

Hereford Transport Package (HTP)

Public Consultation 2

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



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Foreword – Councillor Price

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

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

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

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

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

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

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

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

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

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



Councillor Philip Price
Cabinet Member - Infrastructure

The Hereford Transport Package (HTP)

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

Hereford Bypass

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

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

Walking, Cycling, Bus and Public Realm Improvements

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

Hereford Transport Package Objectives

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

- Your feedback, constraints and opportunities provided by the bypass and a wider package of walking, cycling, bus and public realm improvements

- The current conditions including the existing network
- Future conditions, travel demands and changes in land use.

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

Facilitating economic growth

Reducing peak hour journey times across the city and improving access to the Hereford Enterprise Zone.

- Reducing congestion
- Enabling job creation at the Enterprise Zone
- Shorter and more reliable journey times on the A49
- Reducing traffic volumes over A49 Greyfriars Bridge

Encouraging sustainable development

Creating attractive alternatives to car usage for journeys within the city.

- Improving the walking and cycling network in Hereford
- Improving the roads and public realm for walking and cycling

Improving regional connectivity

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

- Better connections for Hereford to the wider region
- More reliable journey times on the A49
- Taking through traffic away from Hereford
- Fewer goods vehicles through Hereford

Provide network resilience

Reducing the impact of accidents, breakdowns, and maintenance work on the city's main road network.

- Less disruption when incidents affect A49 Greyfriars Bridge
- Alternative high standard route crossing the River Wye

Encouraging healthier lifestyles

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

- Enabling and improving the active travel network

Improve air quality and reduce noise

Lowering levels of air pollution and noise from traffic in the city centre.

- Less noise from fewer goods vehicles routing through Hereford
- Improved air quality by reducing the number of heavy goods vehicles travelling through the city

Hereford Transport Package Objectives (continued)

Reduce severance

Improve connections for pedestrians and cyclists.

- Easier and safer to travel along and across the city's main roads
- Improved access to local facilities
- Better walking and cycling links between communities and the city centre

Improving safety

Improve safety for all road users.

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

Public Consultation 1 - Your Feedback

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

The findings are summarised below.

The full consultation report can be viewed at:

www.herefordshire.gov.uk/HTP

Traffic Conditions

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

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

Walking and Cycling

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

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

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

Bus Services

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

Developing the Options Further

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

Hereford Transport Package Development

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

The Core Strategy sets out to strengthen Hereford's role as a focus for the county. City centre expansion

and regeneration along with the provision of a balanced package of transport measures, including a bypass, will help achieve this.

