

# REASONS TO CHALLENGE THE HEREFORD TRANSPORT PLAN

## SUSTAINABLE TRANSPORT ALTERNATIVES

1. Herefordshire Council's "Destination Hereford" application 2011 states "**Short trips. The 2001 Census records 67% of Hereford residents travel less than 5km to work. This is well above the national average with 56% of journeys to work are made by car we have a fantastic opportunity to deliver much greater modal shift**". Numerous reports have shown that building roads increases the number of car journeys.
2. Providing infrastructure for Safe Routes to School could cut congestion connected with the school run by up to 52% at peak times on roads in Hereford. (Data from Destination Hereford application 2011).
3. £4.97 million was spent through the Destination Hereford project from 2011 to 2015. The result was that:-
  - i. active travel (cycling and walking) trips increased from a 22% mode share in 2012 to a 27% mode share in 2015
  - ii. Car trips undertaken across journeys for all purposes have decreased from a 66% mode share in 2012 to 62% in 2015.
4. The Department for Transport Nov 2014 Report "Claiming the Health Dividend" concluded the benefits of walking and cycling were higher than the benefits from building new roads, were quicker to implement, and the work was more likely to be contracted to local based companies.
5. Higher levels of walking and cycling are shown to support local shops, improve communities, reduce crime, improve health and well-being and deliver better value for money than road building schemes.
6. Highways Agency Letter re the Southern Link Road (7<sup>th</sup> Aug 2014) "**the building of new road infrastructure could only be justified in policy terms when other avenues such as travel planning and sustainable travel modes had been developed and shown not to address the transport needs and issues identified.**"