

Breinton Parish Community threatened by development plans for west Hereford

- Three themes
- 1. Road building west of Hereford
- 2. West Hereford urban expansion
- 3. Responding to consultations



The western relief road is infrastructure for the western urban expansion



The western expansion has outline planning permission at Three Elms.



It depends on the western relief road which needs planning permission.



The road is unfunded, with no business case and will not cut city congestion,



but it will enable the western urban expansion of Hereford through the LTP.....

The Local Transport Plan, part of Core Strategy

- **Carbon reduction** is sought by Government across all areas, LTPs are expected to encourage and support local authorities to achieve new, targets for transport.
- **Nationally, significant reductions in the carbon emissions of transport will necessitate a step change in the adoption of sustainable travel, public transport, alternative fuels, new technology and changing travel habits.**



LTP has good intentions and a sound analytical base



Extensive carbon emissions modelling exercise that has established a baseline and carbon emissions forecast for all transport in Herefordshire.



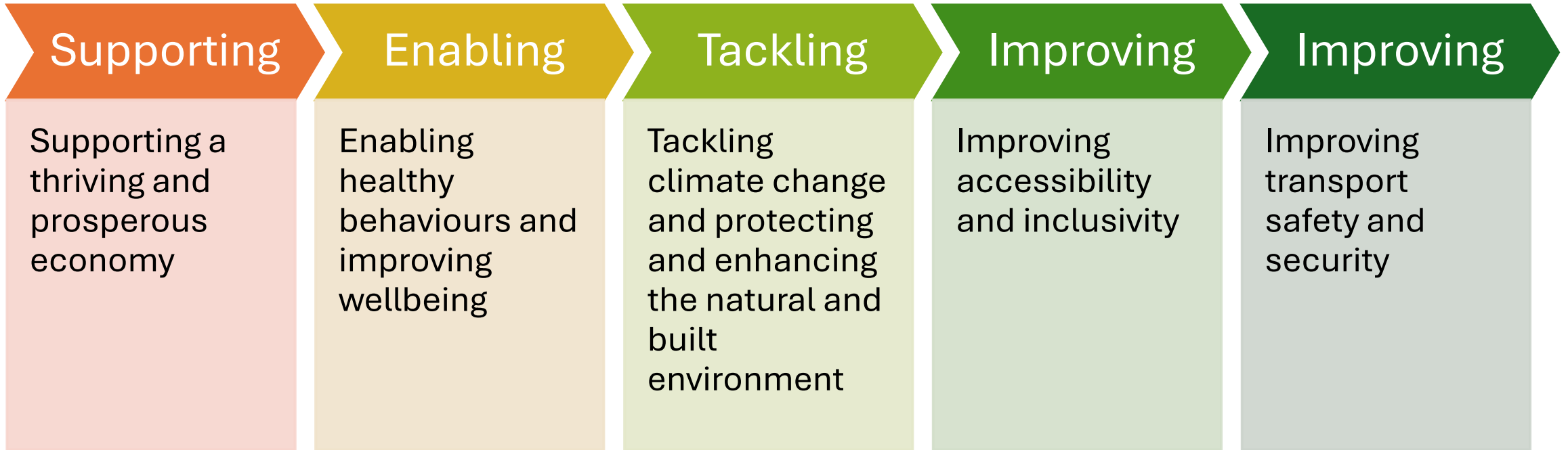
The forecasts reflect both the current and future pathways for the council and the influence of UK-wide interventions such as accelerated electric vehicle uptake.



This LTP identified the scale of the challenge to decarbonise transport, the pace of change required and likely policy interventions that may be necessary to achieve net zero outcomes.

Objectives of the Local Transport Plan

Well-informed on carbon emissions



The New Road Strategy fails to meet LTP objectives



Not supporting

Supporting a thriving and prosperous economy – it is a road to develop car dependent housing and employment. **No rail or tram access.**



Not Enabling

Enabling healthy behaviour and improving wellbeing – alternative transport **measures (ATM) are not prioritised as per the NPPF.**



Not Tackling

Tackling climate change and protecting and enhancing the natural and built environment – **The carbon budget for this road is undisclosed.**



Not Improving

Improving accessibility and inclusivity no attempt to improve the rail transport system. **Ignores rail network opportunities to serve satellite centers.**



Not Improving

Improving transport safety and security – **adding more cars with no priority for safe cycling infrastructure will decrease safety.**

A road for urban expansion, not a bypass

A major investment for what?

Reduced travelling times ?

Reduced inner city traffic ?

Traffic flow removed from centre ?

Safe cycling and walking ?

Increase use of public transport ?

