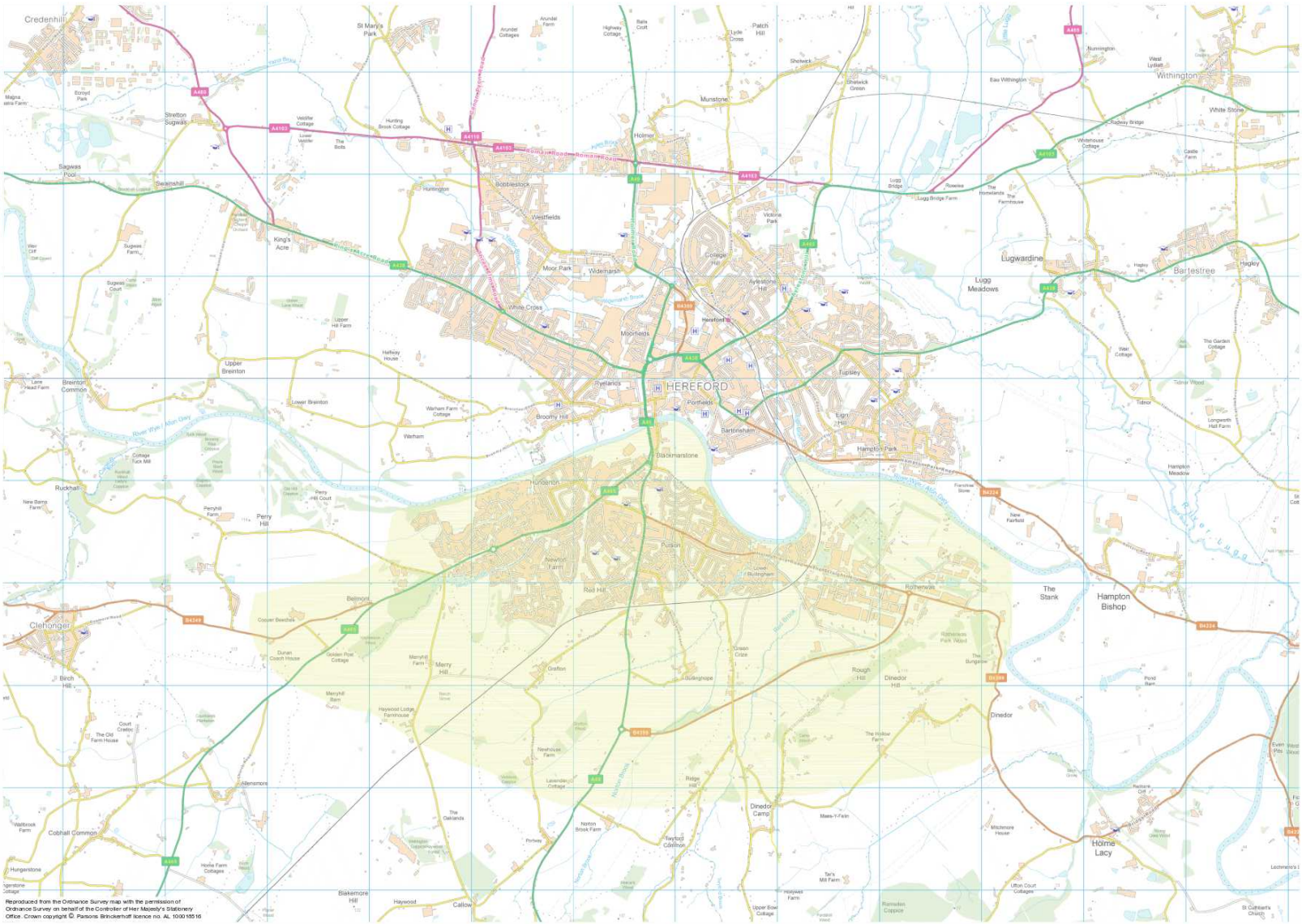
Herefordshire Council is studying ways to improve the transport conditions in the South Wye area of Hereford. The South Wye Transport Package could consist of a number of different elements, both sustainable use of the existing transport network and other new schemes such as a new Southern Link Road (SLR).

The process we have followed whilst developing the options presented in the consultation includes:

- Review of problems within the South Wye area;
- Assessment of council policy regarding economic development within Hereford;
- Appraisal of different elements to ensure that the package best deals with existing problems and future opportunities;
- Refinement and appraisal of SLR options; and
- Recommendation of a preferred option for the SLR, of which we are now seeking your views.

KEY

South Wye Transport Package Study Area



To assist your understanding of the study, there are representatives from Herefordshire Council, Balfour Beatty Living Places, and Parsons Brinckerhoff available to answer your questions.

There is a questionnaire you can fill in whilst at the exhibition or alternatively, you can return it to us using the freepost address provided. There is also information on how you can comment further on the consultation on the final exhibition board. The consultation runs from **1st July** until **8th August 2014**. Your feedback is very important to us.

Thank you.



Hereford is the main service centre and largest urban area in Herefordshire, with a population of 54,850, of which two thirds live south of the River Wye. The city of Hereford is the county's main centre for employment, administration, health, education and shopping.

The Marches Local Enterprise Partnership (LEP) Strategic Economic Plan sets out how the LEP aims to unlock growth and prosperity across the area. It sets out priorities in addressing areas of business need including transport, education and investment need whilst unlocking land for housing and employment growth.

Herefordshire Council's emerging Core Strategy has set objectives to promote:

- *social progress (supporting strong communities by meeting housing, education and health, transport and infrastructure needs) including the development of 1,000 homes at Bullingham;*
- *economic prosperity (supporting new jobs, area regeneration, business, tourism and retail); and*
- *environmental quality (addressing climate change, protecting and enhancing the environmental assets of the county).'*

A 'Hereford Relief Road' has been identified as a key strategic transport proposal to deliver the council's Core Strategy.



Herefordshire Council's Local Transport Plan (LTP) identifies that that efficient transport networks is essential and important for the county's economy, the ability to access services and maintain independence. The LTP therefore sets objectives which are to:

- *reduce short distance car based trips and the impact of car access;*
- *support regeneration and the successful investment in jobs at the Rotherwas Enterprise Zone;*
- *ensure that the County's highway network remains fit for purpose and is safe; and*
- *provide alternatives so that commuters could reduce their car use and adopt healthier lifestyles.*

Part of Rotherwas Estate was awarded Enterprise Zone status in 2011. This means the area will encourage the creation of new businesses and jobs. Improvements to existing infrastructure are therefore key to the delivery of the Hereford Enterprise Zone (HEZ).

The aim of the South Wye Transport Package is to facilitate the development of these objectives and unlock barriers to their success within the South Wye area.

Information on the existing transport conditions and problems within the South Wye area have been collected from a number of sources over the course of the study. These have identified the following:

- Large volume of traffic on the A465 and A49 causes severance within the community. People are reluctant to walk or cycle to services such as The Oval as they have to cross the A465 with the associated reduction in the perceived level of safety;
- High proportion of short distance trips being made by car which leads to less physical activity and obesity;
- Long journey times and unreliable service for public transport users as the services get stuck in queues of traffic;
- High levels of heavy goods vehicles make the road noisy and intimidating;
- Traffic congestion inhibiting further development of the Herefordshire Enterprise Zone (HEZ) and additional housing developments within the city;
- Large number of shunt type accidents as well as a number of other types of accident;
- Poor public transport links to rural areas, owing to high congestion on key routes;
- Low level of resilience in network to blockages on the River Wye crossing;
- Poor air quality resulting in an Air Quality Management Area along the A49 from the junction of the A465 junction into Hereford; and
- Worsening areas of social deprivation within the Belmont area.



Traffic congestion along A465



Poor pedestrian crossing facilities along A465



Congestion causes rail running through rural communities



Traffic congestion on approach to A465/A49 junction

Future Problems

If nothing is done, traffic flows on the A465 are forecast to increase over time as a result of the economic growth. We can therefore expect increased congestion along the A465 with the following consequences:

- Further severance within the community due to greater levels of traffic;
- Lower accessibility to public transport and the use of roads for walking/cycling resulting in less physical activity and higher levels of obesity and health;
- Longer public transport journey times due to buses being stuck in greater queues;
- Increase in heavy good vehicles creating more noise, air pollutants and further reduction in perceived pedestrian and cyclist safety;
- Reduced network resilience as greater traffic flow is constrained to two routes; and
- Further social deprivation as a result of constrained economic and housing development.

The Marches LEP has identified Hereford as an Urban Powerhouse which will play a vital part in the accelerated growth for the LEP area. To enable this development, including land at the HEZ, will require the unlocking of land for both housing and employment growth. This is currently being constrained by the high levels of congestion across the city.

Herefordshire Council's emerging Core Strategy also aims to promote social progress, economic prosperity and environmental quality through regeneration, supporting strong communities whilst protecting and enhancing the county's environmental assets.

The Local Transport Plan outlines the strategy to support the economic growth and social inclusion within the county by providing an efficient transport network and improving accessibility to services.

Specific problems identified within the South Wye area have predominantly been caused by the level of congestion along the A465. This has resulted in poor levels of air quality, noise, and public transport usage which have resulted in large numbers of short distance trips being made by car. This in turn has led to less physical activity resulting in increased levels of obesity and greater health problems. These problems are then expected to increase if no action is taken.



The aim of the South Wye Transport Package is to promote the council's aspirations for Hereford and the wider region while tackling the specific problems identified within the South Wye area. Specific objectives have been identified for the study to provide key aims against which the different elements can be assessed.

These are:

- **Economic:**

- ◻ Reduce congestion and delay; and
- ◻ Enable access, particularly to developments such as the HEZ

- **Environmental:**

- ◻ Reduce the growth in emissions such as CO2, NOx and PM10s; and
- ◻ Reduce traffic noise

- **Health:**

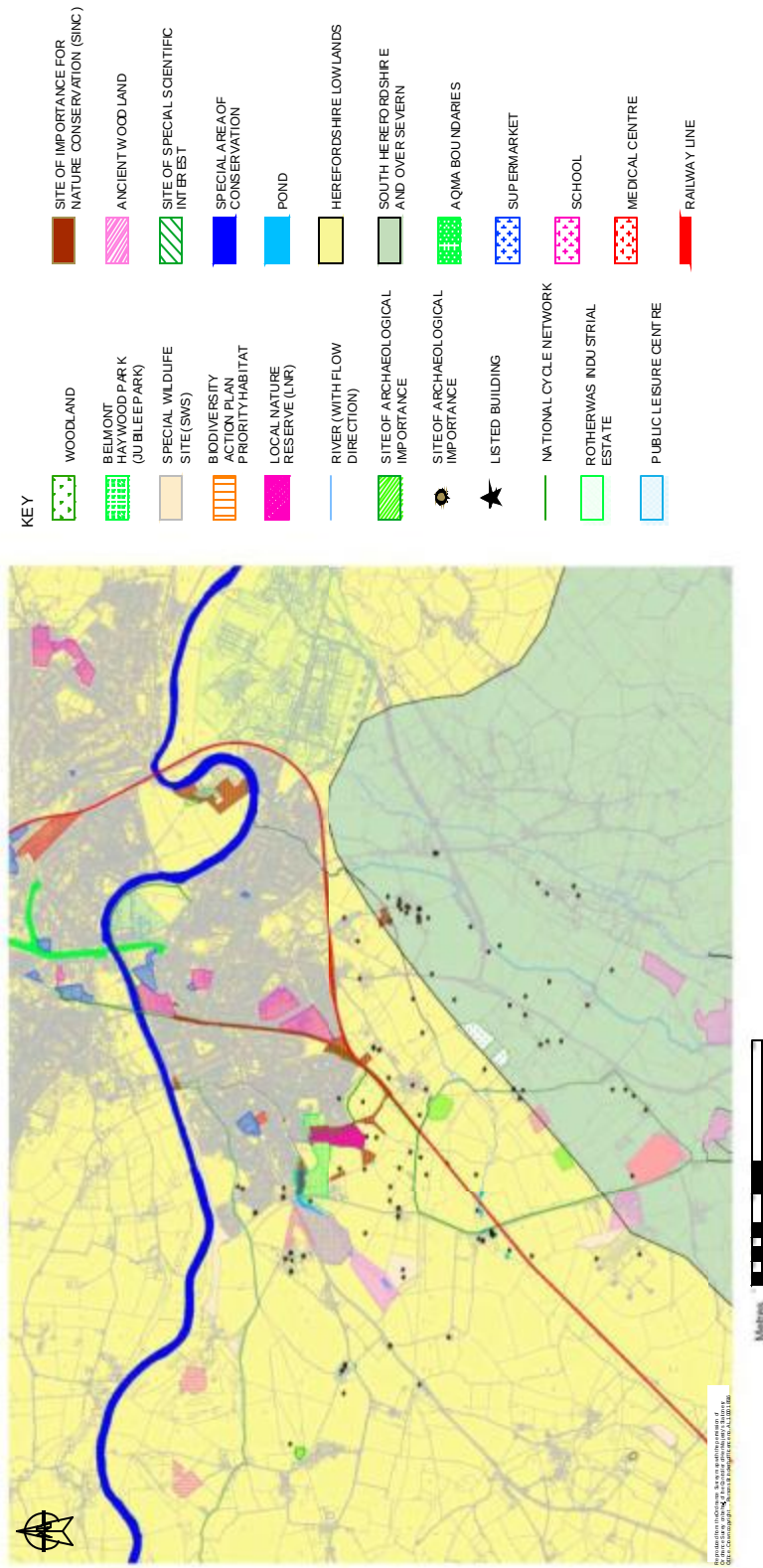
- ◻ Encourage physical activity; and
- ◻ Reduce accidents.

Constraints

The South Wye area is densely urbanised, criss-crossed by the heavily trafficked A465 and A49, whilst the South Wales to Hereford railway line dissects the study area. The existing highway has a number of services that run underneath, such as water, gas, electricity, and telecommunications. The A465 and A49 both have properties and businesses with direct frontages onto the highway, and over the northern section of the A465 there is on street parking.

The southern section is rural in nature and contains wooded areas, including the ancient woodland of Newton Coppice. The area also includes a number of ponds which have the potential to be inhabited by Great Crested Newts. 66kV overhead power lines run east to west across the area, whilst a trunk water main, a sewer and a high pressure gas main are also present.

A full illustration of the constraints within the study are summarised on the plan on this board.



Potential Package Approaches

Working within the constraints of the South Wye area we have identified a number of possible elements that could address the problems and objectives of the study. These elements cover many different transportation modes, strategies and interventions, some of which are complimentary or others that provide alternatives. The elements have been grouped into three key approaches which are:

Traffic Max - This approach aims to generate maximum capacity for vehicles within the South Wye area by improving existing junctions or roads.

Sustainable Transport Max - This approach aims to reduce the use of the private car through improvements to public transport, cycle routes and lanes, pedestrian crossings, traffic management, behavioural change activities and small localised improvements.

New Southern Link Road - This approach aims to generate additional capacity with new infrastructure to the south of Hereford to improve existing connections between the A465, A49 and the Rotherwas Estate.

The detail of these elements is now discussed in further detail.



Photomontage illustrating a tree lined boulevard along the A465 at the Great Western Way Overbridge.



Photomontage illustrating segregated cycleway along the A465 at the Great Western Way Overbridge.

Traffic Max Elements

These elements aim to reduce the amount of congestion along the A465.

