

Herefordshire Council

HEREFORD TRANSPORT PACKAGE FAQ



Balfour Beatty

 Herefordshire Council

Working for Herefordshire





1. WHAT IS THE HEREFORD TRANSPORT PACKAGE?

Q 1.1. What is the Hereford Travel Package (HTP)?

The Hereford Transport Package (HTP) is a range of measures designed to improve the way we move about the city and give people more choice about how they travel.

The HTP includes the Hereford Bypass to the west of the city and a series of walking, cycling and bus measures for short distance journeys.

The bypass will help to reduce congestion which will create more space on main roads such as the A49, creating the opportunity to make walking, cycling, and taking the bus safer, easier and more convenient. The proposals are designed to work together to make Hereford a better place to live, work, study and visit.

Q 1.2. What are the objectives and likely 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.
- Encourage sustainable development creating attractive alternatives to car usage for journeys within the city.
- Improve regional connectivity by having better connections within Hereford, Herefordshire and the wider region, having more reliable journey times on the A49 and reducing the number of goods vehicles going through Hereford.
- Provide road network resilience by reducing the impact of accidents, breakdowns and maintenance work on the city's main road networks.
- Encourage healthier lifestyles by making walking and cycling more attractive options.
- Improve air quality and reduce noise by reducing the number of goods vehicles travelling through the centre of Hereford.
- Reduce severance by improving connections for pedestrians and cyclists.
- Improve safety for all road users

Q 1.3. Why are we consulting at this time?

We want to work with local people and businesses throughout the development and delivery of the HTP scheme to create improvements which work for those travelling through, into and within the city.

This consultation focuses on the walking, cycling, bus and public space improvements within the Hereford Transport Package. Following positive feedback from the previous consultation we have developed a range of improvements. We are now asking for public feedback on these plans to help inform the next stage of our work.

The bypass is still undergoing technical assessment and design. There will be further opportunity for comments on the bypass at a public consultation later in 2019.



Q 1.4. How will these improvements support future land use changes in Hereford?

Some of the walking and cycling improvements will link directly with possible proposed walking and cycling infrastructure in new housing developments. This will give residents of these new developments good access into Hereford by foot or cycle. These improvements help make the introduction of new housing more sustainable by reducing pressure on the transport network from motor vehicles. Bus infrastructure improvements set out in this consultation will also make bus journeys into the city more reliable and further support more sustainable housing development.



2. WALKING, CYCLING, BUS AND PUBLIC SPACE IMPROVEMENTS

Q 2.1. Why is it important to have walking, cycling, bus and public space improvements as part of the HTP?

The HTP is not just about the bypass – our vision is much bigger than that. We want to provide safer, attractive, more enjoyable routes for people to walk, cycle and catch the bus. Improving the way people travel in Hereford is an important part of our Local Transport Plan and Core Strategy. By improving our transport network, we aim to encourage people to choose to walk, cycle or travel by bus more often and reduce car use for shorter journeys.

Q2.2. What types of walking, cycling, bus and public space improvements are you proposing?

Possible improvements include:

- Road crossing improvements along and across main roads
- New and improved footways/ cycleways
- On- road cycle lanes
- Cycling signage on quiet streets
- New and improved footpaths/ cycle paths
- Bus lanes for buses and cyclists
- Advanced stop lines for cyclists to give a safe area to wait at the front of the queue at set of traffic lights
- One way working in locations such as existing railway bridges to enable direct routes for cyclists and pedestrians to be provided.

More information can be found at the end of this FAQ, in the ‘Proposed improvements’ reference guide (Appendix A).

Q 2.3. What are the benefits of the proposed walking, cycling, bus and public space improvements?

The improvements will:

- Create attractive alternatives to car use for journeys within the city
- Encourage people to lead healthier lifestyles
- Create a safer travel environment
- Reduce journey times for walking, cycling and bus travel
- Improve air quality and reduce noise
- Create better walking and cycling routes across roads, railways and the River Wye



Q 2.4. Can you tell me more about how you developed these proposed improvements?

We reviewed Hereford's transport network and, in our first consultation in early 2017, we sought your views on what issues should be prioritised. As a result, we developed a set of objectives for the Hereford Transport Package.

