

Herefordshire
Council Economy
and Place
Directorate

Highway Network Management
Plan 2019-2034 (Executive
Summary)

Safe and efficient movement of people and goods is an essential element in the delivery of our objectives. The Highway Network Management Plan (NMP) sets out how we the highway network can be best managed and support national, regional and local objectives.

The purpose of this document is to translate both the Traffic Management Act 2004 and the transport policy statements in the Local Transport Plan 2016-2031 (LTP) into actions that will contribute to achieving the LTP vision:

“A transport network that supports growth enabling the provision of new jobs and houses, whilst providing the conditions for safe and active travel, which reduces congestion and increases accessibility by less polluting and healthier forms of transport than the private car.”

The Traffic Management Act 2004 sets out the council’s statutory duty as the traffic authority to appoint a traffic manager and to secure *“expeditious movement of traffic on the authority’s road network”*¹. The Traffic Management Act 2004 also provides the legislative platform for the council to identify issues or potential (current and future) causes of disruption on the highway network and to consider any possible solutions. Under the Act we must also monitor network performance and the effectiveness of the implementation of the plan. Other key policies and strategies include the council’s:

- Corporate Plan 2016-2020;
- Local Plan Core Strategy; and
- Marches and Mid-Wales freight strategy.

Based on the strategies and policies set out above and challenges outlined in Appendix 1, a number of objectives for the NMP have been derived including:

- Economic growth;
- Provide a good quality highway network for all users;
- Promote healthy lifestyles;
- Make journeys safer; and
- Ensure access to services for those living in rural areas.

Based on these objectives, there are a number of priority areas where the NMP will influence development, including:

- Network operation;
- Development control;
- Hereford Intelligent transport system; and
- Public transport.

The aim to improve the network operation is:

- Achieve an easy to use, consistent and functional road network

¹ Traffic Management Act 2004 (section 16): <https://www.legislation.gov.uk/ukpga/2004/18/section/16>
Highway Network Management Plan
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which links well with its neighbours; and

- Facilitate the efficient and safe movement of people and goods whilst protecting the quality of life within communities.

The main focus for the NMP will be to deliver the objectives, we achieve this through:

- Good management of the network;
- Development control;
- Street works management review;
- Innovative solutions and technological advances;
- Support for active travel and public transport; and
- Intervention through reactive control and emergency response.

An action plan has been developed to meet the objectives set above and within the priority areas. The action plan (Appendix 2) sets out some key activities including:

- Support for the major transport packages;
- Review of street-works management;
- Improving the SCOOT system, which manages the operation of traffic signals in Hereford; and
- Expand and update the Local Street Gazetteer.

Targets and a monitoring programme have been developed to support the NMP progress. As set within our Local Transport Plan and progress will be reported through the Annual Progress Report, which is published annually on our website.

Appendix 1- Objective supporting information

Ref	Objective	Policy and objectives support	Challenges
1	Economic growth	<p>Policy and objectives support</p> <p>Traffic management act 2004</p> <p>Corporate plan- Support growth of our economy, have delivered new infrastructure to support economic growth and the provision of more good quality affordable homes across the county</p> <p>LTP Objective- Enable economic growth LTP policy HN1- Network capacity management hierarchy. LTP policy HN2- Network Management. LTP HN5- Motorway and trunk road network reliability improvements.</p> <p>Core strategy objective 7- improve economic prosperity through a package of measures Policy SS4- Movement and Transport</p> <p>SMOTS objective- to reduce congestion</p> <p>Walking strategy (draft)- Enable economic growth</p> <p>Cycling strategy (draft)- Enable economic growth</p> <p>HCCTP7- Help address the decline in Hereford's traditional role as a regional economic hub, and meet the national agenda for economic growth</p> <p>SWTP SO1- Support economic growth in Hereford</p> <p>HTP 1- To enable the delivery of future housing, employment and educational development by maintaining acceptable peak hour journey times across the city</p> <p>Marches freight strategy- Highways enhancements & Highways management and maintenance; Highways Enhancements</p>	<p>Challenges</p> <p>Congestion, unreliable journey times, no alternative routes through Hereford, High-level of peak traffic, short distance car journeys, low network resilience, poor air quality.</p>