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

Step 1

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

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

Step 2

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

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



A total of 15 environmental surveys completed in 2017



Air quality and noise monitoring surveys completed in 2017



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

Step 3

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

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

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

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

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



Air quality monitoring completed at 23 locations in 2017



A field survey and desktop survey for heritage assets completed

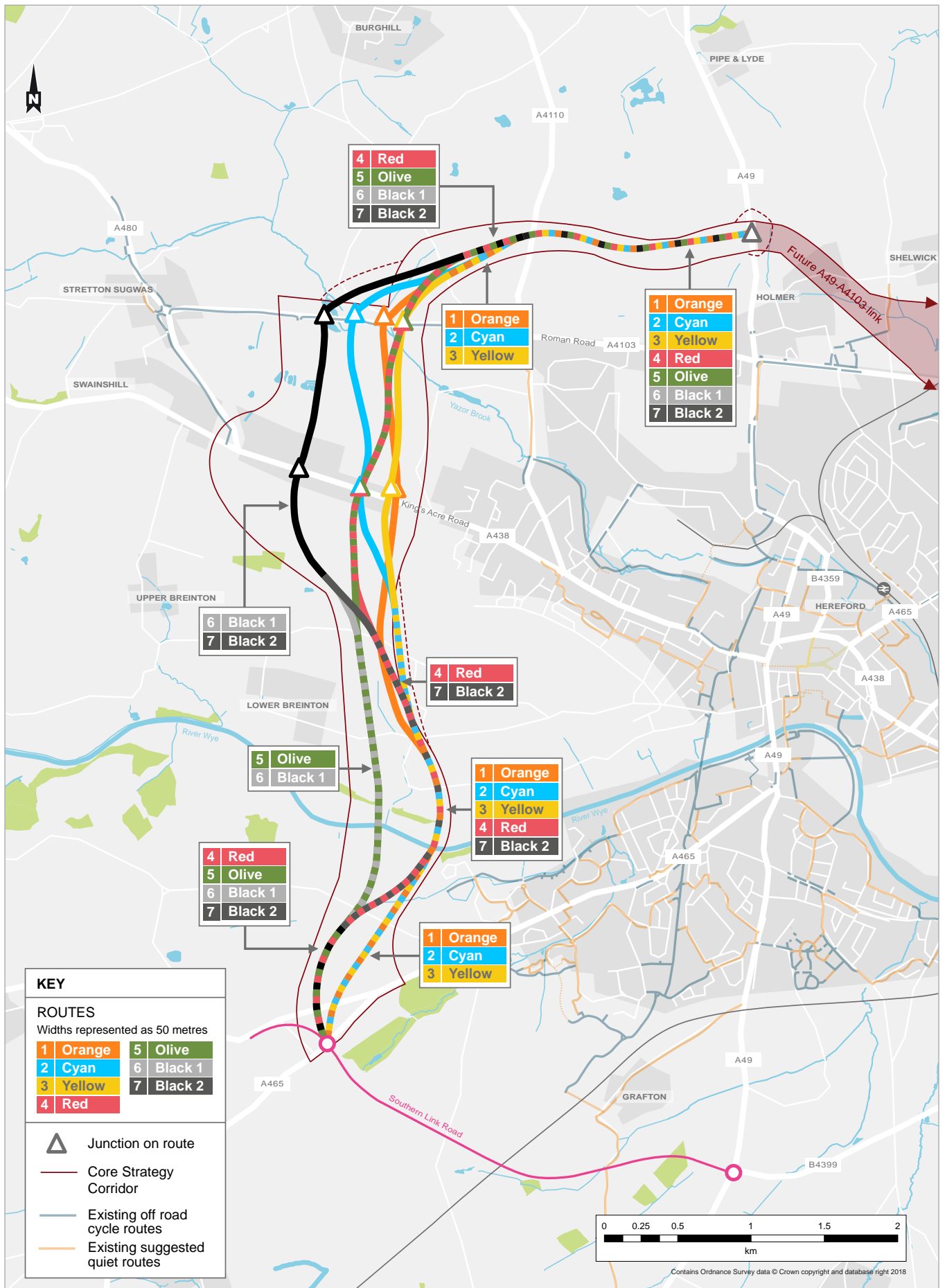


Tree surveys completed which allowed us to plot Orchard, Ancient, Veteran and notable trees

Outcome

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

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



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


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

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

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

* High level initial budget costings.

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


**AM PEAK HOUR
REDUCTION BY**
▼ 8 MINUTES NORTHBOUND* **▼ 5 MINUTES SOUTHBOUND***

*Calculated from Fixed Demand Transport Modelling.

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

The table below shows a high level assessment of the environmental and local effects of each route. As the bypass design develops further, a more detailed environmental assessment will be carried out

to compare the effects that each route would have. Measures to mitigate these impacts will be developed as we progress with the bypass design before an application for consent is made.