We then identified walking, cycling, bus and public space improvements that supported these HTP objectives.

The second consultation in 2018 asked for your views on possible measures we could develop under six key themes ranging from traffic management and use of public space to junction improvements and traffic free cycle paths.

Building on your feedback from the previous consultation, we have developed a set of walking, cycling, bus and public space improvement plans.

Q 2.5. What factors will you consider when assessing the 11 proposed route improvements?

We will assess the 11 routes to identify which will be taken forward for further development. The improvements for each of the routes will be assessed against the following:

- Their contribution towards the HTP objectives
- Deliverability (including stakeholder and public acceptability, level of support and affordability)
- Value for money (benefit to cost ratio)

We will use this information to enable a programme for delivery to be confirmed.

Q 2.6. What are public space improvements?

We are proposing public space improvements by using existing space to create a more attractive street environment. This may include landscaping (new green space and planting), new communal space, and street furniture (benches, cycle parking). These improvements will be identified and further developed as the design work progresses.

Q 2.7. Is it possible to implement the walking, cycling, bus and public space improvements in advance of the bypass?

The Hereford Transport Package is a collection of integrated transport improvements. Some of these improvements could not be implemented without a bypass in place. The bypass is a key driver in enabling us to make changes to the city's road network which will free up road space in the city, creating the opportunity to provide high quality walking, cycling, bus and public space measures. The proposals are designed to work together to make Hereford a better place to live, work, study and visit.

It may be possible to bring forward some of these improvements in advance of a bypass. The order in which the elements of the HTP are constructed will be determined as the design progresses.

Q 2.8. The Council is also consulting separately on a draft Hereford Design Guide SPD, is there any link or overlap between the HTP and the Design Guide SPD?

The Hereford Design Guide Supplementary Planning Document (SPD) will provide design guidance and good practice advice to help developers, applicants and council officers improve the quality of design in new development, public realm and movement projects in central Hereford. It will also inform emerging policies within the Hereford Area Plan.



It is not a document which will set out specific projects but will include a set of key design principles and priorities distinct to Hereford's existing character without preventing new development within the City Centre. In this regard, it will include a movement design framework and the emerging HTP proposals will be entirely consistent with relevant elements of the draft SPD.

Q 2.9. How can I see the draft SPD design guide and have my say?

A separate public consultation on the design guide will run from Monday 28 January until Monday 11 March 2019. The document is available on Herefordshire Council's website at www.herefordshire.gov.uk/HDG. The SPD consultation information can also be viewed at Hereford Library and Hereford Customer Services on Blueschool Street.

You can have your say on the draft SPD guide in several ways:

Online: You can complete an online questionnaire at www.herefordshire.gov.uk/HDG

Email: ldf@herefordshire.gov.uk

Post: Herefordshire Council, Plough Lane, Hereford HR4 0LE

In person: a copy of the SPD draft guide will be available to view at the HTP consultation exhibitions (details below). You can also speak to writers of the guide and Herefordshire Council planning officers at The Courtyard Theatre, Edgar Street, Hereford on Wednesday 13 February, from 1pm to 4pm.



3. IMPACTS OF WALKING, CYCLING, BUS AND PUBLIC SPACE IMPROVEMENTS

Q 3.1. When will construction of these improvements commence and when will they be completed?

The bypass is planned to open in phases from 2022 onwards. The walking, cycling, bus and public space improvements are planned to start within a similar period, although it may be possible to bring forward some of them in advance of the bypass. An assessment of what measures can be delivered in advance of the bypass will form the next stage of the work.

Q 3.2. What impact will these changes have on traffic flow?

The bypass and walking, cycling, bus and public space improvements are designed to work together to ease congestion on the roads and improve safety and access.

As the design of the scheme progresses, traffic modelling is progressing to further understand the impacts on traffic movements this scheme will have.

For detailed information please come along to one of our public exhibition events and speak to one of our team.

Q 3.3. How will these improvements interact with the proposed bypass in the future?

Further traffic modelling will be carried out as the design work progresses, which will take into account the interaction between the bypass and the walking, cycling, bus and public space improvements.

