

Hereford Transport Package FAQ

What is the HTP?

What is the Hereford Transport Package (HTP)?

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

Why are you consulting again?

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

What are the objectives and benefits of the HTP?

The objectives of the HTP are to:

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

The Bypass

Why are you proposing a bypass?

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

Why are all the routes in the west?

We have undertaken a number of studies to identify the Core Strategy bypass corridor.

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

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

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

Why were the inner west routes and not the outer routes selected?

The western inner corridor was preferred for the following reasons:

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

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

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

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

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

How did you identify the routes?

We carried out a high level assessment which included:

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

We then identified:

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

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

When will the bypass open?

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

Can you tell me more about the junction locations?

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

What is the road standard?

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

What would the speed limit be?

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

Impact of the Bypass

Will the bypass cause noise or air pollution?

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

Will the bypass increase flooding?

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

Will the bypass sever east to west local traffic?

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

Will the bypass be lit?

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

How much disruption will be caused during construction?

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

Walking, Cycling, Bus, and Public Realm Improvements

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

Possible improvements include:

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

We are also considering active travel facilities along the bypass.

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

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

Finances and costs

How is the bypass funded?

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

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

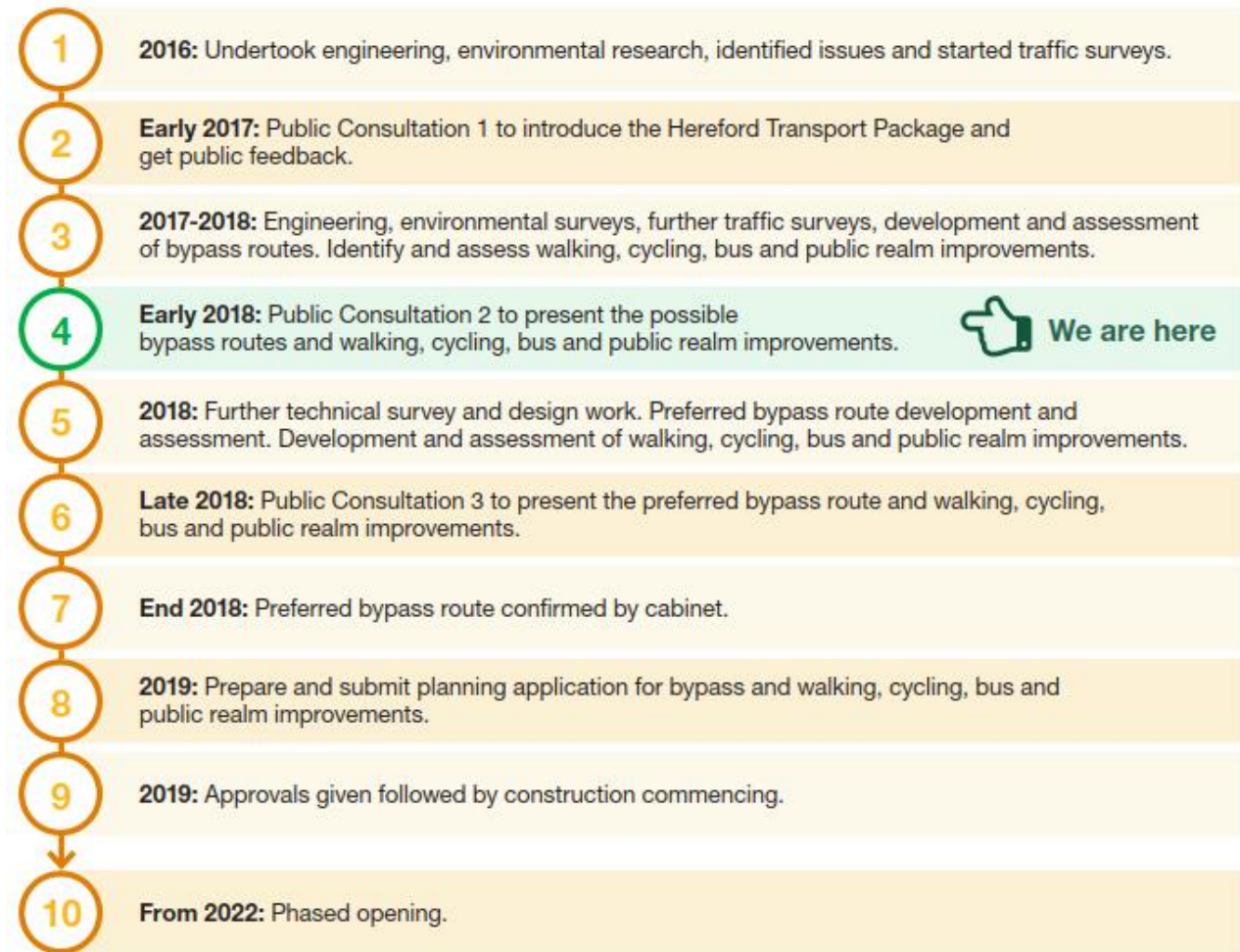
How much will the scheme cost?

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

Consultation Stages

Can you tell me more about the approval process for the bypass?

We are currently on the second phase of consultation for the HTP. The process is summarised below:



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

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

The planning process

What kind of planning process will the HTP require?

The HTP, and in particular the bypass, will require either a planning application or a Development Consent Order (DCO) application. This depends on who will adopt and maintain the road once it is built i.e. who will be the Highway Authority.

The route to planning has not yet been determined but will be known prior to phase 3 consultation which is due to start late 2018.

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

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

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

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

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

How will the purchase of land be dealt with?

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

For more information regarding this please look at:

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



Next Steps

What happens next?

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

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