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

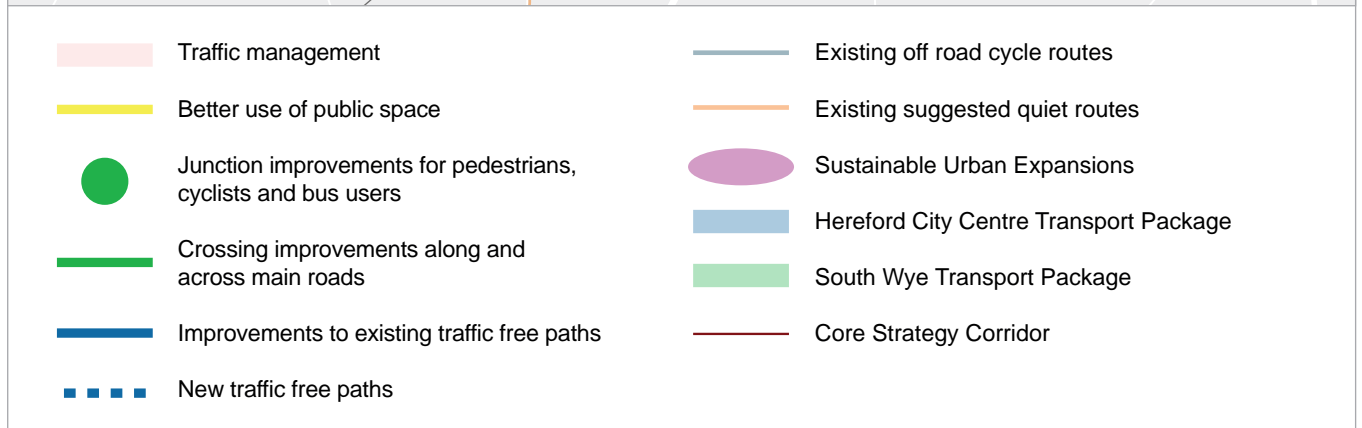
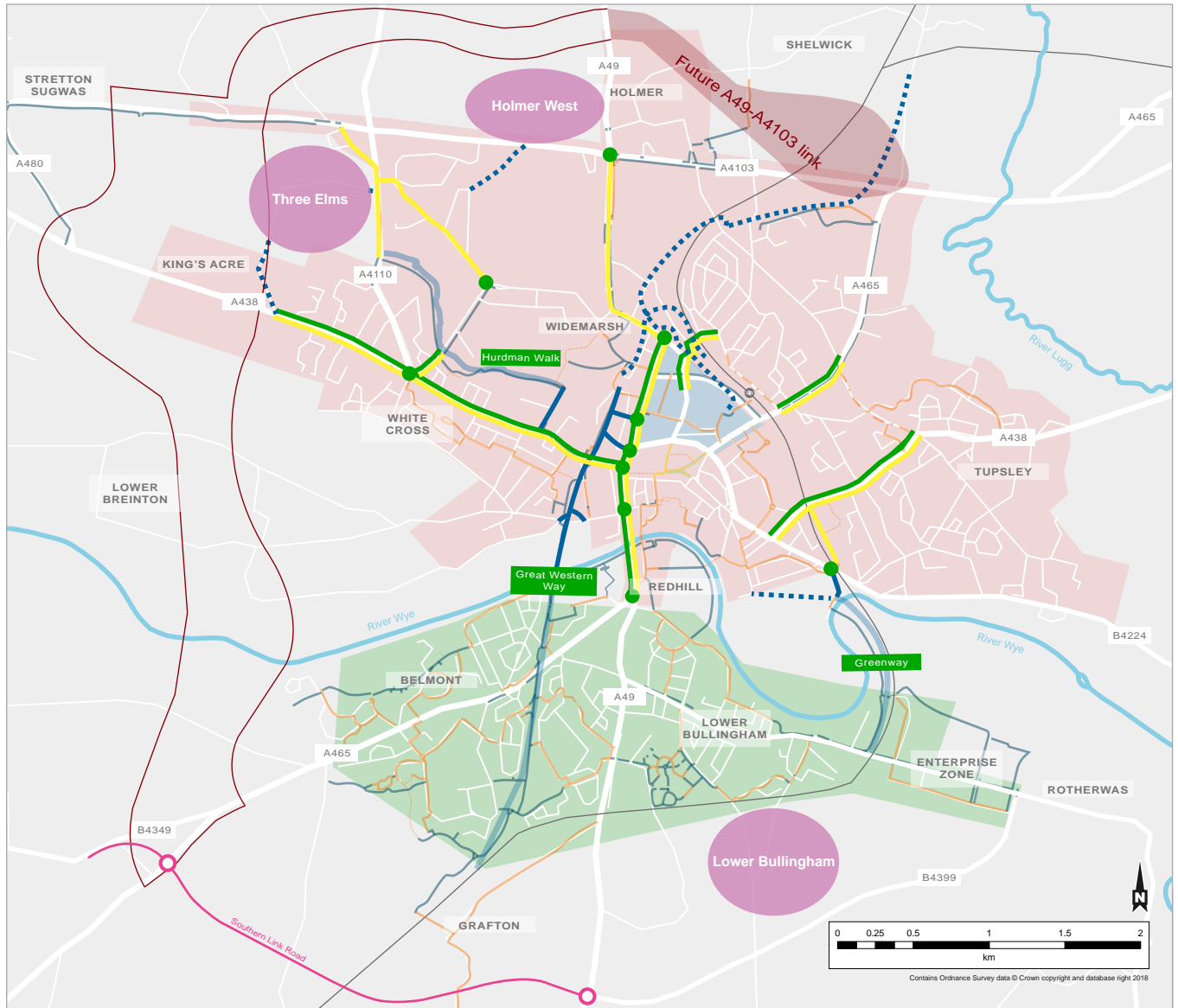
Note: Assessment scores are for route comparison purposes only and are based on 50m wide routes. The worst case scores have been assumed. This is subject to change and will be refined following detailed environmental assessment and further technical design work.