Q. 3.4. What are the long-term impacts of the walking, cycling, bus and public space improvements?

They will create an environment where people can feel safe making short distance local trips by either walking, cycling or taking the bus and as a result use their cars less. The outcome of this behavioural change will be a healthier, safer, cleaner and more sustainable city.

Q 3.5. Will we see improvements in the bus network to support the proposed plans?

In creating new bus lanes at key pinch points in the city we aim to improve bus reliability for people travelling in Hereford. Plans for new infrastructure opportunities are outlined in the consultation brochure and exhibition boards. To view and download a copy of these materials, please go to www.herefordshire.gov.uk/HTP.



4. FINANCES AND COSTS

Q 4.1. How is the scheme being funded and who is paying for it?

This package of improvements has been a long-held ambition for the Council, who are committed to its delivery.

The HTP could be funded from a number of sources, including housing developer contributions and from central government grants as they become available. The Council is preparing a Housing Infrastructure bid application and will continue to explore other funding opportunities.

Q 4.2. How much will the scheme cost?

As outlined in the Strategic Outline Business Case for the scheme the cost of the HTP was estimated as £165 million based on prices in 2014. This document set out an initial budget estimate of £136 million for the bypass and a budget estimate of £29 million for walking, cycling, bus and public space improvements.

The cost estimate for the Bypass was updated to 2018 prices in the Scheme Assessment Report 2 presented to Cabinet in July 2018. This gave a revised figure of £153 million for the bypass and this information can be seen on the Herefordshire Council's website.

The Council is working with consultants to develop the design of the scheme and scheme costs estimates will be regularly reviewed and updated. The Council is committed to ensuring the delivery of the HTP as it forms a key vision of the transport strategy for the city.

Q 4.3. How are these costs justified?

The HTP forms 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, the HTP will also provide significant benefits to the Marches region and the wider economy. It will support the delivery of 6500 new homes, 6000 jobs, a new university and the expansion of the Hereford Enterprise Zone at Rotherwas.



5. THE PLANNING PROCESS

Q 5.1. 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. The route to planning has not yet been determined and will be confirmed later in 2019.

The improvements within the city are mostly within the highway boundary and are unlikely to need planning permission. Those outside the highway boundary which require non-highway land to deliver (i.e involving privately owned land or land of another transport authority), will be subject to the relevant planning process.

Q 5.2. Will purchase of land be necessary for these improvements, if so how will it be dealt with?

Most of the proposed improvements are unlikely to require land take. Further design work and consideration to public feedback needs to be carried out before the delivery programme is confirmed.

6. CONSULTATION STAGES

Q 6.1. Can you tell me more about the consultation process for the HTP and in particular, the walking, cycling, bus and public space improvements?

We want to work with local people and businesses throughout design and construction to create improvements which work for those travelling through and around the city.

The consultation process is summarised below:

Hereford Transport Package Timeline





Q 6.2. How can I have my say on these proposals?

You can let us know your views on the proposals in several ways:

Online	You can complete an online questionnaire at www.herefordshire.gov.uk/HTP . An easy read version of the questionnaire is also available online.
Event	You can attend one of our consultation exhibitions, which are being held at: <ul style="list-style-type: none">• Left Bank on Tuesday 29 - Thursday 31 January 2019 between 11am and 8pm• Old Market kiosk on Monday 4 - Thursday 7 February 2019 between 10am and 6pm Hard copies of the questionnaire, as well as easy read versions, will be available at each event.
Exhibition	There will be an unstaffed exhibition at the Hereford Library entrance space from Tuesday 12 February - Saturday 9 March 2019 (during opening hours). You can also pick up a questionnaire (including an easy read version) at the entry space of the Library.
Pop-up events	You can also attend a pop-up event at the following locations: <ul style="list-style-type: none">• Hereford FC 2pm-3pm Saturday 2 February• The Courtyard 10am-7:30pm Saturday 16th February• High Town Wednesday 20th February
Freepost	Alternatively, you can complete a copy of the questionnaire and return it to address found below.