Decrease pollution ?

Traffic modelling suggests not,
given major increase in local and regional
traffic.

It is designed as an access road to an unsustainable urban expansion

To grow city population faster than average

To develop a new city suburb on farmland

To expand housing estates

To create employment from development

To increase local taxes

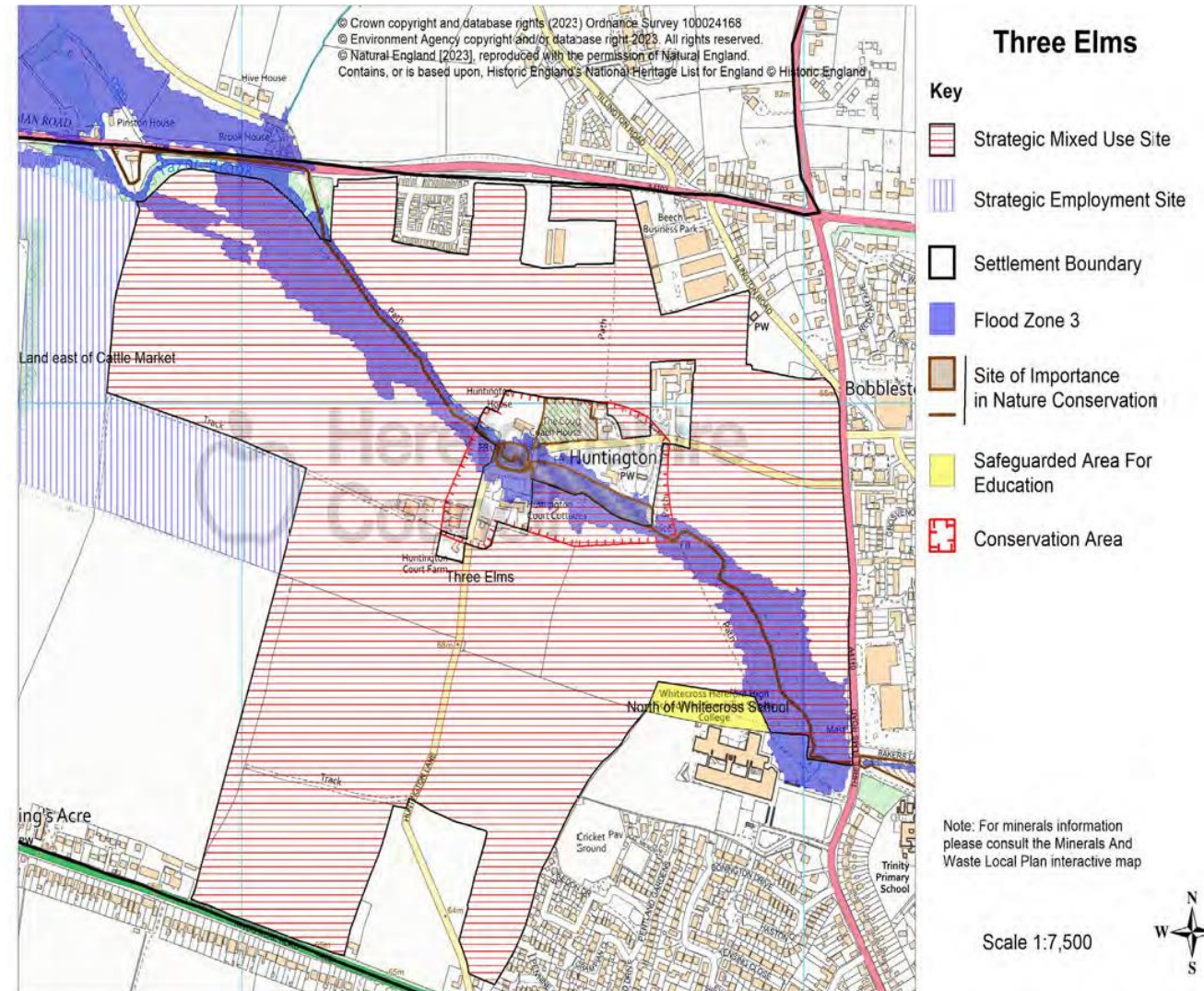
Hereford's western urban expansion (HERE6)

- Build housing in city flood-zone catchment
- Three Elms Estate
 - 350 phase 1
 - 950 houses phase 2
 - Potential for many more houses
- Cut by the major new road
- Built above an underground river
- Upstream of Heineken/Avara's clean water supply
- Employment land devel. 10 ha
- Phase 2 of employment site
 - Next to the cattle market
 - Car dependent access
 - Rural surrounds
 - Built over grade 2 soils
- Cut by the major new road
- No rail links