- Widening of existing A465 to accommodate two lanes in each direction. This element does not reduce the level of traffic, and does not have a significant impact upon the level of congestion. Therefore maintains the level of noise and air quality problems while increasing severance due to the widened highway within the Belmont area.
- Grade separation of the A49/A465 junction. This element would be prohibitively costly and would have significant environmental implications due to the proximity of local properties and the River Wye Special Area of Conservation.
- Removal of traffic signals from the A49/A465 junction and remodelling of junction. This element would have substantial safety implications for both vehicles and pedestrians. The level of congestion would also be expected to increase as a result therefore maintaining the poor levels of noise and air quality.

These elements do not provide sufficient capacity to enable access to new developments such as the HEZ and the encouragement of physical activity by all ages.

Offline New Road Element

A new single carriageway road connecting the B4349, the A465 and the A49. This element is discussed in greater detail on later exhibition boards.

The sustainable transport elements are centred within the Belmont and Holme Lacy Road areas and aim to reduce severance, promote physical activity through the use of walking and cycling for shorter distance trips, reduce accidents by reducing conflicts between pedestrians and vehicles, and reduce congestion through modal shift. Additionally there is a complementary behavioural change element, aimed at maximising awareness to encourage and support use of the improved sustainable travel offer. The example elements that could be developed are:

Bus Priority

- In-bound bus lane between the A465/Abbotsmead Road (Tesco) roundabout and the A49, and bus priority scheme from Hoarwithy Road to the A49 to improve public transport journey times.

Cycling

- In-bound and outbound cycle lanes between the A465/Abbotsmead Road (Tesco) roundabout and the A49 to promote cycle use along the A465;
- Residential cycle schemes including improved access to the Great Western Way from Ethelstan Crescent and Brampton Road,
- Segregated cycle route alongside Marlbrook Road, improved cycle provision on Walnut Tree Avenue, improving links between Belmont and the Enterprise Zone,
- Cycling contraflows on the road adjacent to The Oval and Springfield Avenue and;
- Cycle infrastructure improvements to provide off-road provision, and cycle routes on the remainder of Holme Lacy Road, cycle provision on Hoarwithy Road, conversion of Hinton Road pelican crossing to a toucan crossing, and further Connect 2 connections.



Photomontage illustrating a northbound bus lane on the A465 at junction of Beattie Avenue



Photomontage illustrating a northbound bus lane on the A465 looking south from Great Western Way

Walking

- An improved pedestrian crossing of Belmont Road between Ruckhall Lane and Haywood Lane, and at the A465/Abbotsmead Road (Tesco) roundabout. The aim is to promote more sustainable shorter distance trips through the reduction of severance by making it easier to cross the A465;
- Improvements to the pedestrian environment along Holme Lacy Road to encourage walking including improved crossings, to help improve the local walking environment;
- New crossing on Walnut Tree Avenue and Belmont Road, with signalisation of the junction to increase safe crossing opportunities of the A465 and;
- Kerb build outs and narrowing of residential streets would help improve local conditions for pedestrians;

Safety

- Possible extension of 20mph zones.

Behavioural Change

- Personalised Travel Planning programme for Belmont and the Holme Lacy Road areas, which could be used to make residents aware of transport improvements in the area and encourage more sustainable travel.

Townscape

- Removal of central hatching along the A465 and the introduction of a tree line boulevard along the A465 to improve the townscape character and encourage greater walking and cycling.

Package of Measures Assessment

To assess the success of the potential package approaches a high level qualitative assessment has been undertaken on them, and is summarised within the table on this board. The table also illustrates the assessment of combining the 'Sustainable Transport Max' approach with the 'New Southern Link Road'.

The assessment illustrates that all three approaches do not satisfy all of the study objectives in isolation. The 'Traffic Max' approach does not provide substantial benefit within the South Wye area nor does it satisfy any of the study objectives. Therefore this approach has not been deemed feasible and did not undergo further assessment

The 'Sustainable Max' and the 'New Southern Link Road' contribute to the delivery of the study objectives but do not satisfy all of the objectives in isolation.

Therefore the recommendation for the South Wye Transport Package is to combine the 'New Southern Link Road' with elements of the 'Sustainable Transport Max' approach.

KEY

	Does not meet objectives
	Partially meets objectives
	Fully meets objectives

Package Approach				
	Objectives	Traffic Max	Sustainable Transport Max	New Southern Link Road (SLR)
Economic	Reduce congestion and delay	Traffic along A465 not reduced, therefore no impact upon delay but a reduction in the level of congestion.	Modal shift reduces some existing congestion and delay	Traffic diverts to use new road and therefore reduces traffic, congestion and delay along the A465.
	Enable access, particularly to developments such as the HEZ	Does not provide any new additional links to developments.	Modal shift increases the capacity of some existing linkages into the HEZ but does not unlock the barrier of further development.	Unlocks the barrier to further development of the HEZ.
Environmental	Reduce the growth in emissions such as CO2, NOx and PM10s	Does not change the existing traffic flow profile along the A465 so no change.	Modal shift will reduce the growth of emissions along the A465 and Holme Lacy Road.	Reduction of traffic along the A465 as a result of the new SLR, therefore reducing growth of emissions along the corridor. Some increases of emissions along the A49 and for properties along proposed route corridor.
	Reduce traffic noise	Does not change the existing traffic flow profile along the A465 so no change.	Modal shift will reduce the amount of traffic noise along the A465 and Holme Lacy Road.	Reduction of traffic along the A465 as a result of the new SLR, therefore reduces traffic noise along the corridor. Some increase in traffic noise for properties along the A49 and the proposed route corridor.
Health	Encourage physical activity	Increased severance as a result of widened road would therefore discourage physical activity. May also require the loss of footways along the A465.	Measures designed to promote increased physical activity.	Measures designed to promote increased physical activity and further benefit along A465 corridor as traffic diverted to new SLR.
	Reduce accidents	Potential reduction in accidents as traffic now displaced over greater area.	Modal shift would will reduce the amount of conflict between vehicles and other modes.	Traffic diverts to new SLR which is built to current design standards. Therefore expected reduction in vehicle accidents and further modal shift reduces the amount of conflict between vehicles and other modes.

Sustainable Transport Max Option

The high level qualitative assessment on the previous board illustrated that the provision of the Sustainable Transport Max approach provides sufficient benefits to the study objectives to be considered with all New Southern Link Road options.

The scheme shown schematically on this board indicates the potential elements that could be used in a preferred Sustainable Transport Max option. The scheme includes the inbound bus lane along the A465 as further appraisal has indicated that the element offers the greatest economic benefits, including time savings and greater service reliability for bus users. The bus lane could also be used by bicycles, and improvements to crossing facilities on the A465 will offset any adverse severance impacts due to the widening of the carriageway. The bus lane would require the removal of some residents parking on the A465.

The scheme will also be complemented with a Personalised Travel Planning programme for both the Belmont and Holme Lacy Road areas.

KEY

- ▬ Proposed Bus & Cycle Way
- ▬ Proposed Cycle Way
- ▬ A Road
- ▬ Pedestrian/cycle crossing improvement
- Junction improvement
- ▬ Existing Cycle Way to be improved
- ▬ Rather was Industrial Estate



Photomontage illustrating a Northbound bus lane on the A465 at the Great Western Way bridge.



Photomontage illustrating the Westbound bus lane along Holme Lacy Road

Southern Link Road

The Southern Link Road involves the construction of a new section of road between the A49 Ross Road/Rothewas Access Road roundabout to the A465 and the B4349 Clehonger Road. A link to Clehonger Road has been included to overcome the current poor visibility of the existing junction with the A465. In total eight options have been developed which are summarised below.

Route Option SC1 - involves the construction of a new roundabout on the A465/B4349 Clehonger Road junction. The road passes through the centre of Grafton Wood and continues westwards over Grafton Lane and Withy Brook, north-west around Merry Hill/Beech Grove and under Haywood Lane, before heading straight to the A465.

Route Option SC2 - involves the construction of a new roundabout on the A465/B4349 Clehonger Road junction. The road passes through the centre of Grafton Wood and continues westwards over Grafton Lane and Withy Brook. Thereafter, it straightens up immediately heading in a north-west direction to the A465.

Route Option SC2A - The alignment is identical to SC2, except that the new road section will pass underneath the railway line.

Route Option SC3 - From the existing A49 roundabout, this option heads north-west to the A465 terminating south-west of the A465/Clehonger Road junction. It crosses a dense wooded area between Grafton Lane and Withy Brook, before crossing underneath the railway line and Merryhill Lane.



Route Option SC4 - follows the same eastern alignment as Option SC3 until Newton Brook, where it curves to the north-west before intersecting the A465 in roughly the same location as Option SC1.

Route Option SC5 - passes through the northern part of Grafton Wood and in a north-westerly direction, crosses the densely wooded area between Grafton Lane and Withy Brook and a site of archaeological importance before turning west to cross underneath the railway line. The route continues through Merry Hill and under Haywood Lane towards the A465.

Route Option SC6 - This option passes to the north of Grafton Wood. It then heads in a north-westerly direction to pass under the railway, across Merryhill Lane before curving around Merry Hill and under Haywood Lane. It crosses Newton Brook between Newton Coppice and Hayleasow Wood. A new link to connect with the B4349 Clehonger Road is located further south-west of the new roundabout.

Route Option SC7 - passes through the northern tip of Grafton Wood but avoids the southern extent of the dense wooded area between Grafton Lane and Withy Brook. It then runs to the south of Merryhill Lane before cutting through Merry Hill and under Haywood Lane. From this location the road heads in a westerly direction to the A465.

All of these options would include a weight restriction on the A465 at the bridge of the Great Western Way, with supporting signage at either end of Belmont Road.

Option Refinement

Since Autumn 2013, further detailed work and appraisal has been undertaken on the Southern Link Road options outlined on the previous board. During the appraisal process, we carefully consider all the impacts - positive and negative. This enables the council to make an informed decision and this is done by considering the scheme against a standard set of criteria, set out by the Department for Transport.

We consider the impact on the environment and on local communities as well as the safety and journey time benefits of the scheme. The cost of the scheme is also considered so we can make sure we deliver good value for money.

The results of the initial analysis and the appraisal of these options have shown that four of these options do not represent feasible solutions to the transportation problems. These routes have been identified as affecting the ancient woodland of Newton Coppice. The National Planning Policy Framework now identifies ancient woodland as an irreplaceable habitat which is unlikely to be fully mitigated. There are also clear alternatives to avoid this significant environmental constraint.

The summary of the appraisal of these four options is shown in the table on this board.

If you would like more explanation as to why these options have been discarded, please ask a member of staff who will be happy to help.

Appraisal Summary Table

Appraisal Criteria	SC1	SC3	SC4	SC5
ECONOMY & SOCIETY				
Quality of life	1	1	1	1
Transport provision	1	1	1	1
Reliability impact on Business users	2	2	2	2
Regeneration	2	2	2	2
Wider Impacts				
ENVIRONMENT				
Noise	-3	-3	-3	-3
Air Quality (LOCAL)	-2	-2	-2	-2
Overhead power lines	-1	-1	-1	-1
Landscaping/overhead	-1	-1	-1	-1
Wildlife/Environment	-1.5	-1.5	-1.5	-1.5
Biodiversity	-3	-3	-3	-3
Water Environment	-1	-1	-1	-1
SOCIAL				
Commuting and Other users	1	1	1	1
Reliability impact on Commuting and Other users	1	1	1	1
Physical activity	2	2	2	2
Accidents	2	2	2	2
Security	1	1	1	1
Access to services	0	0	0	0
Affordability	1	1	1	1
Severance	1	1	1	1
Option and non-use values	0	0	0	0
PUBLIC ACCOUNTS				
Cost to Broad Transport Budget	1	1	1	1
Indirect Tax Receipts	0	0	0	0
TOTAL	-0.5	-1.5	-3.5	-1.5

The scores are made up of criteria under the main headings of Economy, Environment, Social and Public Accounts. The Range for the scores is from -3 (Major Adverse), to 0 (Neutral), to +3 (Major Beneficial).

Option Appraisal Summary

Route Option SC1

This option would have negative impacts on the environment. This would include a significant increase in road traffic noise for local properties, plus cause deterioration in air quality in some local routes. This option would also have a major impact on biodiversity, including loss of habitats.

Route Option SC3

This option would have negative impacts on the environment. This would include a significant increase in road traffic noise for local properties, plus cause the deterioration in air quality in some local routes. This option would result in severe damage to key characteristics, including ancient woodland and an area of archaeological importance.

Route Option SC4

This option would have negative impacts on the environment. This would include a significant increase in road traffic noise for local properties, plus cause the deterioration in air quality in some local routes. This option would have the most severe impact on the landscape and biodiversity, as it has the greatest effect on Newton Coppice and Belmont Park due to the alignment at its western end.

Route Option SC5

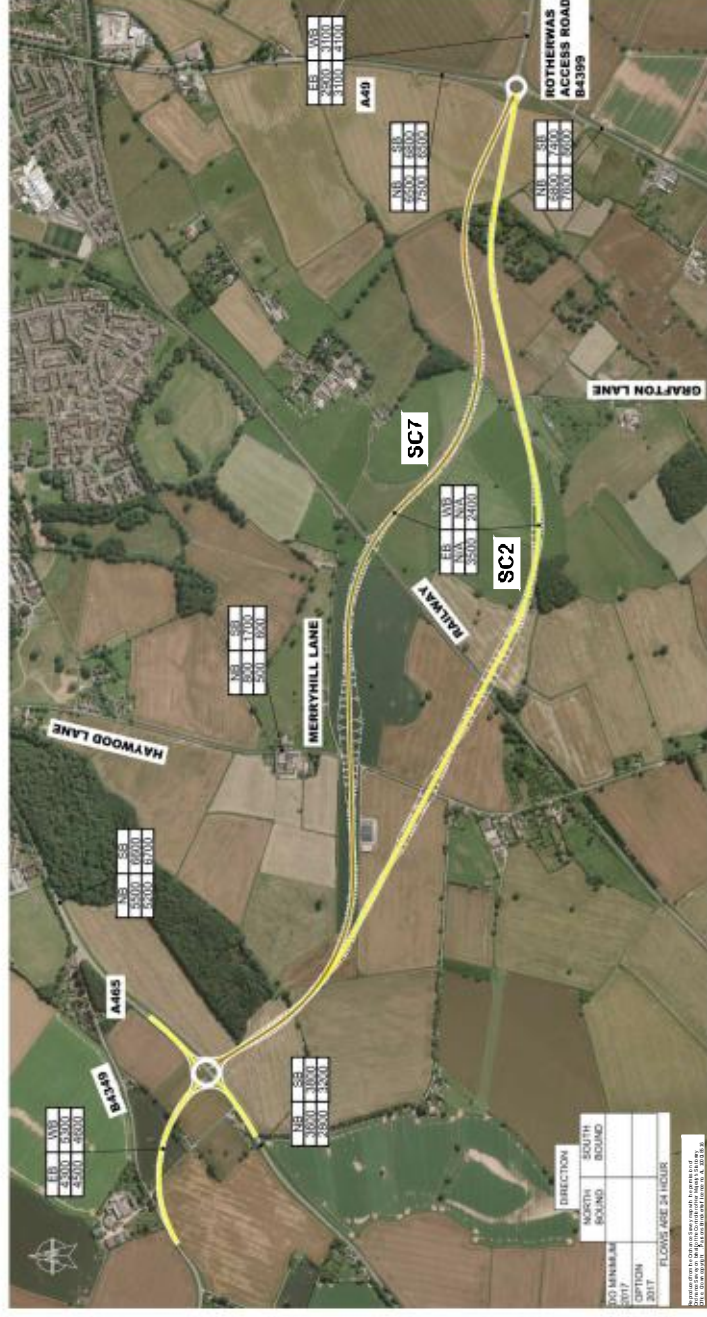
This option would have negative impacts on the environment. This would include a significant increase in road traffic noise for local properties, plus cause the deterioration in air quality in some local routes. This option would have a moderate impact on the landscape, and a major impact on biodiversity, including woodland habitats.