All comments will be treated confidentially. The closing date for responses is **Monday 11 March 2019**. If you would like help to understand this document, or would like it in another format or language, please call Hereford Transport Package team on 01432 261 800 or email herefordtransportpackage@balfourbeatty.com. Easy read versions of the brochure and questionnaire are available online or can be posted on request.

Q 6.3. Where can I find previous consultation materials, reports and more information about the scheme?

For further information, you can:

Visit us online at: www.herefordshire.gov.uk/HTP

Email us at: herefordtransportpackage@balfourbeatty.com

Write to us at

FREEPOST: RTHL-BBZH-JATH (Hereford Consultation), Balfour Beatty Living Places Unit 3, Thorn Business Park, Rotherwas, HEREFORD HR2 6JT

Call us on: 01432 261800



7. NEXT STEPS

Q 7.1. What happens next?

Once this consultation is completed and we have received all the feedback we will analyse and a consultation report will be developed for consideration by the Council's cabinet. The report will be publicly available at that time. Further technical assessments and design work, including transport modelling, will be carried out for both the bypass and walking, cycling, bus and public realm improvements taking your feedback into account.

The next stage of consultation will be a statutory consultation as part of the planning application, and will present the design on the preferred bypass alongside the walking, cycling, bus and public space improvements. All interested parties including members of the public will have the opportunity to provide their feedback. In 2019 we will prepare and submit a planning application.



Balfour Beatty
Living Places

APPENDIX A – PROPOSED MEASURES

Examples of various types of walking, cycling and bus route improvements are described below.

Crossings

A. Puffin crossing: A signalised crossing (traffic lights) which are intended for pedestrians only. Pedestrians are required to wait for lights to change before crossing.

B. Toucan crossing: A signalised crossing (traffic lights) which pedestrians and cyclists can use. They have a push button and a cyclist specific light as well as a 'green man' instructing people whether it's safe to cross. Walkers and cyclists are required to wait for the lights to change before crossing.

C. Raised crossing: A crossing at the entrance of a side road where the pavement continues at the same level over the side road. This acts as a speed hump slowing traffic on the approach to the junction. These crossings may involve priority for pedestrians and cyclists meaning motor vehicles are required to give way.

D. Zebra crossing: Zebra crossings give pedestrians priority over all other traffic. These are not intended to be used by cyclists.

E. Parallel crossing: A new form of crossing which is similar to a zebra crossing. It has a set of amber flashing beacons to alert drivers that they need to give way to pedestrians and cyclists. It has zebra stripes for pedestrian crossing and a parallel cycling crossing.

F. Raised junction: Surface of the road around a junction is raised to be the same height as the kerb. This creates a ramp on the approach to the junction which encourages drivers to slow down. Crossings are usually provided on this raised section of road.

G. Footway/cycleway: Pavement or path that can be used by both pedestrians and cyclists.

H. On-road cycle lane: Indicated by painted white lines and bicycle symbols on the road, intended for use by cyclists only. Broken lines indicate an advisory cycle lane and solid lines a mandatory cycle lane that should be kept clear for cyclists.

I. Footpath/cyclepath: A path, usually off-road, that can be used by both pedestrians and cyclists.

J. Bus lane: A lane reserved for buses, cyclists and usually taxis.

K. Advanced stop lines for cyclists: Gives cyclists a defined area in which to wait at the front of the queue at a set of traffic lights. This makes cyclists more visible, helps any that are turning across traffic and gives them a head start when pulling away.

L. Signalised one way working (over/under railway bridge): Set of traffic lights controlling traffic through a short alternating traffic priority system. This is where two lanes turn into one at a narrow section such as when the road runs under or over a railway bridge. In controlling traffic in this way, space can be provided for walkers and cyclists to pass this obstacle.

Cycling signage on quiet streets: Streets with low traffic volumes, travelling at low speeds, where cyclists can comfortably cycle on the road. Signs and road markings identify these roads as part of the wider cycle network.



Puffin crossing



Toucan crossing



Raised crossing



Zebra crossing



Parallel crossing



Raised junction



Footway/cycleway



On-road cycle lane



Footpath/cyclepath



Bus lane



Advanced stop lines for cyclists



Signalised one way working over/under railway bridge

Photos and visualisations are indicative of possible improvements. They do not represent any agreed or final designs.