Three Elms Housing Land HERE6

- It was 1,200 then 950 then 350 houses but with a new road it could expand.
- Outline development proposed but progress paused for revisions:
 - for climate impact of flooding
 - for hydrological analysis and run-off
 - for impact on commercial aquifer
- **Designs now incorporate numerous flood retention ponds**
- **Development may also require substantial (underground) tanks not yet designed.**

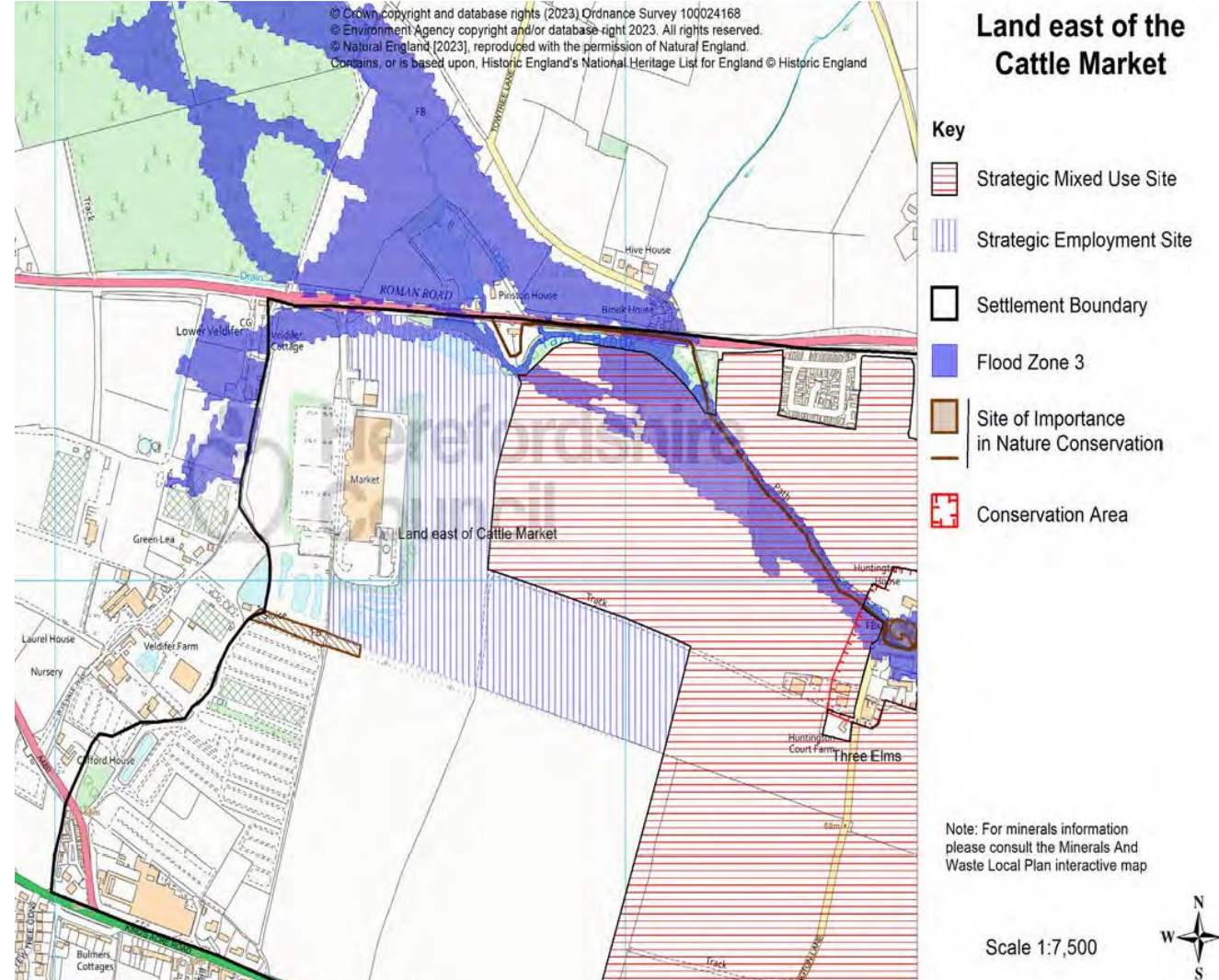
- Map source: **Draft Local Plan (Regulation 18) Place Shaping Policies**