Photomontage showing Southern Link Road going over the railway line and under Haywood Lane looking north



Photomontage looking West, showing Southern Link Road going under both the railway line and Haywood Lane looking west



Results of Appraisal

The same appraisal process undertaken during the option refinement process has been completed on the four remaining feasible options and Sustainable Max.

The summary of the appraisal of these options is shown in the table on this board.

The results of the appraisal show that all of the options provide many benefits to the economy by unlocking barriers to the development of the Hereford Enterprise Zone, and further housing development. They all reduce congestion and improve journey times. There are negative impacts to the environment, as a result of increasing road traffic noise, reducing air quality and impacts to the landscape.

Option Appraisal Summary

Route Option SC2

This option has many benefits to the economy, such as reducing congestion and improving journey times, as well as enhanced accessibility to employment opportunities in the HEZ. There are also some negative impacts to the environment, as a result of increasing road traffic noise, reducing air quality, but limiting the impact on woodland.

Appraisal Summary Table

Appraisal Criteria	SC2	SC2A	SC5	SC7
ECONOMY				
Business users & transport providers	1	1	1	1
Reliability impact on Business users	1	1	1	1
Regeneration	3	3	3	3
Wider Impacts	2	2	2	2
ENVIRONMENT				
Noise	-3	-3	-3	-3
Air Quality (LOCAL)	-2	-2	-2	-2
Greenhouse gases	-1	-1	-1	-1
Landscape/Townscape	-2	-2	-3	-2
Historic Environment	-1.5	-1.5	-1.5	-1.5
Biodiversity	-2	-2	-2	-1.5
Water Environment	-1	-1	-1	-1
SOCIAL				
Commuting and Other users	1	1	1	1
Reliability impact on Commuting and Other users	1	1	1	1
Physical activity	-2	-2	-2	-2
Journey quality	2	2	1	1
Accidents	2	2	2	2
Security	2	2	2	2
Access to services	2	2	2	2
Affordability	1	1	1	1
Severance	1	1	1	1
Option and non-use values	0	0	0	0
PUBLIC ACCOUNTS				
Cost to Broad Transport Budget	2	1	0	0
Indirect Tax Revenues	0	0	0	0
Total	6.5	5.5	2.5	4

The scores are made up of criteria under the main headings of Economy, Environment, Social and Public Accounts. The Range for the scores is from -3 (Major Adverse), to 0 (Neutral), to +3 (Major Beneficial).

Route Option SC2A

As with Option SC2, this option has many social and economic benefits to the economy, with a reduction in congestion, improvements to journey times, and an increase in accessibility to employment. Although there are still negative impacts to the environment.

Route Option SC5

This option has many benefits to the economy, and society as a whole. It will reduce congestion and improve journey times, as well as enhance accessibility to employment opportunities. There are some negative impacts to the environment, as a result of increasing road traffic noise, reducing air quality, and a significant impact to the landscape.

Route Option SC7

This option has many benefits, for instance reducing congestion and improving journey reliability, as well as enhanced accessibility to employment. This option has minimal impact on biodiversity and habitats. There are some negative impacts to the environment, such as increasing road traffic noise and reducing air quality. Due to the alignment the road would be subject to a 50mph speed limit.

The resultant appraisal has therefore highlighted that **option SC2 is the best performing option for New Southern Link Road.**

Thank you for coming to this Public Consultation Exhibition

How can you help?

You can give your views on the options by returning the questionnaire by 8 August 2014.

We recommend that you direct your questions to the staff at the exhibition. Representatives from Herefordshire Council and their consultants Balfour Beatty Living Places and Parsons Brinckerhoff are available to answer your questions and to explain the options in more detail.

What happens next?

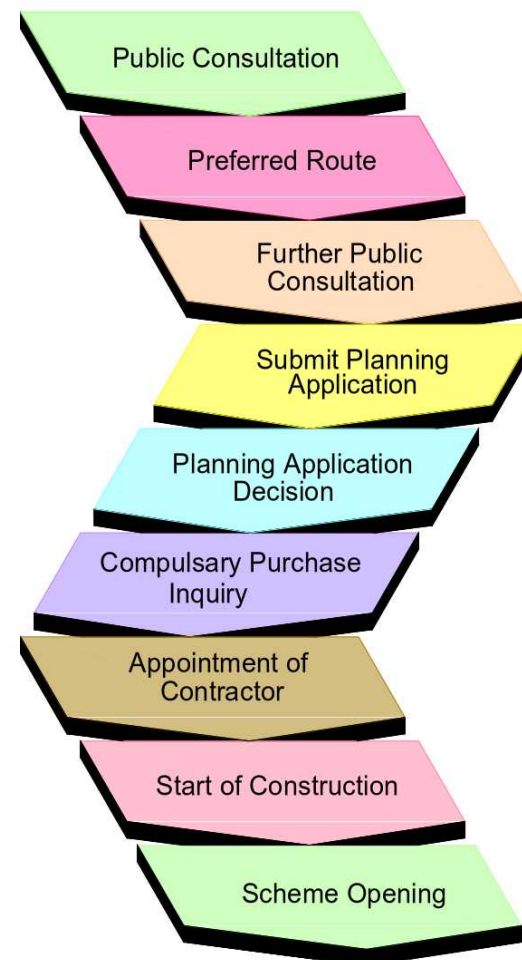
Completed questionnaires and any other comments received in response to this Public Consultation will be considered carefully by Herefordshire Council, Balfour Beatty Living Places and Parsons Brinckerhoff. A decision on a preferred route for the Southern Link Road will be made in early Autumn.

How to respond and to make an enquiry

Contact Herefordshire Council with your feedback or queries by:

- Attending one of the Public Exhibitions at the Three Counties Hotel
- Returning the questionnaire in the prepaid envelope or to the Freepost address
- Writing to FREEPOST: RTHL-BBZH-JATH, Balfour Beatty Living Places, Unit 3, Thorn Business Park, Rotherwas, HEREFORD HR2 6JT

The Procedure Outlined



Access to information

Herefordshire Council will use the questionnaires and any further information from the public to provide evidence for developing ways to improve transport in the South Wye area. The questionnaire will be disposed of securely after it has served these purposes. A summary of the responses to the consultation will be published. A list comprising of names and postal towns (e.g. Mr A N Other, Hereford) of those who have responded will be included. If you do not wish to be identified, even as in the proposed example, you will need to advise us by including a note in your response or by ticking the box on the questionnaire.

Herefordshire Council is subject to the Freedom of Information Act 2000, (FoI) and Environmental Information Regulations (EIRs) which means that this questionnaire may be released in response to a request for information. However, all personal data on your form will be treated in line with our obligations under the Data Protection Act, 1998.

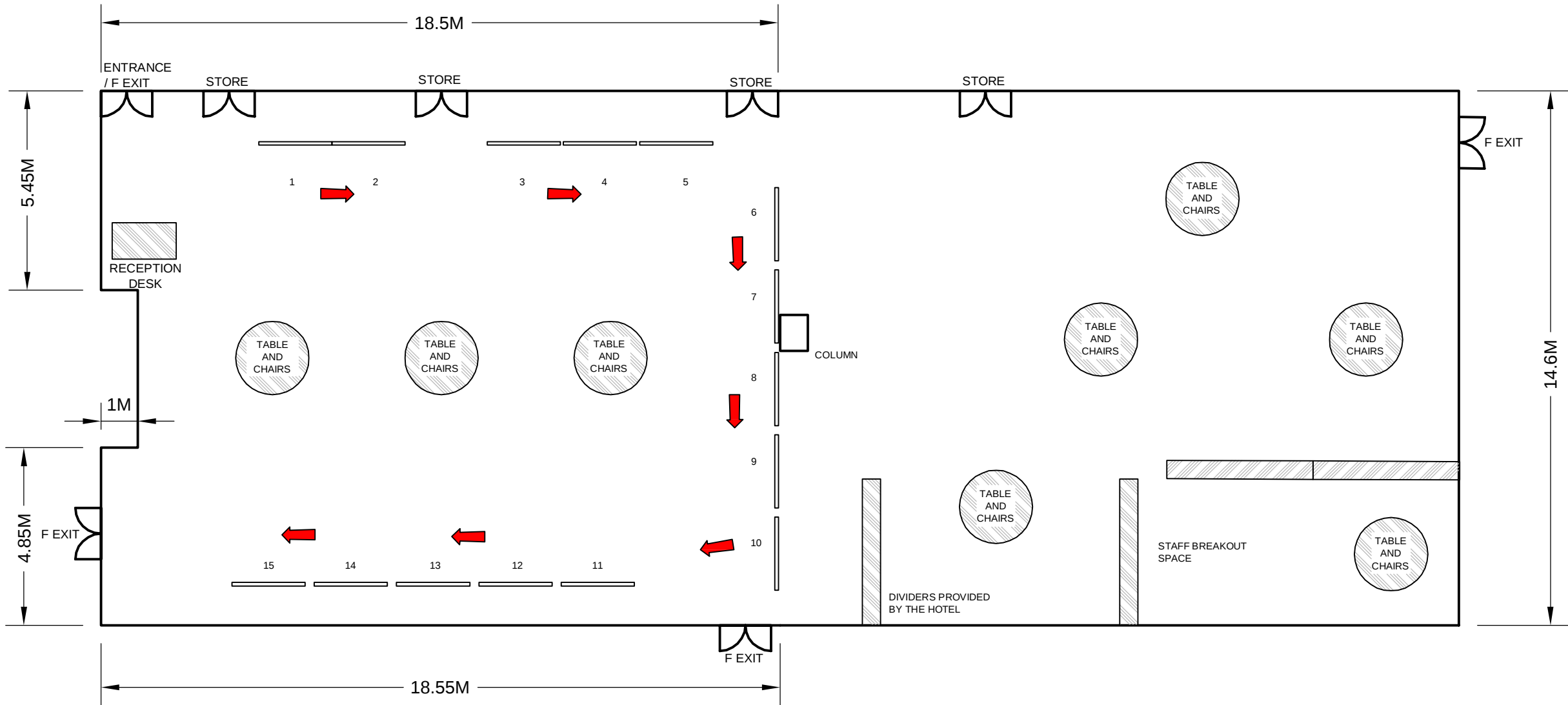
The brochure and supporting documentation is available in alternative formats on request.

Please visit www.herefordshire.gov.uk/south-wye-transport-package for all of the up to date information on the South Wye Transport Package. You can also join us on Facebook at www.facebook.com/HfdsCouncil and Twitter @HfdsCouncil.

Thank you for your time

Appendix E

Layout of Exhibition Panels



NOTES

1. THIS IS A C.A.D. DRAWING AND SHOULD NOT BE AMENDED BY HAND.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

Rev	Date	Description	By	Chk	App
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Site/Project:

SWTP SOUTHERN
LINK ROAD

Title:

EXHIBITION PANEL
LAYOUT PLAN

Drawn:	GS	Checked:	
Designed:	CN	Approved:	
Date:	23/06/2014	Scale:	1:200 A3 Sheet 1 OF 1
Project Number:	3512983B-HHR	Drawing Number:	002
		Revision:	-

Appendix F

Question 7: Full Breakdown

Total	Issue
26	Support for an alternative bypass of Hereford N-S
17	In support of sustainable transport package
15	In support of SC2A as it affects least people and has the least impact on environment
13	In support of SC2 as it affects least people and has the least impact on environment
12	Do not support bus lanes along the A465
12	Concerned about the cost
10	Support the SLR
9	Do not support a SLR as they do not believe it will work
8	Improvements to Asda roundabout
7	Support for cycle lanes along the A465
6	Congestion on the A465 including parked cars
6	Support for bus lanes along the A465
6	Support for tidal flow lanes along the A465
5	Support park and ride facilities
5	Remove school traffic
5	Impact upon the environment
4	Improvements to footways from Clehonger
4	Improvements to rail infrastructure including new station
4	Unpredictability of journey times
4	In support of SC7 as it affects least people and is the historically planned route
3	Oppose SC2 due to the impact upon the environment
3	Oppose SC5 due to the impact upon the community
3	Oppose SC7 due to the impact upon the community
3	Criticism of panels not showing current sustainable transport infrastructure
3	Lack of awareness of consultation
2	Relieve congestion on the A49
2	Improve the traffic signals city wide
2	Support weight restrictions along the A465
2	Do not support weight restrictions along the A465
2	Do not support the SLR
2	Lack of highway maintenance
2	Criticised questionnaire design
2	Want a new route alignment
1	Support for traffic max
1	Support for cycle lanes along Holme Lacy Road
1	Do not support additional park and ride facilities
1	Impact on rural farming
1	Improve Madley/Bridge Sollars road
1	Redirect traffic into Madley

1	Do not support the Clehonger Link
1	Wanted a weekend exhibition
1	Wanted a different exhibition venue
1	Do not rush a decision

Appendix R – Communication and Engagement Plan

Back the Bypass: Unblock, Unlock, Unleash Herefordshire's Future

Hereford Bypass/Western Growth Corridor Communications and Engagement Plan 2025/26

Introduction

This plan sets out how strategic communications and engagement can support the successful delivery of the Hereford Bypass and realisation of the Western Growth Corridor.

A targeted campaign approach is essential to ensure the Hereford Bypass Communications and Engagement Plan reaches and resonates with the diverse range of stakeholders affected by or influential to the project. Given the complexity and scale of the bypass, a one-size-fits-all strategy would risk diluting key messages and missing critical engagement opportunities. By segmenting audiences - such as residents in impacted areas, strategic decision-makers, environmental groups and potential investors - the campaign can tailor messaging, channels and tactics to address specific concerns, motivations and levels of influence.

This approach will help build trust, secure support and drive advocacy, while also enabling the Council to respond swiftly and effectively to opposition or misinformation. Ultimately, a targeted campaign ensures communications are not only heard but acted upon, supporting the successful delivery of both Phase 1 and the wider growth corridor vision.

Communications and engagement objectives

This plan supports the project's overarching objectives, as follows:

- Secure local support from residents, businesses, stakeholders and investors about Phase 1 construction and benefits, through better informing them and responding to and assuaging their concerns.
- Secure grant funding alternative for financing Phase 1, through lobbying and engagement with strategic stakeholders and decision-makers.
- Generate county-wide, stakeholder and political support for Phase 2, including RIS 4 and other potential funding streams, by setting out and amplifying a compelling case for investment¹.
- Attract inward investment for housing, employment land and infrastructure, through national, international and sector-specific marketing.
- Build a coalition of advocates to back the bypass campaign by amplifying campaign messages across all platforms.

¹ Given the scale and nature of the project, it is likely that Phase 2 will require a blended funding approach, drawing from a variety of sources. The business case should reflect this, rather than relying solely on RIS 4 inclusion

Core narrative

A consistent and compelling message is critical. The following is the emerging “top line” narrative.

“The long-awaited Hereford bypass is more than just a road - it’s a transformative opportunity to reshape the city, county and region for generations to come. At its heart lies a bold ambition: to unblock congestion in Hereford city, improving journey times and reducing disruption; unlock growth by enabling up to 14,000 new homes, 150 hectares of employment land and thousands of jobs; unleash potential by enhancing regional connectivity, supporting regeneration and improving quality of life.”

See **Annex A: Hereford Bypass narrative** for full version.