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

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

the objectives of the package and will therefore merit further consideration.

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



Theme Name	Improvements to be considered	Locations to be considered
Traffic management	<ul style="list-style-type: none"> • 20mph speed limit restrictions and supporting measures • HGV restrictions 	<ul style="list-style-type: none"> • Residential streets • Between bypass junctions and city centre
Better use of public space	<ul style="list-style-type: none"> • Shared use walking and cycling paths • New bus lanes or on-road cycle lanes • Wider footways • Improved street environment (e.g. tree-lined boulevards and removal of street clutter) • Wider cycle lanes • Improvements to bus stops (e.g. real time information) 	<ul style="list-style-type: none"> • A49 north of Asda Superstore • A438 Eign Street / Whitecross Road / King's Acre Road to Holmer • A438 Ledbury Road • A465 Aylestone Hill • A4110 Three Elms Road
Junction improvements for pedestrians, cyclists and bus users	<ul style="list-style-type: none"> • Safe crossings at all junction arms (e.g. widening waiting areas) • New / upgraded pedestrian and cycling crossing facilities (e.g. signalling crossings and single stage crossings) • More cycle friendly junction designs (e.g. advanced stop lines, advanced traffic signals or right turn lanes) • Bus priority measures at junctions 	<ul style="list-style-type: none"> • A49/A465 ASDA gyratory • A49 junction with Barton Road • A49/A438 (Steels) roundabout • A49 junction with Blackfriars Street • Edgar Street/Newtown Road roundabout • Whitecross Roundabout • Grandstand Road / Yazor Road roundabout • Outfall Works Road / Eign Road junction • Roman Road / Holmer Road roundabout
Crossing improvements along and across main roads	<ul style="list-style-type: none"> • Walking and / or cycling priority over side streets (e.g. raised footway to reduce vehicle speeds) • New / upgraded crossings for pedestrians and cyclists (e.g. signalling crossings, bigger waiting areas and removing guard rails) 	<ul style="list-style-type: none"> • A49 north of ASDA Superstore • A438 Eign Street / Whitecross Road / King's Acre Road • A438 Ledbury Road • Yazor Road • Burcott Road
Improved existing traffic free paths	<ul style="list-style-type: none"> • Better lighting, surfacing and signage • Wider paths • Improving ramps and path accesses • New and improved connections to the city's main roads 	<ul style="list-style-type: none"> • Great Western Way • Hurdman Walk • Hereford Greenway • Belmont cycleway
New traffic free paths	<ul style="list-style-type: none"> • New green corridors for walking and cycling • Connections with Holmer West and Three Elms urban expansion areas • "Park and Choose" sites 	<ul style="list-style-type: none"> • Along towpath in north-west of Hereford • Connecting the Greenway to Green Street in the south east of city centre • Connecting Roman Road to Highmore Street alongside Hereford Racecourse • On Huntington Lane connecting to Three Elms expansion including the former rail corridor