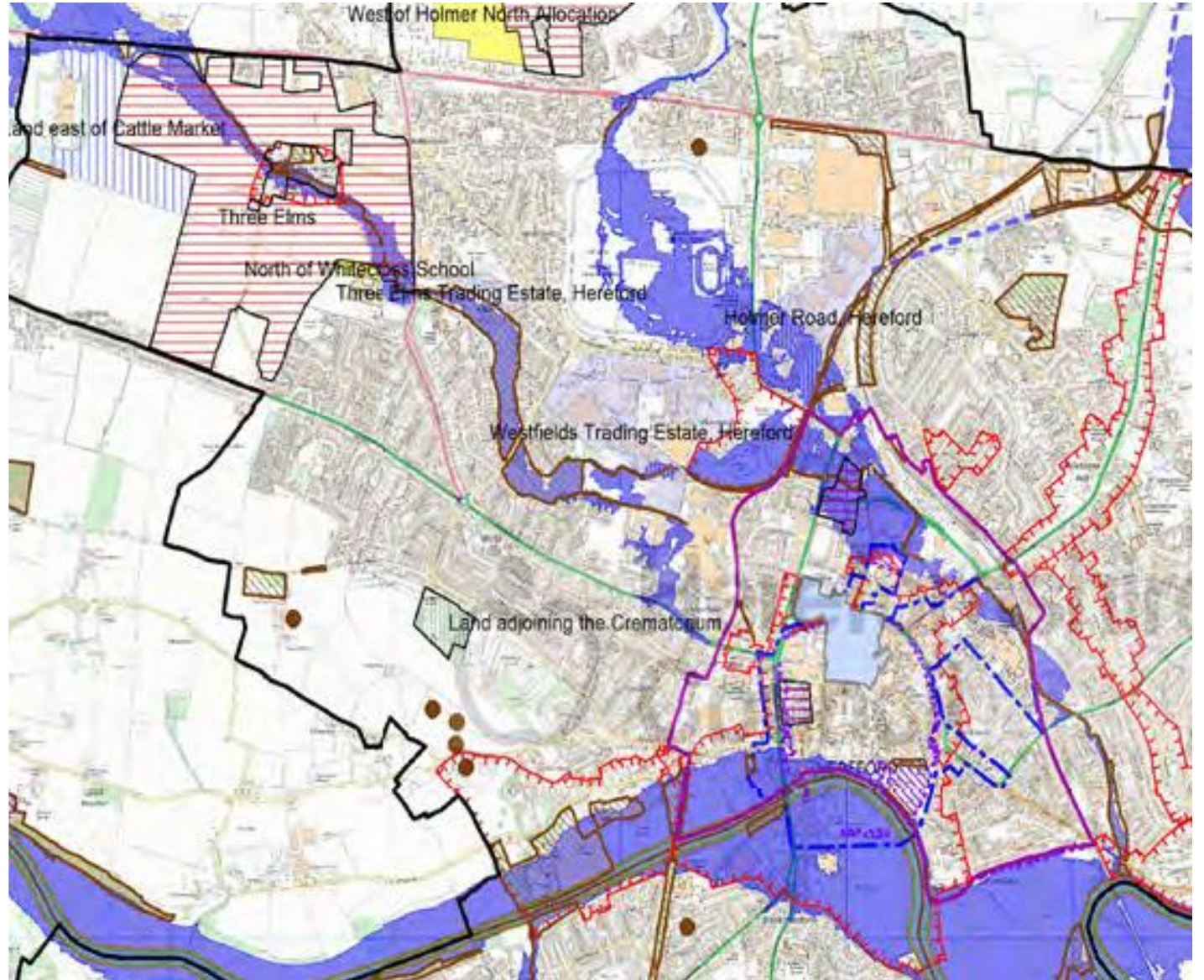
Three Elms Employment Land HERE6

- Note the blue Flood Zone 3 north of the Roman Road and along the Yazor Brook to Three Elms.
- Building and sealing soils over the surrounding area increases run-off and therefore flooding of downstream housing in Hereford City.
- Hydrology reports and engineering analysis of the site now recommends numerous retention ponds and underground tanks in the future.

- Map source: **Draft Local Plan (Regulation 18) Place Shaping Policies**



Hereford City Centre still floods. Is Three Elms really a viable development site in the declared climate emergency?



- Map source: **Draft Local Plan (Regulation 18) Place Shaping Policies**

The Core Strategy needs updating

Road prioritised, not ATMs.

There is no evidence that the Western road will significantly improve travel times.

In fact, the surveys show traffic volume increases with more regional and local traffic.

Travel times across the City will improve by 2 minutes or less on average.

Policy HERE4: Supporting movement in and around Hereford

Over the plan period, a package of measures will be introduced to provide more options for moving through and around the city.