Audiences, stakeholders and decision-makers

[REDACTED]

[illegible]

See **Annex B: Strategic stakeholders and decision-makers table** for the emerging list.

Local stakeholders and audiences

The table (at annex C) sets out key regional and local stakeholders and audiences. Further insight is required to measure and confirm audience attitudes to the bypass, to tailor engagement, including:

A table with four rows of redacted content, represented by black bars.

See **Annex C: Regional and local stakeholders and audiences table** for the emerging list.

Implementation

As we further develop the plan and map stakeholders, we will adopt a phased approach of implementation. This will start with preparation and pre-campaign activity and will then follow the key milestones of the project.

Preparation (2025)

- Finalise and secure approval on campaign name, narrative and call to action
- Develop a brand identity, “look and feel” and guidelines for the campaign
- Develop campaign website and social media channels
- Create compelling content, including:
 - videos and images
 - interactive maps and fly-throughs
 - infographics
 - core scripts, FAQs and myth-busting explainers
 - events banners
 - brochures and factsheets
 - letters and articles
 - business cards
 - pledge platform and supporter toolkit
 - merchandise, such as pin badges, pens, mugs (TBC)
- Create a supporter network – bringing together people and orgs who support the bypass
- Private briefings with MPs, Group Leaders and other key stakeholders (December)

Phase 1: Southern Link Road (2025–2026)

Some of the key actions will include:

- Announce phase 1 construction contract tender process opening (late October)
- Further strategic engagement and lobbying on financing
- Set-piece media moment – article and/or interview with local media
- Stakeholder roundtables with resident groups, businesses and landowners
- Parish councils engagement
- Community town halls and drop-in sessions

- Run targeted social media campaign to inform residents in phase 1 areas updated and keep them supportive
- Host online community forums and/or Q&As
- Call for sites event for phase 2 (4 December)
- Infrastructure Projects update announcement (December - TBC)

Phase 2: Western Bypass (2026+)

A full implementation plan will be developed, and will include:

- Publish Strategic Outline Business Case with launch event
- Create film and suite of content to bring SOBC to life, showcasing benefits
- Launch “Back the Bypass” campaign
- Launch event for Case for Investment
- Website launch
- Stakeholder roundtables with businesses and landowners
- Distribute policy briefings to ministers, officials and MPs
- Deploy supporter network to lobby their MP
- Launch Full Business Case (June/July)
- Works begin on Phase 1 (December)

See [Annex D: Implementation actions](#) (Excel document) for owners and tracking progress.

Monitoring & Evaluation

- KPIs: Website traffic, social media engagement, pledges, endorsements.
- Tools: Surveys, sentiment analysis, analytics dashboards.
- Review Cycle: Quarterly, with adaptive messaging.

Further measures and a framework will be developed, including developing baseline and benchmarking data.

Budget and resourcing

A plan for budget and resourcing will be developed including allocation for communications activities, staff capacity and required skills.

In the meantime, a new Bypass Communications Group, chaired by the Service Director of Communications, has been established. Members include the Head of Communications, Digital Manager and Campaigns Manager, and will be augmented with other relevant officers. They will drive forward this plan, working to the project board and steering group.

This will require a whole of council approach, for example teams who “own” the relationship with key stakeholders should lead on delivery of bypass engagement using the messages and tools – and as part of a coordinated effort – under this plan. For example, Economy and Environment Directorate should lead engagement with the business sector stakeholders, while Talk Community will lead on engagement with Parish Councils, set out in annex B.

Governance and decision-making

We will clarify governance structure including:

- Roles and responsibilities
- Messaging sign-off protocols
- Escalation processes

Risk and Issues Management

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Annex A: Hereford Bypass narrative

Back the bypass: unblock, unlock, unleash

The long-awaited Hereford bypass is more than just a road - it's a transformative opportunity to reshape the city, county and region for generations to come. At its heart lies a bold ambition: to unblock congestion, unlock growth and unleash the full potential of Herefordshire.

The Hereford Bypass promises to relieve the daily pressures of traffic in the city centre, improving journey times and reducing disruption for residents, businesses and visitors alike. But its impact goes far beyond smoother commutes. It is the key to unlocking up to 14,000 new homes, creating 150 hectares of employment land and enabling the growth of approximately 10,000 new jobs. This is not just infrastructure - it's a catalyst for regeneration, prosperity and opportunity.

Phase one is already in motion. With planning permission secured and land acquisition underway, construction is set to begin by December 2026. This £35 million investment is a cornerstone of the Council Plan and reflects a clear commitment to delivering local priorities that align with national ambitions to rebuild and accelerate infrastructure delivery.

Once complete, this first phase will connect vital industrial sites to the south of the city, removing longstanding barriers to economic development and setting the stage for the transformative second phase around the west of Hereford.

Phase two is likely to cost ten times more than phase one and will need to be financed through a blended funding model that reflects both the scale and strategic importance of the scheme. While inclusion in the Road Investment Strategy 4 (RIS4) remains a priority, the Council will also pursue complementary funding streams such as infrastructure grants and regeneration funds from the government, and potential public-private partnerships. Engagement with central government will be critical to securing multi-source investment. The Strategic Outline Business Case will set out this approach in detail, demonstrating value for money, alignment with national priorities and readiness to deliver.

The full realisation of the bypass as a Western Growth Corridor will bring sweeping benefits. It will energise the local economy by attracting inward investment and creating space for new industries. It will support housing delivery in line with national planning targets, and it will enhance resilience by offering a second crossing over the River Wye - reducing dependence on the A49 and strengthening the transport network.

Congestion relief will be tangible, especially around Greyfriars Bridge and key radial routes. Safety will improve, with fewer collisions in known hotspots. Travel choices will expand, supporting walking, cycling, public transport and driving. Connectivity will be enhanced across western routes, and bus services will become more reliable and attractive.

The bypass will also deliver broader social and environmental benefits. It will reduce delays, pollution, and accident-related costs, while supporting regeneration and placemaking in the city centre. It will help retain talent, improve housing mix, and foster social mobility. Public health will benefit from cleaner air and more active travel options. Communities will enjoy quieter, more cohesive neighbourhoods and heritage assets will be better protected from the impacts of traffic.

Enough of the waiting. Now is the time to act. We invite residents, businesses, investors, and stakeholders to Back the Bypass - to help us unblock congestion, unlock growth and unleash Herefordshire's future.

Annex B: Strategic stakeholders and decision-makers table

Organisation	Name	Role	Insight	Interest	Influence	Score	Relationship Owner
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		

Organisation	Name	Role	Insight	Interest	Influence	Score	Relationship Owner
[REDACTED]	[REDACTED]	[REDACTED]					
	[REDACTED]	[REDACTED]					
	[REDACTED]	[REDACTED]					
[REDACTED]	[REDACTED]	[REDACTED]		[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]		[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]					
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]					
[REDACTED]	[REDACTED]	[REDACTED]					

[Further stakeholders to be added]

Annex C: Regional and local stakeholders and audiences table

Group	Name	Role	Insight	Interest	Influence	Score	Relationship owner
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
	[REDACTED]	[REDACTED]	[REDACTED]				
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]				
	[REDACTED]	[REDACTED]	[REDACTED]				
	[REDACTED]	[REDACTED]	[REDACTED]				
	[REDACTED]	[REDACTED]	[REDACTED]				

[illegible]

Group	Name	Role	Insight	Interest	Influence	Score	Relationship owner
[Redacted]	[Redacted]			[Redacted]	[Redacted]		
	[Redacted]						
[Redacted]	[Redacted]						
	[Redacted]						
	[Redacted]						
	[Redacted]						

[Further audience groups to be added]

Appendix S – Benefits Management and Evaluation Plan

Hereford Western Bypass - Phase One

Benefits Management and Evaluation Plan

Herefordshire County Council

June 2026

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Quality information

Prepared by	Checked by	Verified by	Approved by
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Revision History

Revision	Revision date	Details	Authorised	Name	Position
	V1	BMEP	Yes	PB	Technical Director

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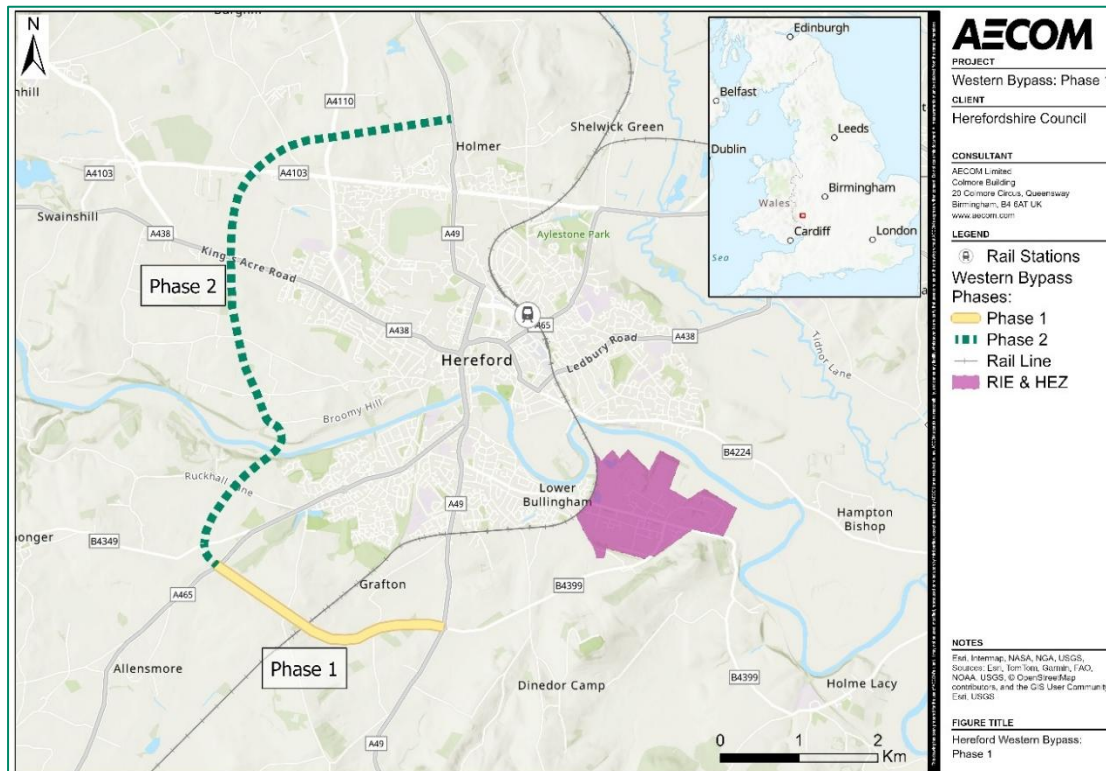
Executive Summary

Scheme Overview

Herefordshire Council are delivering the Hereford Western Bypass, made up of two distinct phases. Phase One forms the southern part of the route section, providing a 3km single carriageway between the A465 and A49, and a key link to Hereford Enterprise Zone and Rotherwas Industrial Estate. Full planning permission is in place for Phase One.

Phase 2 of the bypass is at a less-advanced stage and will connect with Phase One at the A465 junction, providing onward connectivity and routing to the west of the city centre, including a crossing on the River Wye via a viaduct structure, before connecting with the A49 to the north of the city. This BMEP focuses on Phase One and supports the Full Business Case submission.

Hereford Western Bypass



Scheme Objectives and Research Questions

The following 6 objectives have been identified for the scheme:

- 1) Provide a more direct and reliable route to the HEZ for all users from the south / southwest of Hereford with journey time savings of more than six minutes during the peak periods on the A465, following completion of the Phase One scheme.
- 2) Relieve residential route pressures in the South Wye area, particularly along the A465 Belmont Road, Holme Lacy Road and Walnut Tree Avenue, by reducing daily traffic flows by up to 25%, following completion of the scheme.
- 3) Improve road safety across the South Wye Area following completion of the scheme.

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- 4) Reduce air quality and noise impacts from road transport on key receptors across South Wye, particularly in the residential Belmont area following completion of the scheme.
- 5) Support economic growth and business productivity in Hereford through increased inward investment and reduced travel time.
- 6) Improve social outcomes across the South Wye area by reducing traffic demand and provision an improved environment, following completion of the scheme.

The following evaluation research questions and sub questions have been developed to inform the design of the proposed scheme evaluation.

Number	Research question	Evaluation
RQ1	What worked well, and what worked less well during delivery of the scheme?	Process evaluation
Q1.1	Was the project programme delivered effectively to time and to budget?	Process evaluation
Q1.2	Were stakeholders effectively engaged?	Process evaluation
Q1.3	Was risk management effective in identifying, mitigating and escalating issues?	Process evaluation
RQ2	Has the scheme had an overall positive impact on improving network performance in the area?	Impact evaluation
Q2.1	Have journey times reduced by six minutes on the A465 Belmont Road, during peak periods, within three years of scheme completion? Has journey time reliability improved?	Impact evaluation
Q2.2	Has there been a change in daily traffic flows on the A465 Belmont Road, within three years of scheme completion? To what extent does this align with the scheme objective of reducing daily traffic flows on the A465 by up to 25%?	Impact evaluation
RQ3	Has the scheme had an overall positive impact towards its safety objectives?	Impact evaluation
Q3.1	Has there been a change in the rate and severity of collisions on the A465 Belmont Road and surrounding area within three years of scheme opening?	Impact evaluation
Q3.2	Has there been a change in the frequency and severity of collisions at identified collision cluster locations within three years of scheme opening?	Impact evaluation
RQ4	Has the scheme had an overall positive impact towards its environmental objectives?	Impact evaluation
Q4.1	Has there been a change in NO ₂ levels at monitoring locations across the study area, including within the Hereford AQMA*, relative to pre-construction levels?	Impact evaluation
Q4.2	Has there been a change in noise levels at key receptors, particularly along routes such as the A465 Belmont Road and	Impact Evaluation

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Number	Research question	Evaluation
	within Noise Important Areas, relative to pre-construction levels?	
RQ5	Has the scheme had an overall positive impact on the local economy?	Impact evaluation
Q5.1	Does the scheme support employment growth in Hereford?	Impact evaluation
Q5.2	Has there been a change in inward investment in Hereford, particularly within and around the HEZ?	Impact evaluation
Q5.3	Has improved connectivity, including reduced travel times to key employment areas such as the HEZ, contributed to improvements in business productivity in Hereford?	Impact evaluation
RQ6	Has the scheme improved the social outcomes in the South Wye area with key consideration the Belmont area, Walnut Tree Avenue and Holme Lacy Road?	Impact evaluation
Q6.1	Has there been in a change in the level of deprivation across the South Wye area following scheme implementation?	Impact evaluation
Q6.2	Has there been a change in community cohesion within the South Wye area as a result of changes in traffic, congestion, air quality and noise levels following scheme implementation?	Impact evaluation
RQ7	Is the scheme on track to deliver the expected value for money?	VfM evaluation

Evaluation approach

While the latest DfT guidance has been used on Benefits Management and Evaluation has been used to develop this BMEP, a lighter touch approach for the evaluation approach has been set out for this scheme. This aligns with Herefordshire Council's approach to monitoring and evaluation. Should a requirement arise to produce a fully DfT compliant BMEP, this plan will be reviewed and updated accordingly.

Process, impact and value for money evaluations will be undertaken using a combination of qualitative and quantitative data.

The process evaluation will determine whether the scheme was delivered on time and to budget and identify any lessons learned. This will include a mixture of interviews with key personnel alongside a review of the programme, risk register, scheme cost monitoring and stakeholder engagement. Evaluation of the delivered Scheme will be provided within the Year 1 Post-Opening Report.