Have Your Say on the HTP

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

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

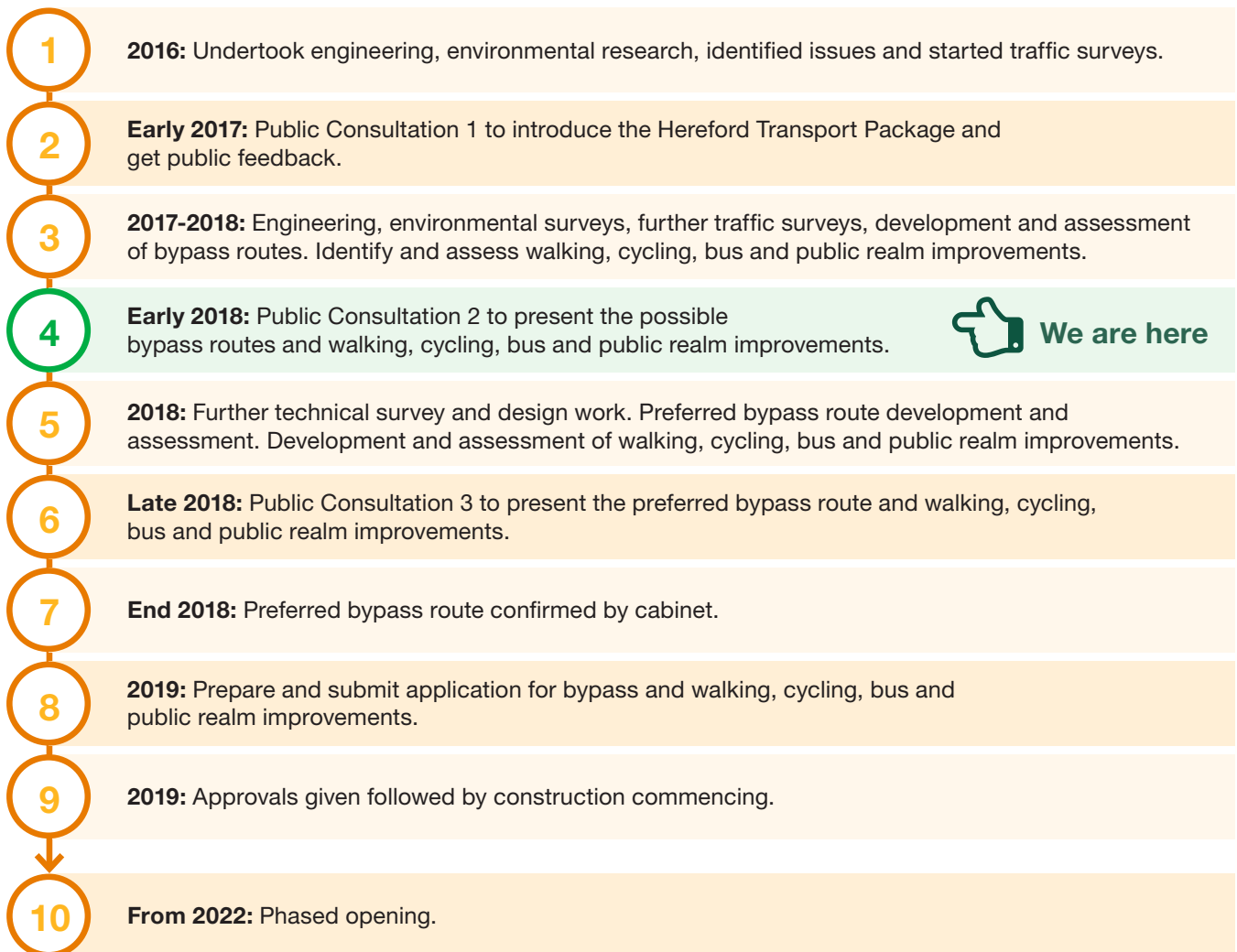
- Old Market on Tuesday 6, Wednesday 7, Thursday 8 February 2018 between 11:00-20:00
- Whitecross School on Tuesday 13 February 2018 between 18:00-21:00

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

The closing date for responses is Tuesday 20 March 2018.


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

Hereford Transport Package Timeline



Further Information

 Email us at: herefordtransportpackage@balfourbeatty.com

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 www.herefordshire.gov.uk/HTP