WHY NOT NOW!

NO BUDGETS OR PLANS PRESENTED

1. SAFE CYCLE NETWORKS
2. SCHOOL BUSES
3. BETTER RAIL ACCESS

HERE4 does not address school traffic

City congestion is a function of car dependent access to schools.



Children need exercise and safe cycle lanes.

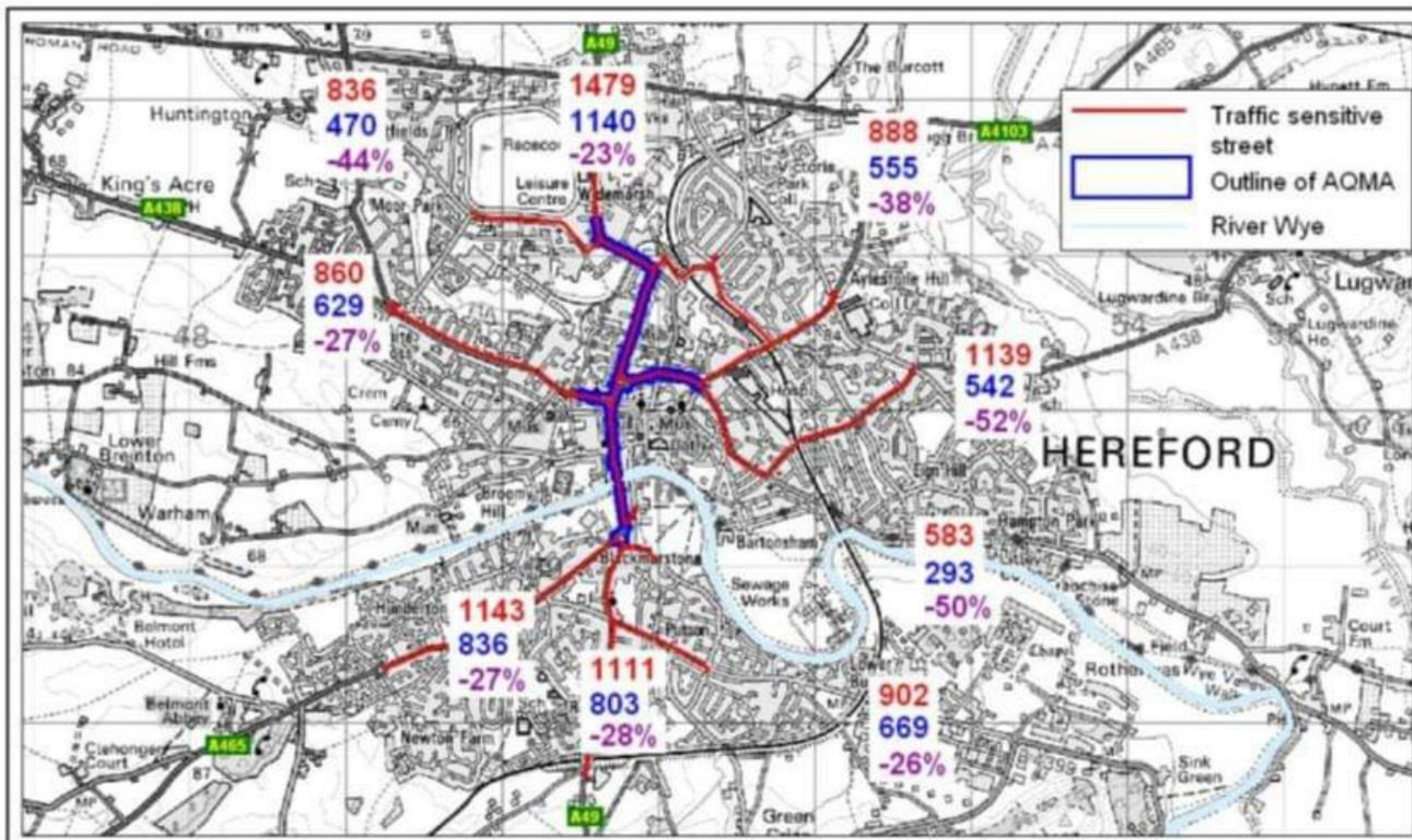


Surveys show the increase in traffic volumes of 23% to 52% during the school term on radial access routes.



The fastest way to reduce traffic is to subsidise school buses and get families cycling and walking to school.

Map illustrating Hereford's Traffic Sensitive Streets, outline of AQMA and percentage change in AM peak hour traffic flow comparisons between term and non-term time



WHAT A DIFFERENCE SCHOOL TRAFFIC MAKES!