The impact evaluation will focus on a before and after (baseline vs. 1 and 3 years post construction) comparison using qualitative and quantitative data where appropriate. It will focus on 5 key areas: Traffic, Safety, Environment, Economic and Social using a mixture of primary and secondary data sources. To assess the impact of the scheme, the principles of a Contribution Analysis approach will be used to understand the causal relationships between the Phase One scheme and any observed changes before and after (baseline vs. 1 and 3 years post construction). This will be supplemented by Interrupted Time Series

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Analysis/Before and After analysis, using qualitative and quantitative data that is required to be collected to assess the outcomes and impacts identified within the logic map.

The assessment of scheme impacts three years after opening will inform a qualitative view of whether the Scheme is on track to deliver its forecast value for money, comparing each of the evaluated impacts with those set out in the appraisal.

Outcome and Impact Evaluation

Using the Theory of Change approach and logic map developed, the identified outcomes and impacts will be assessed.

- Traffic - all modes: Tom Tom, ATC and MCC data to determine changes in flow, journey times and mode share. **RQ2.1 & RQ2.2**
- Safety: STATS19 data to determine if there has been a reduction in collisions at identified locations. **RQ3.1 & RQ3.2**
- Air Quality: ATC and MCC data alongside air quality / Diffusion tubes to provide indication of change in air quality. **RQ4.1**
- Noise: ATC and MCC data to provide a proxy for likely change in noise levels. **RQ4.2**
- Carbon: ATC and MCC data to provide a proxy for likely change in carbon emissions. **RQ4**
- Economy: Stakeholder interviews and ONS employment data to establish changes to inward investment. **RQ5.1 & RQ5.2**
- Accessibility: Accessibility mapping such as Podaris or the DfT Connectivity Tool to establish change. **RQ5 & RQ6**
- Deprivation: Indices of Multiple Deprivation analysis to determine change. **RQ6.1**
- Cohesion: Combination of all data sources to determine change. **RQ6.2**

Evaluation Programme and Budget

The overall programme for scheme delivery and evaluation is set out in the table below. Costs associated to BMEP activities is to be reviewed and finalised with Herefordshire Council.

Date	Milestone
February 2026	Appointment of PCSA contractor
April 2026	Cabinet decision to agree FBC decision criteria
July 2026	Phase One FBC published
September 2026	Cabinet decision to release construction budget for the scheme
July – November 2026	Baseline data collection undertaken where relevant / applicable
December 2026	Construction of Phase One commences
March 2027	Baseline Report completed
September 2028	Phase One opens to traffic
September 2029 – December 2029	Year 1 post-opening data collection
March 2030	Year 1 post-opening report completed

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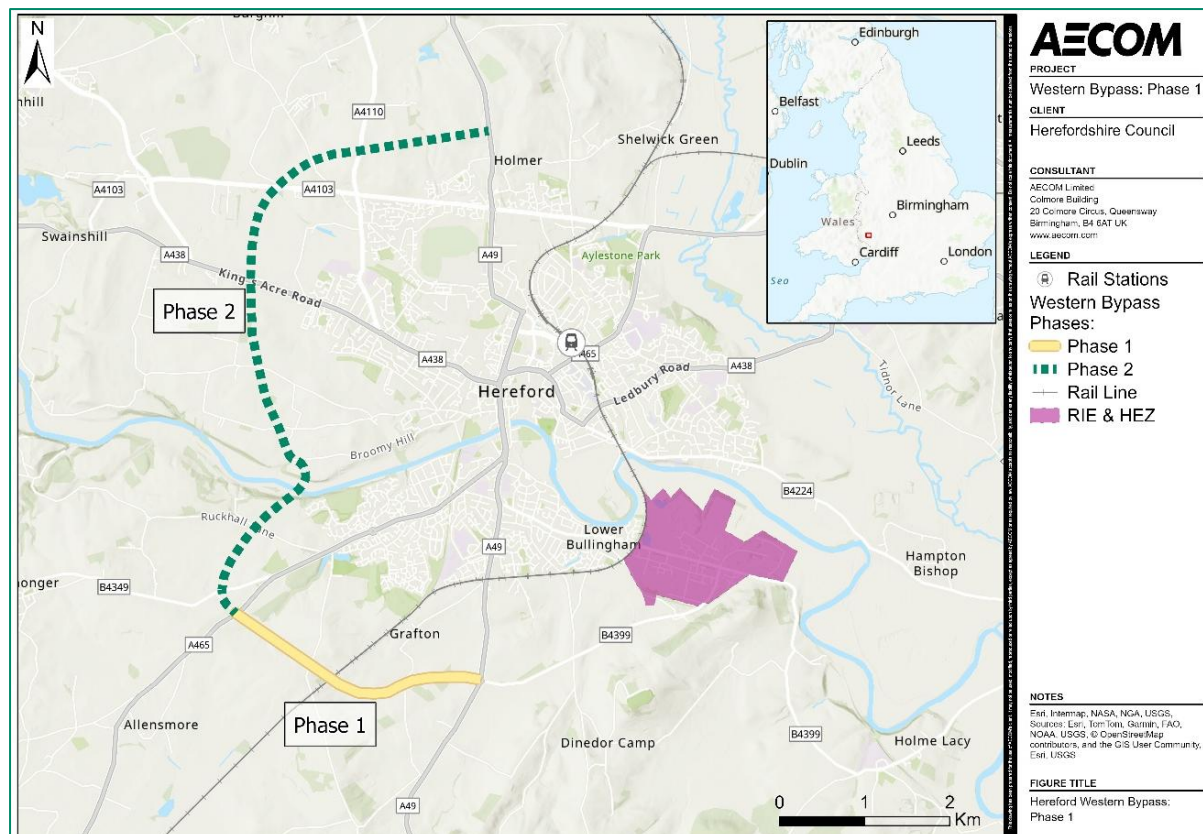
Date	Milestone
September 2031 - December 2031	Year 3 post-opening data collection
March 2032	Year 3 post-opening report completed

1. Introduction

1.1 The Scheme

- 1.1.1 This is the Benefits Management and Evaluation Plan (BMEP) for the Phase One Hereford Western Bypass scheme being delivered by Herefordshire Council (HC). This document should be read alongside the Full Business Case for the Scheme.
- 1.1.2 Phase One of the Hereford Western Bypass is located in the South and South-West of Hereford. The alignment is fixed and forms the southern part of the route section, providing a 3km rural all-purpose single carriageway between the A465 and A49, and a key link to Hereford Enterprise Zone and Rotherwas Industrial Estate herein referred to collectively as HEZ. Full planning permission is in place for Phase One. Construction of Phase One is expected to commence in December 2026 and open to traffic in September 2028.
- 1.1.3 Phase 2 of the bypass is at a less-advanced stage but remains a critical component of the wider scheme, whereby the full strategic and network benefits will only be realised through the completion of both phases. Phase 2 will connect with Phase One at the A465 junction, providing onward connectivity and routing to the west of the city centre, including a crossing on the River Wye via a viaduct structure, before connecting with the A49 to the north of the city. Phase 2 is at the early development stage, requiring business case and option development.

Figure 1-1: Hereford Western Bypass



1.2 Standard Benefits Management and Evaluation

- 1.2.1 Whilst the latest DfT guidance on Benefits Management and Evaluation has been used to develop this BMEP, a high-level approach to the proposed evaluation activities has been set out. Following submission of the Full Business Case for the

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scheme, the proposed evaluation activities will be reviewed in detail with Herefordshire Council and the BMEP will be updated accordingly.

1.2.2 Benefits monitoring and evaluation is undertaken to collect data and evidence before and after a scheme is implemented, analyse the findings from the monitoring, and draw conclusions about the impacts and value for money of a scheme. This will be based on a quantitative and qualitative assessment to investigate whether the monitoring data collected suggests that the ex-ante appraisal values remain valid.

1.2.3 This Phase One Hereford Western Bypass scheme BMEP is structured as follows:

- Section 1: Introduction;
- Section 2: Scheme Background and Context;
- Section 3: Scheme Objectives and Theory of Change;
- Section 4: Benefits Management and Evaluation Objectives Research and Questions;
- Section 5: Data Requirements and Collection Methods;
- Section 6: Resourcing and Governance; and
- Section 7: Project and Dissemination Plan.

2. Scheme Background and Context

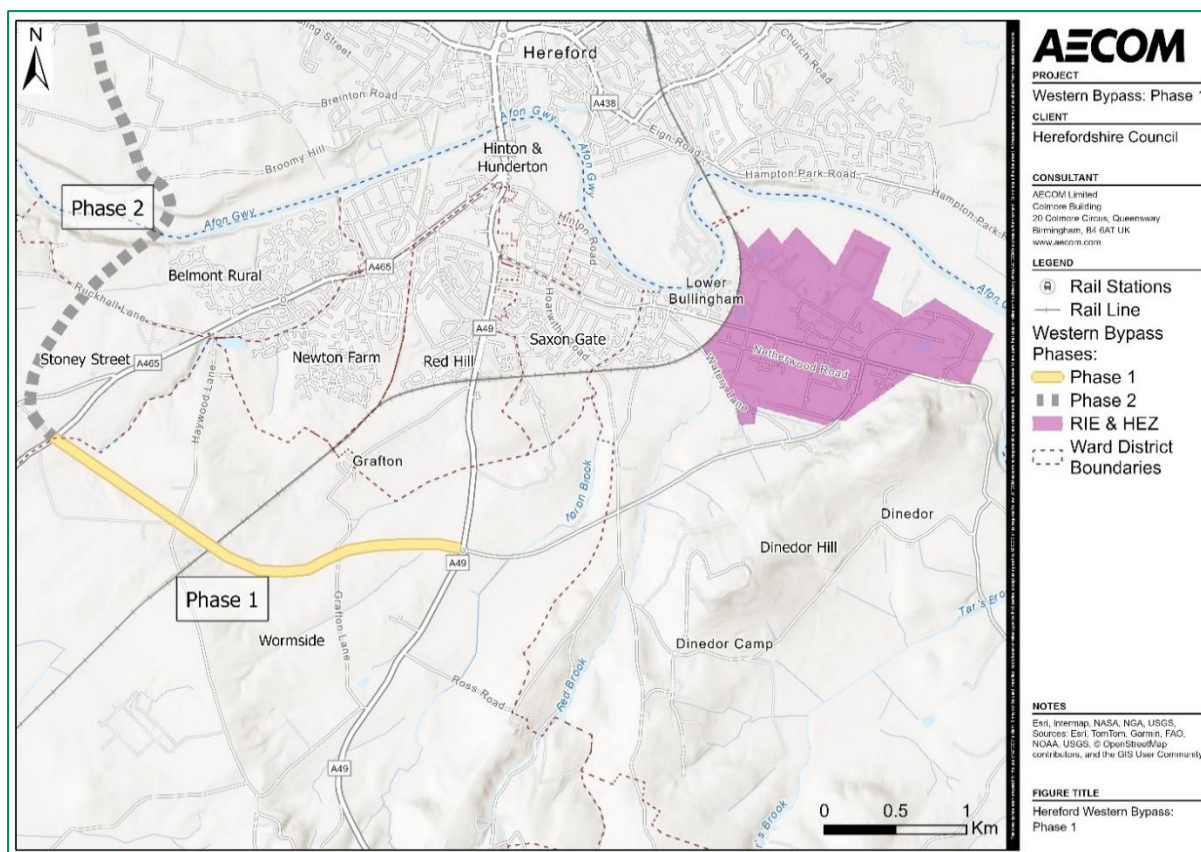
2.1 Scheme Background

- 2.1.1 The proposal for a bypass of Hereford was initially developed over 30 years ago in the early 1990s. Since, options have largely alternated between eastern and western alignments, with key decisions influenced by environmental, economic, and political factors.
- 2.1.2 The preference for a western bypass came out of study work conducted between 2010-2013 and was included in the adopted Herefordshire Local Plan Core Strategy 2011-2031, as a key element of the long-term Hereford Transport Strategy (HTS). At the same time, the South Wye Transport Package (SWTP) was identified in the Local Transport Plan (LTP) as an important strategy for promoting economic growth within Hereford whilst tackling specific problems in the South Wye area. The SWTP was part of the broader HTS and a key element of the package was the inclusion of a new Southern Link Road (SLR), from the A49 to the A465.
- 2.1.3 Delivery of the SLR and wider Western Bypass were the preferred options through the 2010s. In May 2015 a planning application for the SLR was submitted and approved in July 2016 (which remains extant). Nominal works commenced in July 2019 to keep the planning permission live. Following the May 2019 Council elections, a decision was taken to pause all new major road schemes in Herefordshire. Between 2020–2021, focus shifted to active travel measures and an Eastern River Crossing. This decision was reversed following the elections in May 2023, with the New Road Strategy for Hereford (2024) recommending that progress should be recommenced with the Western Bypass.
- 2.1.4 In addition, the update to the National Planning Policy Framework (NPPF), published in December 2024, almost doubled Herefordshire's housing target, leading to an increased focus on growth to the north and west of Hereford. This further emphasised the need for the full bypass to the west of Hereford which will likely have a significant role in unlocking land for housing and employment uses in the city.

2.2 Scheme Description

- 2.2.1 The scope of Phase One is set out below and presented in Figure 2-1:
- A 3.6 km rural all-purpose single carriageway designed using the DMRB
 - Links the A465 and A49 in the South Wye area of Herefordshire
 - Design speed of 60mph
 - Improved access to Hereford Enterprise Zone (HEZ) for the South and West of the city
 - Is a key enabler of delivering the full western bypass.

Figure 2-1: Phase One of the Hereford Bypass



2.3 Scheme Costs

- 2.3.1 The estimated Scheme construction costs (including costs to date) are set out in the Financial Dimension of the FBC.
- 2.3.2 Herefordshire Council will be funding the full cost of Phase One. To date, the council has allocated and authorised spend of £10.3m within its capital programme for the development of the scheme to construction, acquisition of land and associated costs. A further £35m has been included within the Council's capital programme for scheme construction. Following review of the Full Business Case, the Cabinet will make a decision to release the £35m construction budget and to award the construction contract¹.

