

REASONS TO CHALLENGE THE HEREFORD TRANSPORT PLAN HTP IS PREMATURE AND DISCONNECTED TO OTHER PLANS

1. The Hereford Transport Package only applies to the north of the City. There is no information about the South Wye Transport Package and how this would coordinate with the Hereford Transport Plan and reduce congestion in Hereford.
2. There is no freight strategy for the County so it is unclear how the Council can claim the “bypass” would “*remove the need for many heavy goods vehicles to travel through the City*”.
3. There is no Waste and Minerals Plan for the County. This plan would identify how movements of waste and minerals, by HGVs, would impact on the road network, especially now waste is being sent to the Hartlebury incinerator in Worcestershire.
4. There is no reference to supporting evidence to explain the transport proposals, in particular why Hereford needs a Bypass, particularly one to the West of Hereford.
5. Since 2000 HGV traffic crossing Greyfriars Bridge in Hereford has declined steadily from 2,173 to 1,549 vehicles a day, a drop of over 28% (Dept for Transport AADF Stats 2000-2016) . Why is a Bypass required?
6. The freight rail head at Moreton-on-Lugg has done more to move HGVs from City roads than any new road building, and yet no reference is made in the Hereford Transport Package about freight to rail.
7. With Herefordshire Council having insufficient money to maintain our existing road surfaces how can they promote a new road for £167Million (£132Million Bypass + £35Million Southern Link Road) attracting HGVs from the motorway network? HGVs are up to 160,000 times more damaging to road surfaces than the average car. Attracting extra lorries to our local roads will cause them to deteriorate faster, when they are already in a bad condition.