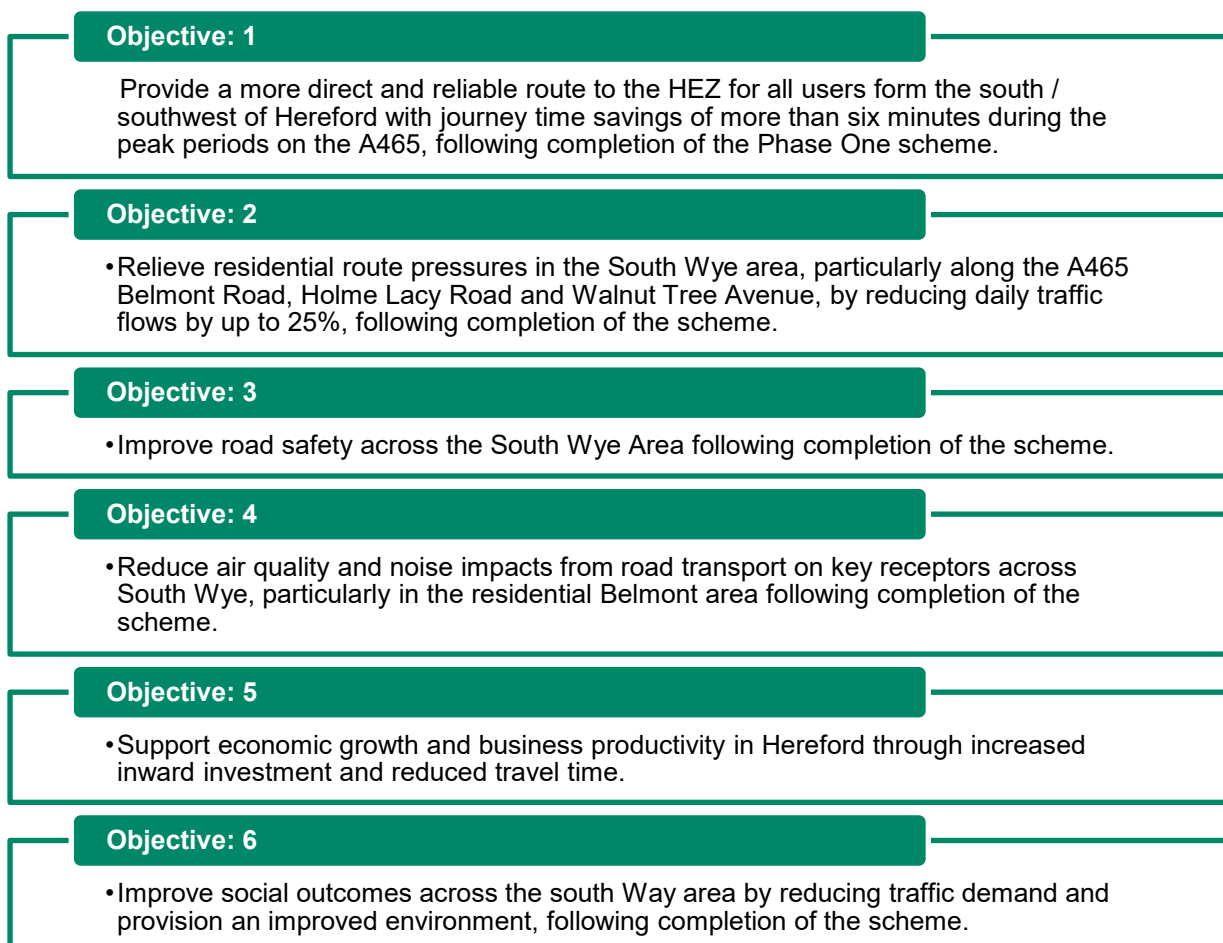
¹ [Cabinet Report April 2026](#)

3. Scheme Objectives and Theory of Change

3.1 Scheme Objectives

- 3.1.1 A series of objectives were identified as part of the SWTP Option Assessment Report (OAR) (2019) for the scheme. These objectives have since been reviewed, taking into consideration the strategic and scheme priorities and have been adapted to relate to Phase One, ensuring they are SMART. The updated objectives for the scheme are set out in Figure 3-1.

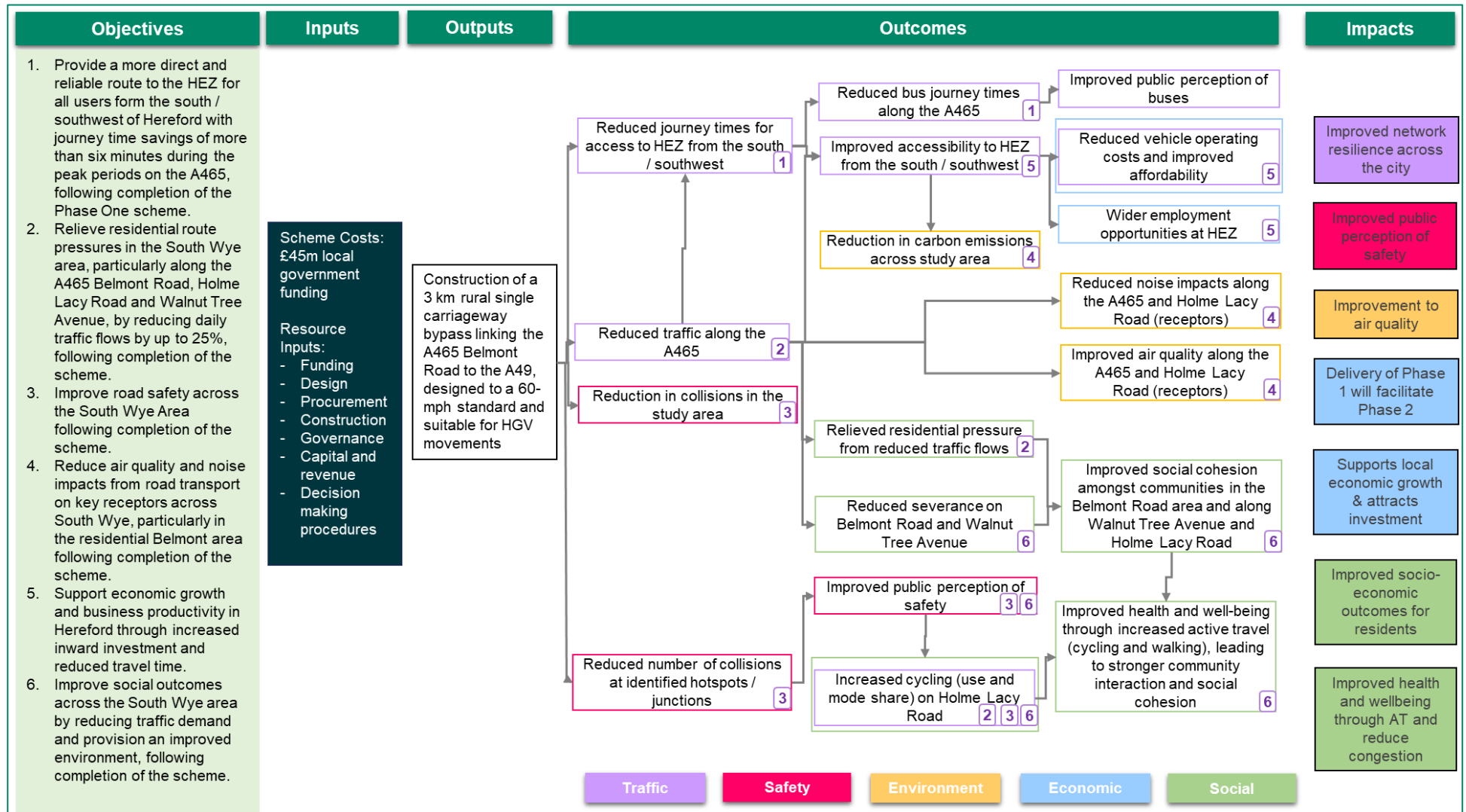
Figure 3-1: Scheme Objectives



3.2 Theory of Change

- 3.2.1 The theory of change for the scheme can be better understood through presentation of a scheme's causal pathways and can be used to show how desired results and anticipated benefits are expected to be achieved. A logic map for the scheme has been developed and is presented in Figure 3-2 setting out the overall theory of change. In the case of this scheme, journey time benefits and a redistribution of traffic results in various traffic, safety, economic, environment and social benefits are expected across the South Wye area.

Figure 3-2: Phase One Logic Map



4. Benefits Management, Evaluation Objectives and Research Questions

4.1 Identified Benefits

- 4.1.1 The benefits from Phase One of the bypass are focussed on the urban areas of the city south of the River Wye (known as South Wye). The new road between the A465 and A49/B4399 roundabout will link directly to the Rotherwas Access Road (B4399) providing improved access to the HEZ.
- 4.1.2 The new road will enable trips from the A465 to reach the A49 and HEZ without having to travel through the existing urban areas of South Wye, reducing traffic volumes, congestion, noise and vehicle emissions along the A465, part of the A49 and Holme Lacy Road providing benefits to the residents who live in these areas through an improved environment, as well as benefits to travellers to the HEZ who will now have a more direct and faster route to their destination.
- 4.1.3 The case for change is founded on the need to address the challenges in South Wye and improve the operation and resilience of the transport network. The key issues include:
- Traffic congestion and safety concerns along the A465 Belmont Road.
 - Environmental considerations such as the need to improve air quality and noise levels.
 - A range of socio-economic issues including accessibility public health and deprivation.
- 4.1.4 The economic assessment (see the Economic Dimension of the FBC) includes an appraisal of all these issues and assessment of the economic benefits of addressing these issues by delivering the Scheme.

4.2 Benefits Management Approach

- 4.2.1 Benefits Management provides a process to ensure the intended outcomes and impacts of Phase One, as identified in the logic map, are achieved.
- 4.2.2 The Economic Case (please refer to the Full Business Case for the scheme) has identified the following benefits and disbenefits associated with Phase One which align to the scheme objective.

Benefits

1. Reduce traffic flows on Holme Lacy Road, Walnut Tree Avenue and A465 Belmont Road
2. Reduce journey times along the A465 Belmont Road
3. Improved access to HEZ
4. Reduce traffic noise along Belmont Road, Walnut Tree Avenue, Holme Lacy Road and Haywood Lane.
5. Improve air quality in both NO₂ and PM_{2.5} measures by reducing traffic on routes in residential areas of South Wye.

Disbenefits

6. Small increase in severe and fatal accidents

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7. Minor noise increases along B4325 between Clehonger and Madley and Bage Pitch Road up to the A438

4.2.3 A series of Benefit Profiles will be developed for each of the identified Benefits to aid the Benefits Management and Realisation process. Each Benefit Profile will focus on the following key information:

- Benefit name
- Benefit description
- Associated scheme objective
- Monetised value
- Baseline
- Unit of Measurement
- Benefit Owners
- Benefit Recipient

4.3 Evaluation Scope

4.3.1 In line with the identified scheme objectives (Figure 3-1), the scheme is intended to provide outcomes across 5 themes:

- **Traffic:** improve network performance along the A465 Belmont Road through a reduction in traffic flows, congestion and journey times.
- **Safety:** improve road safety by reducing the rate and severity of collisions across the South Wye area.
- **Environment:** improve air quality and reduce noise impacts from road transport in residential areas, particularly in the Belmont area.
- **Economic:** support economic growth and business productivity in Hereford through increased inward investment and reduced travel times.
- **Social:** improve social outcomes in the Belmont and Holme lacy Road areas of Hereford by reducing travel demand and providing an improved environment.

4.3.2 For each theme consideration has been given to the forecast improvements and how they will be measured. Table 4-1 provides a summary noting that both a qualitative and quantitative approach is being considered.

Table 4-1: Monitoring Scheme themes

Theme	Forecast Improvement
Traffic	Redistribution of traffic away from the city centre and residential routes onto the Phase One scheme, resulting in reduced congestion, improved journey times and journey time reliability, and increased average speeds across key roads such as the A465 Belmont Road, Walnut Tree Avenue and Holme Lacy Road.
Safety	Reduction in collisions at key junctions and links, including the A49/A465 and A49/ Holme Lacy Road junctions, as a result of traffic redistribution and improved road design, leading to an overall improvement in road safety.
Environment	Reduction in traffic-related environmental impacts through redistribution of traffic, including movements associated with HEZ and, from the A465 Belmont Road and A49 corridors onto the new bypass road. This will result

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Theme	Forecast Improvement
	in improved air quality and reduced noise levels along key urban routes, including Noise Important Areas (NIA).
Economic	Improved connectivity to HEZ and surrounding areas will support economic growth and productivity by improving access to employment, particularly for sectors requiring in-person travel. This is expected to boost local GVA, support inward investment, and facilitate planned housing proposals.
Social	Reduction in negative social impacts in the South Wye area, including in more deprived communities, through the redistribution of traffic away from routes such as the A465 Belmont Road, Walnut Tree Avenue and Holme Lacy Road onto the new bypass. This will improve community cohesion, reduce severance, and enhance health, quality of life and better access to employment opportunities at HEZ.

4.4 Research Questions

4.4.0 The BMEP will seek to answer the following questions, which are linked to the Scheme objectives. Table 4-2 identifies a set of overarching questions, with sub-questions where relevant.

Table 4-2: Research Questions

Number	Research question	Category	Evaluation
RQ1	What worked well, and what worked less well during delivery of the scheme?	Scheme build	Process evaluation
Q1.1	Was the project programme delivered effectively, to time and to budget?	Scheme build	Process evaluation
Q1.2	Were stakeholders effectively engaged?	Scheme build	Process evaluation
Q1.3	Was risk management effective in identifying, mitigating and escalating issues?	Scheme build	Process evaluation
RQ2	Has the scheme had an overall positive impact on improving network performance in the area?	Traffic	Impact evaluation
Q2.1	Have journey times reduced by six minutes on the A465 Belmont Road, during peak periods, within three years of scheme completion? Has journey time reliability improved?	Journey times and reliability	Impact evaluation

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Number	Research question	Category	Evaluation
Q2.2	Has there been a change in daily traffic flows on the A465 Belmont Road, within three years of scheme completion? To what extent does this align with the scheme objective of reducing daily traffic flows on the A465 by up to 25%?	Traffic flows and reliability	Impact evaluation
RQ3	Has the scheme had an overall positive impact towards its safety objectives?	Safety	Impact evaluation
Q3.1	Has there been a change in the rate and severity of collisions on the A465 Belmont Road and surrounding area within three years of scheme opening?	Collisions	Impact evaluation
Q3.2	Has there been a change in the frequency and severity of collisions at identified collision cluster locations within three years of scheme opening?	Collisions	Impact evaluation
RQ4	Has the scheme had an overall positive impact towards its environmental objectives?	Environment	Impact evaluation
Q4.1	Has there been a change in NO ₂ levels at monitoring locations across the study area, including within the Hereford AQMA*, relative to pre-construction levels?	Air quality	Impact evaluation
Q4.2	Has there been a change in noise levels at key receptors, particularly along routes such as the A465 Belmont Road and within Noise Important Areas, relative to pre-construction levels?	Noise	Impact Evaluation
RQ5	Has the scheme had an overall positive impact on the local economy?	Economic	Impact evaluation
Q5.1	Does the scheme support employment growth in Hereford?	Impacts on the local economy	Impact evaluation
Q5.2	Has there been a change in inward investment in	Impacts on the local economy	Impact evaluation

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Number	Research question	Category	Evaluation
	Hereford, particularly within and around HEZ?		
Q5.3	Has improved connectivity, including reduced travel times to key employment areas such as HEZ, contributed to improvements in business productivity in Hereford?	Impacts on the local economy	Impact evaluation
RQ6	Has the scheme improved the social outcomes in the South Wye area with key consideration the Belmont area, Walnut Tree Avenue and Holme Lacy Road?	Social	Impact evaluation
Q6.1	Has there been in a change in the level of deprivation across the South Wye area following scheme implementation?	Deprivation	Impact evaluation
Q6.2	Has there been a change in community cohesion within the South Wye area as a result of changes in traffic, congestion, air quality and noise levels following scheme implementation?	Cohesion	Impact evaluation
RQ7	Is the scheme on track to deliver the expected value for money?	Value for money	VfM evaluation

*It is understood that the Hereford AQMA is in the process of being revoked. Only the southern extent of the AQMA falls within the study area. It is still considered worthwhile to collect this data.

4.5 Evaluation Approach

- 4.5.1 The scheme will be subject to a process / lessons learned, impact and value for money evaluation using a mixed approach combining qualitative and quantitative analysis. The approach will enable a proportionate review of whether outcomes have been achieved as expected using readily available data, where possible alongside primary data where required.
- 4.5.2 To assess the impact of the scheme, the principles of a Contribution Analysis approach will be used to understand the causal relationships between the Phase One scheme and any observed changes before and after (baseline vs. 1 and 3 years post construction). This will be supplemented by Interrupted Time Series Analysis/Before and After analysis, using qualitative and quantitative data that is required to be collected to assess the outcomes and impacts identified within the logic map.
- 4.5.3 Various data will be used to support this evaluation approach
- Review of delivery (outputs) as defined in the process evaluation.

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- Consideration of wider contextual factors that may impact scheme delivery and subsequent outcomes and impacts.
 - Assessment of alternative explanations of observed change, and stakeholder discussion.
 - Time series data to test for a causal change in the trend of outcomes following intervention.
- 4.5.4 A counterfactual assessment will be considered through comparing a Do-Nothing scenario (without the Phase One scheme) versus a Do-Something scenario (with the Phase One scheme) to ascertain the difference the scheme has made. Consideration will be given to how trend data has changed as a result of the scheme, for example the change in journey times and traffic flows on key routes as a result of the scheme versus expected trajectory without the scheme.
- 4.5.5 To enable the Scheme's benefits to be evaluated, three monitoring and reporting stages are proposed:
- **Baseline** - a baseline assessment will be undertaken to provide a benchmark to assess changes in outcomes and impacts post-scheme opening.
 - **Post opening evaluation (one year after)** – The impact of the Scheme will be assessed one year after construction. The one-year post-construction monitoring will provide a first indication of the impact of the Scheme. Evaluation of the delivered Scheme, founded from the Process Evaluation will be provided within the Year 1 Post-Opening Report.
 - **Post opening evaluation (three years after)** – the impact of the Scheme will be assessed three years following implementation. The post-implementation monitoring will provide an update to the one-year evaluation and assess changes in key outcomes compared with the initial evaluation, using quantitative and qualitative methods. The value for money assessment will be considered at this stage.

5. Data Requirements and Collection Methods

5.1 Introduction

- 5.1.1 This section provides an overview of the methodology that will be used to assess each of the evaluation components.

5.2 Input - Scheme Build

- 5.2.0 Key information and evidence to support a transparent evaluation of the Scheme build process will be collected throughout the delivery process. Table 5-1 provides a summary of the items that will be included within the evaluation of the Scheme build. Information will be documented as part of regular design and progress meetings (fortnightly), Project Board meetings (monthly / highlight report), Risk Workshop (quarterly), Cabinet papers and Gateway Reviews at key milestones.

Table 5-1: Scheme Build Data Requirements

Scheme build metrics	Monitoring details	Data collected
Programme / project plan	Progress against programme and where applicable: The dates key milestones on the project were achieved Changes in programme delivery and milestones and how they were mitigated Causes of programme slippage or change and how risks were managed	Record keeping during construction including work dates and changes to programme Discussions with delivery team, including Project Manager, to identify causes of programme slippage and risk management
Stakeholder management	Effectiveness of stakeholder management activities Stakeholder views	Stakeholder engagement records during construction Discussions with key stakeholders
Risk management	Main risks encountered during Scheme delivery New risks identified after the start of implementation Mitigation procedures and measures Measures successful in mitigation Risks requiring escalation	Construction risk register, identifying new risks developed during Scheme build Recording mitigation procedures Recording of successful mitigation Record keeping of where risks were realised and their impact
Scheme benefits	Changes in causal pathways since the baseline logic mapping Short-term outcomes attributable to the scheme	Update Scheme logic map one year after completion

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Scheme build metrics	Monitoring details	Data collected
	Comparison of short-term outcomes with scheme projections Lessons learnt on the relative effectiveness of each Scheme element Comparison of as built vs. planned Scheme at FBC	

- 5.2.1 Evaluation of the delivered Scheme will be provided within the Year 1 Post-Opening Report. This will provide a detailed comparison of the Scheme at funding approval against the delivered Scheme. The design team will work alongside the construction team to identify and document the outturn deliverables against the planned deliverables. The Herefordshire Council Project Manager will be responsible for ensuring details are readily available and clearly documented for supply for evaluation.

5.3 Output - Delivered Scheme

- 5.3.1 Monitoring outputs consists of a single element: the assessment of the delivered Scheme. This sets out what has been delivered as part of the Scheme and how it is being used.
- 5.3.2 Following the delivery of the Scheme, the implemented Scheme outputs will be reviewed, and any changes to the Scheme's design and mitigation measures developed and implemented during construction will be identified. Table 5-2 shows the key output metrics considered.

Table 5-2: Delivered Scheme Data Requirements

Delivered Scheme metrics	Monitoring details	Data collected
Scheme description	Full description of the Scheme Map of the overall scheme	As-built drawings of the Scheme Updated mapping to be undertaken in the vicinity of the Scheme
Design	Details of design changes since Board approval Reason for any changes	Design Change Log to be compiled during detailed design and construction, including rationale for changes Where necessary, discussions with designers and construction leaders to understand reasoning for changes
Mitigation measures (e.g. for	Changes in mitigation measures Reason for any changes	Mitigation Change Log to be compiled during detailed design and construction, including rationale for changes to any mitigation measures

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Delivered Scheme metrics	Monitoring details	Data collected
landscape and noise)		Where necessary, discussions with designers and construction leaders to understand reasoning for changes

5.4 Outcomes and Impacts

- 5.4.0 Table 5-3 sets out the outcome and impact related monitoring requirements, identifying the data needed, the proposed data source and frequency of data collection. For any primary data collection, agreement with Herefordshire Council will be needed on the level and extent of data to be collected.
- 5.4.1 As the bypass is new infrastructure, baseline data cannot be collected for the route itself prior to implementation. Instead, baseline conditions will be established using data from the existing road network and surrounding study area, focusing on the five themes of Traffic, Safety, Environment, Economic and Social. This will provide a comprehensive reference point against which changes in traffic patterns, safety performance, environmental conditions, and socio-economic outcomes can be assessed once the scheme is operational.

5.5 Area of Influence

- 5.5.0 The area of influence (AoI) is set out in Figure 5-1. Data will be collected within this study area for the impact evaluation. Route specific data will be collected along identified impacted routes such as the A465 and Holme Lacy Road. The scheme is expected to have impacts in some outlying villages including Clehonger, Madley and Kingstone. Where impacts are noted in these areas, traffic data will be collected. For wider geographical datasets, such as deprivation data, LSOA level data will be collected across the AoI. Further detail on the data collection requirements is set out in Table 5-3.

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Figure 5-1: Evaluation Area of Influence

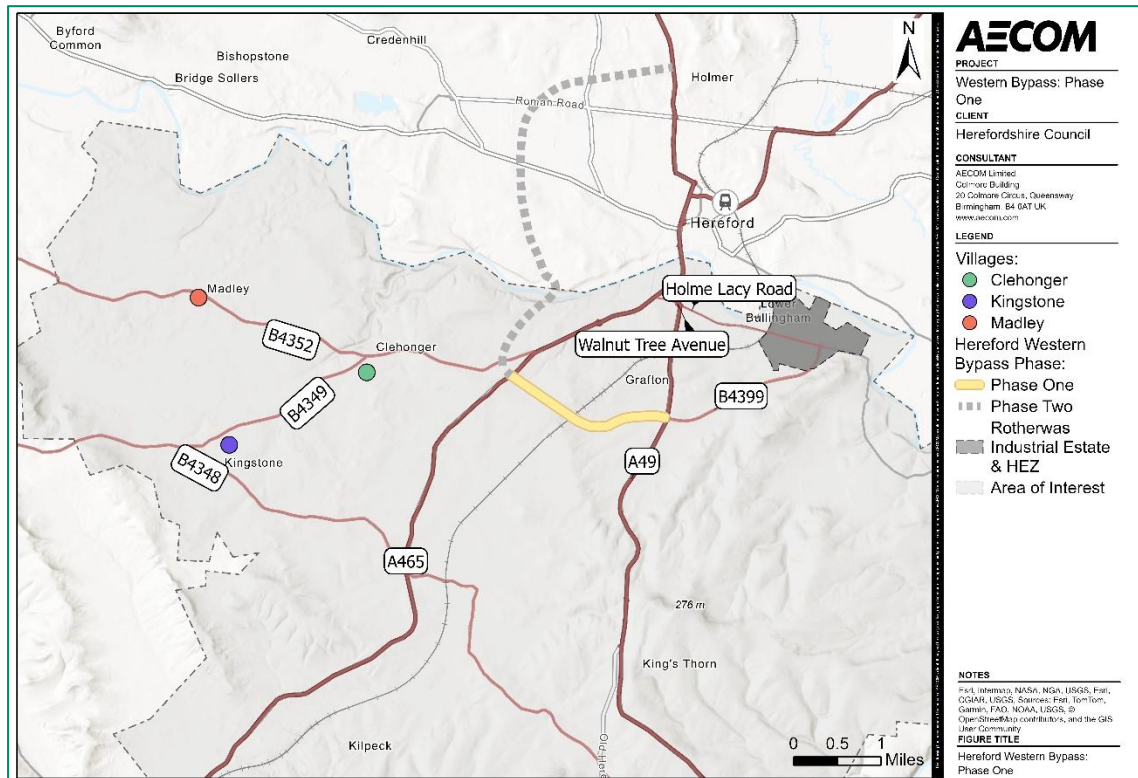


Table 5-3: Outcome Monitoring Data Requirements

Theme	Data Required	Data Source		Link to Research Question	Link to Benefit / Disbenefit
		Primary	Secondary		
Traffic	Vehicle journey times: to determine changes in journey times on the A465	Traffic Survey Data	Drakewell C2-Cloud Traffic Data Bluetooth / Passive Sensors (Trafficmaster) Tom Tom	RQ2.1 & RQ2.2	2
Traffic	Bus journey times: to determine changes in journey times on the A465		Analyse Bus Open Data (ABODS) – Automatic Vehicle Location (AVL)		2
Traffic	Traffic flows: to determine the extent of traffic redistribution on the road network	Traffic Survey Data	Drakewell C2-Cloud Traffic Data DfT Annual Average Daily Traffic data		1
Traffic	Operating costs: to determine changes to vehicle operating costs and affordability	Stakeholder Interviews			3
Traffic	Mode share: to determine whether the Scheme has resulted in changes in travel behaviour, including shifts between car, public transport, walking and cycling.	Traffic Survey Data Cycling & pedestrian counts	Drakewell C2-Cloud Traffic Data		

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Theme	Data Required	Data Source		Link to Research Question	Link to Benefit / Disbenefit
		Primary	Secondary		
Safety	Collision Data: to determine whether safer road conditions have been achieved due to improvements in traffic conditions.		STATS19	RQ3.1 & RQ3.2	6
Environment	Air Quality: to determine whether the air quality has improved at key receptors, particularly in the Belmont residential area	Traffic Survey Data	DEFRA Air Quality monitoring data Air quality / Diffusion tubes on Belmont Road and Holme Lacy Road / Ross Road*	RQ4.1	5
Environment	Noise: to determine whether there has been a reduction in noise impacts from road transport at key receptors, particularly in the Belmont residential area	Traffic Survey Data	DEFRA Road Noise Statistics	RQ4.2	4 7
Environment	Carbon: to determine whether the Scheme has resulted in changes to carbon emissions from traffic as a result of changes in traffic flows and vehicle speeds.	Traffic Survey Data	Local monitoring	RQ4	
Economic	Local economy / wider employment opportunities	Stakeholder Interviews	ONS Data – Employment Rates, Planning Applications	RG5.1 & RQ5.2	3

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Theme	Data Required	Data Source		Link to Research Question	Link to Benefit / Disbenefit
		Primary	Secondary		
Economic / Social	Accessibility: to determine whether the Scheme has improved access to employment, services and key destinations (such as HEZ) for residents by different transport modes.		Podaris / DfT Connectivity Tool	RQ5 & RQ6	3
Social	Deprivation: to assess whether the impacts of the Scheme vary between areas with different levels of deprivation.	Resident Surveys	Indices of Multiple Deprivation	RQ6.1	
Social	Cohesion: to determine whether changes to traffic, congestion, air quality and noise pollution have impacted community cohesion in the South Wye area.	Resident Surveys	Traffic & Environment data sources	RQ6.2	

*With the potential removal of the AQMA designation in Hereford, HC may remove current monitoring tubes on Belmont Road and Holme Lacy Road / Ross Road. It is recommended that these remain to assess the impacts of Phase One and redistribution of traffic on air quality at these locations.

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5.6 Data Collection Methods

- 5.6.1 The use of primary data sources provides a robust and scheme-specific evidence base for monitoring and evaluation. Primary data can be tailored to capture detailed local conditions, travel behaviours, and user perceptions that are not typically available from secondary sources, thereby enhancing the overall accuracy and relevance of the monitoring and evaluation.

Traffic Surveys

- 5.6.2 It is recommended that traffic survey data is collected to assess the impact of the scheme within the Aol. This includes on roads intended to benefit from the scheme such as the A465, Holme Lacy Road, Walnut Tree Avenue and the A49 alongside roads in Clehonger, Madley and Kingstone where wider distributional impacts such as noise and air quality impacts of the Phase One scheme have been noted.
- 5.6.3 Further review and consideration of the traffic survey locations will be undertaken following submission of the FBC and in discussion with Herefordshire Council. The following roads within the Aol should be considered as a minimum.
- A465, Walnut Tree Avenue, Holme Lacy Road, B4399, A49
 - Merryhill Terrace and routes south of the Phase One scheme
 - B4349 / B4352 Clehonger, B4352 Madley, B4349 / B4348 / Dean Pool Kingstone
 - Phase One scheme once opened
- 5.6.4 Automatic Traffic Counts (ATC), Manual Classified Counts (MCC) and Speed survey data should be collected for all modes including HGVs at Baseline for at least a one-week period, 1 year after and 3 years after.

Stakeholder Interviews

- 5.6.5 Interviews with key stakeholders are proposed to gauge whether the scheme has impacted the local economy, including vehicle operating costs and affordability. Discussions with businesses at HEZ and the Project Manager will provide insights into whether the scheme has enabled more efficient travel times to the HEZ and supported the growth of the HEZ through inward investment opportunities.
- 5.6.6 The extent of the interviews, and the interviewees will be discussed and agreed with Herefordshire Council following submission of the FBC.
- 5.6.7 Retrospective interviews, following the completion of the Phase One is suggested for reporting in the 3 years after report.

Resident Surveys

- 5.6.8 To understand the impact of scheme on residents in relation to social, economic and environmental objectives, it is recommended that resident surveys are undertaken. These would be focused on the areas most likely to be impacted by the scheme: the Belmont area, along Walnut Tree Avenue and Holme Lacy Road and the outlying villages of Clehonger, Madley and Kingstone.
- 5.6.9 The extent and content of residential surveys will be discussed with Herefordshire Council but it is considered that the following areas should be covered:
- Impacts of the scheme on traffic, noise and air quality on residents.
 - Perceived changes to social cohesion
 - Perceived changes to deprivation

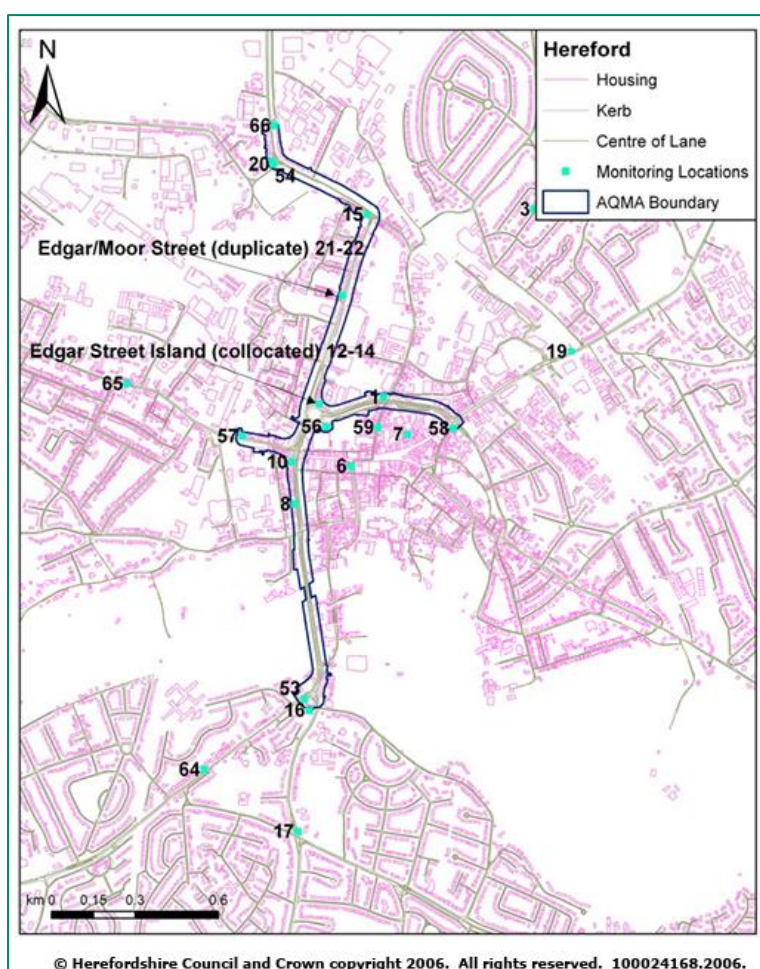
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- 5.6.10 Retrospective surveys, following the completion of the Phase One is suggested for reporting in the 3 years after report.

Air Quality Monitoring

- 5.6.11 Diffusion tubes are currently located on Belmont Road (site 64) and Holme Lacy Road / Ross Road (site 17) to provide data for the current AQMA as set out in Figure 5-2. There is potential to remove the AQMA designation in Hereford, which may result in the removal of these monitoring sites. It is recommended that the tubes remain to assess the impacts of the Phase One scheme and expected redistribution impacts of traffic on air quality at these locations.
- 5.6.12 Data should be collected at Baseline, 1 year after and 3 years after. As per guidance, 4 months' worth of data should be collected for each reporting period.

Figure 5-2: Herefordshire AQMA and monitoring locations (Source: Hereford City Air Quality Action Plan²)



Secondary Data Sources

- 5.6.13 A range of secondary data sources have been identified. A summary of the proposed data collection approach for each is set out below.
- Podaris / DfT Connectivity Tool – these tools will provide accessibility analysis. The change in accessibility to and from the HEZ pre and post scheme construction is the main area of interest. It is recommended that this is presented at Baseline, 1 year after and 3 years after to determine the level of change.

² chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://aqma.defra.gov.uk/action-plans/HC%20AQAP%202008.pdf

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- ABODS – this will provide bus specific journey time data. The scheme is proposed to make improvements to bus journey times along the A465. It is proposed that data is reviewed and analysed for a one-week period along the A465 at Baseline, 1 year after and 3 years after to determine the level of change.
- ONS – the collection of various employment related data is proposed, including business births and deaths to gauge local economy status. It is recommended that data is collected annually between the Baseline and 3 years after period to determine any trends and changes as a result of the Phase One scheme.
- IMD – as per the ONS data, if available annual data will be collected between the Baseline and 3 years after period to determine any trends and changes as a result of the Phase One scheme. The data will be collected at LSOA level across the Aol but with specific focus on LSOAs in the Belmont area, Walnut Tree Avenue and Holme Lacy Road.
- STATS19 - as per the ONS and IMD data, annual accident data will be collected between the Baseline and 3 years after period to determine any trends and changes as a result of the Phase One scheme. 5 year data must be collected as minimum to assess accidents. Data will be collected and analysis along all routes within Aol including along Phase One once open to traffic.
- DEFRA – to supplement traffic data collected, where available, data relating to noise and air quality will be collected from DEFRA to determine change.
- Drakewell C2 / TOM TOM / Trafficmaster /AADT– these secondary datasets will be considered if the collection of traffic survey data is not possible.

5.7 Value for Money Assessment

- 5.7.0 Both a qualitative and quantitative approach to the VfM assessment is recommended. Given benefits of the scheme are unlikely to be realised immediately upon completion it is suggested the VfM assessment undertaken at 3 years after opening. The key requirements of the VfM assessment are set out in Table 5-4.

Table 5-4: Value for Money Data Requirements

	Criteria	Suggested Data
Economy	Minimising the cost of resources used or required (inputs) – spending less	Review of proposed scheme costs / inputs vs. actual scheme costs / inputs. To be identified through the Process Evaluation findings.
Efficiency	The relationship between the output from goods or services and the resources to produce them – spending well	What outputs have been delivered vs. costs compared to Business Case forecasts, and any significant efficiencies made throughout the Project, including during delivery. To be identified through the Process Evaluation findings.
Effectiveness	The relationship between the intended and actual results of public spending (outcomes) – spending wisely	Review of intended outcomes (logic map) vs. delivered outcomes. To be identified through the impact evaluation.
Equity	The extent to which services are available to, and reach all, people that they are intended to –	Review of Equality Impact Assessment, Social and Distributional Impact Assessment &

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	spending fairly. Some people may receive differing levels of service for reasons other than differences in their levels of need	Place Based Analysis post build to qualify if scheme has delivered anticipated benefits within the study area. Review of accessibility analysis pre- and post-delivery. To be identified through the impact assessment.
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6. Resourcing and Governance

6.1 Introduction

- 6.1.1 The results of the monitoring and evaluation process will be summarised in three reports: the Baseline Report, Year 1 Post Opening Report; and the Year 3 Post-Opening Report. Detail obtained from the Process Evaluation will be set out in the Year 1 Post Opening Report.

6.2 Resourcing Plan

- 6.2.1 Resourcing of BMEP related activities is to be reviewed by HC. It is expected that the key activities set out in Table 6-1 will need to be undertaken.
- 6.2.2 Costs associated with each of the activities is to be reviewed and finalised by HC.

Table 6-1: Resourcing Plan

Activity	Cost
Baseline Data Collection (incl. traffic survey data collection)	TBC
Baseline Report	TBC
Process Data Collection	TBC
Year 1 Data Collection (incl. traffic survey data collection)	TBC
Process Findings and Year 1 Post-Opening Report	TBC
Value for Money Data	TBC
Year 3 Data Collection (incl. traffic survey data collection) 5	TBC
Year 3 Post-Opening Report	TBC
Project Management	TBC

6.3 Project Plan

- 6.3.1 The key dates and milestones for Phase One delivery are set out in Table 6-2. Construction of the scheme is expected to commence in December 2026 and will follow 21-month delivery programme. The full project programme can be found in the FBC.

Table 6-2: Key Project Milestones

Date	Milestone
February 2026	Appointment of PCSA contractor
April 2026	Cabinet decision to agree FBC decision criteria
July 2026	Phase One FBC published
September 2026	Cabinet decision to release construction budget for the scheme
July – November 2026	Baseline data collection undertaken where relevant / applicable
December 2026	Construction of Phase One commences

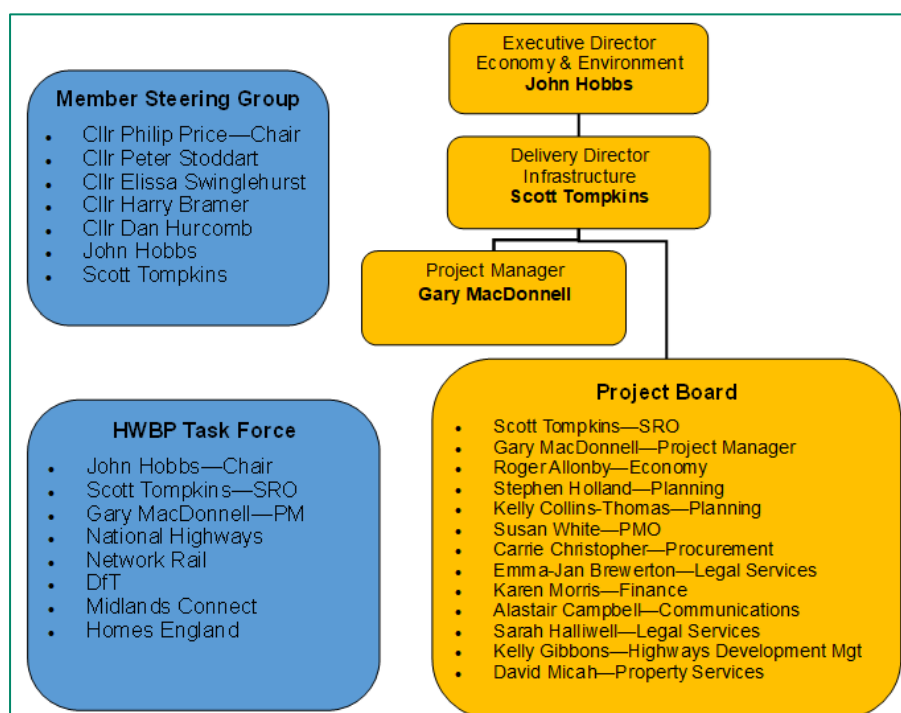
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Date	Milestone
March 2027	Baseline Report completed
September 2028	Phase One opens to traffic
September 2029 – December 2029	Year 1 post-opening data collection
March 2030	Year 1 post-opening report completed
September 2031 - December 2031	Year 3 post-opening data collection
March 2032	Year 3 post-opening report completed

6.4 Governance Plan

- 6.4.1 The governance structure for the delivery of the Phase One scheme is set out in Figure 6-1 below. The Project Manager who will have day-to-day responsibility for the process, and it will be overseen by the Senior Responsible Owner and the Scheme's Project Board.

Figure 6-1: Hereford Western Bypass - Phase One - Governance Structure



- 6.4.2 The primary governance arrangements are carried out through the member led Steering Group and Officer group Project Board.

6.5 Risk Management

- 6.5.1 Table 6-3 of this BMEP highlights the main risks to monitoring and evaluation and shows how they will be mitigated.

Table 6-3: Risk Register

Risk ID	Risk Description	Likelihood	Impact	Risk Rating	Mitigation Measures	Ownership	Adjusted Likelihood	Adjusted Impact	Adjusted Risk Rating
1	Availability and cost of monitoring data	M	H	H	BMEP clearly identifies data sources. Preparation before Scheme construction commences to identify individual sources of data and data storage. Consideration of survey scope, stakeholder engagement to ensure the process for non-publicly available data collection is confirmed and agreed at an early stage, working in partnership with relevant stakeholders. Make best use of available existing/ongoing monitoring data and prioritise data collection most useful for the evaluation and a proportionate approach to data collection.	HC / Scheme contractor	L	L	L
2	Quality of monitoring data	L	M	M	Publicly available data will have been 'cleaned' before it is published. Other data will be checked and cleaned either by the providing organisation or by the evaluation team.	HC / Scheme contractor	L	L	L
3	Data storage	L	M	M	Data will be stored on an identified server and accessible file location to ensure it is available to M&E staff, ensuring resilience	HC / Scheme contractor	L	L	L

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Risk ID	Risk Description	Likelihood	Impact	Risk Rating	Mitigation Measures	Ownership	Adjusted Likelihood	Adjusted Impact	Adjusted Risk Rating
					over time in the event of staff or sub-contractor changes.				
5	Staff turnover and loss of scheme knowledge	H	M	H	Systems will be set up to ensure there is effective management of M&E data. To manage the impact of staff turnover, a comprehensive and detailed handover process will take place so that incoming staff understand the Scheme's benefits and the monitoring and evaluation process.	HC	M	M	M
6	M&E capability within HC	L	M	M	HC will appoint a suitably qualified consultant to develop the outputs identified in this BMEP. The sub-contractor will work with HC to specify data collection, review, and management, and lead the development of the BMEP outputs	HC / Sub-contractor	L	L	L
7	Competing interests lessen the focus on M&E	M	M	M	HC's appointed consultant will lead the M&E process, working with HC who will be responsible for delivering the BMEP outputs.	HC	L	L	L

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6.6 Quality Assurance

- 6.6.1 For the monitoring and evaluation exercise to add value, the findings must be accurate, reliable and uncompromised. The evaluation must be independent, inclusive, robust and transparent.
- 6.6.2 There may be pressures on the evaluation project timescales and / or resources. Should such a situation occur, it is preferable to reduce the scope of the evaluation rather than compromise the quality of the evaluation.
- 6.6.3 It is anticipated that BMEP related activities will be outsourced to a consultancy, where a nominated Project Manager will oversee delivery. The Project Manager will ensure consistency in data collection, the methodology used, reporting and the interpretation of findings.
- 6.6.4 Quality control is the responsibility of the BMEP Project Manager with inputs from HC as required. Quality assurance procedures will be implemented throughout the evaluation programme, enabling an early response to any problems encountered.
- 6.6.5 The consultant that is appointed to undertake the BMEP will be required to hold, as appropriate, relevant QA certificates. This will provide HC with confidence that the Quality Management Systems (QMS) and processes operated by the consultant meet the required standards.
- 6.6.6 The BMEP is a key part of the overall scheme delivery, it should be undertaken within a quality management system which is aligned with that operated by HC.
- 6.6.7 Changes to the scope and delivery of the BMEP outputs can be raised by all parties, including the sub-contractor, who will be expected to advise of any potential changes to scope that could add value to the scheme or HC. HC will be responsible for authorising any request for changes in the evaluation approach, programme, or budget. HC should be advised of the impacts of all potential changes to stakeholders, end users, suppliers, and the outturn scheme quality by the BMEP Project Manager.

7. Project and Dissemination Plan

7.1 Introduction

7.1.1 This section provides a summary of the delivery plan for the BMEP including:

- Project plan and timeframe for data collection; and
- Reporting of monitoring and evaluation findings.

7.2 Project Plan

7.2.1 The BMEP project plan and timeframe for data collection is shown in Table 7-1. As discussed above, the Scheme will be subject to monitoring reviews one and three years post scheme completion, including both data collection and reporting.

Table 7-1: Project Plan

Date	Milestone
July – November 2026	Baseline data collection undertaken where relevant / applicable
December 2026	Scheme construction begins
March 2027	Baseline Report completed
September 2028	Scheme construction ends
September 2029 – December 2029	Year 1 post-opening data collection
March 2030	Year 1 post-opening report completed
September 2031 – December 2031	Year 3 post-opening data collection
March 2032	Year 3 post-opening report completed

7.3 Reporting

7.3.1 Monitoring and evaluation findings will be reported in three separate documents:

- **Baseline Report:** This report will detail the existing conditions for the specified metrics.
- **Year 1 post-opening report:** This report will assess the impact of the Scheme on the metrics based on data collected one year after implementation.
- **Year 3 post-opening report:** This report will assess the impact of the Scheme on the metrics based on data collected three years after implementation.

7.3.2 The analysis will determine whether the Scheme is achieving its intended impacts and outcomes and thus delivering its forecast benefits.

7.4 Dissemination Plan

7.4.1 All specified BMEP outputs will be publicly available.

7.4.2 A dedicated communications team, drawing upon expertise in communications, public relations, media relations, and transport planning from HC, will be

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established. This team will be tasked with achieving communication objectives and timely dissemination of information to relevant stakeholders through appropriate channels. Regular progress updates, including monitoring and evaluation of the scheme, will be incorporated into communications overseen by the Programme Coordination Manager.