<p>2</p>	<p>Provide a good quality network for all users</p>	<p>Traffic management act 2004,</p> <p>Corporate plan- Have further embraced digital technology to save costs, to improve mobile-working and to offer residents 24/7 access to always on services</p> <p>LTP Objective- . Provide a good quality transport network for all users LTP Policy AM2- Cost effective asset management LTP AM10- Maintaining a safe, efficient highway network LTP PT3- Bus infrastructure improvements LTP PS1- Hereford parking policy LTP PS2- Countywide parking policy LTP Policy AT1- Maintaining and extending our active travel infrastructure</p> <p>Core Strategy Objective 2- ensuring new developments contribute towards better access.</p> <p>Walking strategy (draft)- Provide a good quality network for pedestrians.</p> <p>Cycling strategy (draft)- Provide a good quality network for cyclists.</p>	<p>ongoing maintenance requirements , Congestion, safety concerns, lack of walking and cycling infrastructure in rural areas, pavement parking, levels of parking contraventions, more electric vehicle infrastructure needed, SCOOT becoming outdated, congestion, poor network resilience.</p>
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<p style="text-align: center;">3</p>	<p>Promote healthy lifestyles</p>	<p>Corporate plan- Enable residents to live safe, healthy and independent lives</p> <p>LTP objective- Promote healthy lifestyles</p> <p>LTP AM11- Understanding the health benefits from investment in transport assets</p> <p>LTP AT1- Maintaining and extending our active travel infrastructure.</p> <p>LTP AT2- Active travel network in new developments</p> <p>LTP Policy SC1- Smarter travel choice marketing campaigns and branding</p> <p>LTP Policy LTP SC4- Smarter choice initiatives</p> <p>Core Strategy Objective 2- to improve the health, well-being and quality of life for all residents</p> <p>Policy MT1- Traffic management, highway safety and promoting active travel</p> <p>Health and well-being strategy- For adults- long term conditions, lifestyles (alcohol, weight, active lifestyles, smoking prevention, mental health)</p> <p>Walking strategy (draft)- Promote healthy lifestyles</p> <p>Cycling strategy (draft)- Promote healthy lifestyles</p> <p>HCCTP 4- Improve walk, cycle and public transport links between the railway station, the city centre, and the ESG area, consistent with improving health outcomes by encouraging and enabling physical activity;</p> <p>SWTP SO2- Improve health outcomes</p> <p>SWTP SO3- Reduce the impacts of transport on air quality and noise</p> <p>SWTP 4- Reduce the air quality and noise impacts from road transport on key receptors in the South Wye area.</p> <p>HTP 5- To encourage healthy lifestyles by encouraging more people to walk and cycle from new developments to key trip attractors;</p> <p>HTP 6- To reduce the impacts of transport on air and noise within the city.</p>	<p>High-levels of car use (especially short distances), Poor air quality (Hereford and Leominster).</p>
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<p style="text-align: center;">4</p>	<p style="text-align: center;">Make journeys safer</p>	<p>Corporate plan- Enable residents to live safe, healthy and independent lives</p> <p>LTP objective- Make journeys easier and safer LTP AM10- Maintaining a safe, efficient highway network LTP Policy RS1- Minor safety improvements LTP Policy SM1- Setting appropriate speed limits</p> <p>Core strategy objective 5- safe and sustainable transport networks Policy MT1- Traffic management, highway safety and promoting active travel</p> <p>SMOTS objective- To improve the safety of pupils and parents</p> <p>Walking strategy (draft)- Make walking journeys safer</p> <p>Cycling strategy (draft)- make cycling journeys safer</p> <p>SWTP 3- Improve road safety for all modes within the South Wye area</p> <p>HTP 8- To improve road safety within the city</p>	<p>Safety concerns, high speeds,</p>
<p style="text-align: center;">5</p>	<p style="text-align: center;">Ensure access to services for those living in rural areas</p>	<p>Corporate plan- Secure better services, quality of life and value for money</p> <p>LTP Objective- Ensure access to services for those living in rural areas LTP AM6- The highway asset management strategy for Herefordshire's roads Policy LTP AM13- The resilience network as part of a strategic network LTP FR1- Managing freight movements</p> <p>Core strategy objective 5- to improve access to services in rural areas and movement. Policy MT1- Traffic management, highway safety and promoting active travel Walking strategy (draft) - Ensure access in rural areas for interchange opportunities</p> <p>Cycling Strategy (draft) - Ensure access to the cycling network and interchange opportunities for those living in rural areas.</p> <p>Marches freight strategy- highways management and maintenance.</p>	<p>HGV routing in rural areas, maintenance, limited bus service.</p>

Appendix 2- Action Plan*

2019 Action Plan Ref	Action	Timescale	Responsibility	Objective
1	Review and implement any recommendations on how we manage all roadworks on our network.	S	HC/BBLP	1 & 2
2	Link monitoring of traffic flows with the Local Transport Plan Annual Progress Reporting process.	S	HC	1,2,3,4 & 5
3	Continue to use the NHT survey results to inform public satisfaction on congestion and highway conditions.	S	HC	1,2,3,4 & 5
4	Establish a transport stakeholder forum through the LSP to seek views and encourage wider ownership of the objectives	S	HC	1,2,3,4 & 5
5	Review the role of the Traffic Manager and Highways Network Manager requirements from all of the relevant disciplines. The role will be reviewed at five year intervals.	S	HC	2
6	Continue closer working relationships with partners, in particular the HA and Police, to deliver shared objectives for the improvement of journey time reliability.	S	HC/BBLP/Highways England (HE)/Emergency services	2 & 4
7	Continue the Strategic Management Board to secure high level ownership of the objectives and targets, review outcomes and unblock any resource issues.	S	HC	1,2,3,4 & 5
8	Strengthen the partnership (through a voluntary working partnership) with bus operators and promote the objectives set out in the bus strategy and opportunities for investment.	S	HC/Bus operators	2 & 5
9	Ensure all public realm works are completed efficiently with minimum disruption to traffic flow through a review of construction methods and inspection procedures to minimise enforcement.	S	BBLP	1,2 & 5
10	Ensure that the out of hours officers have a full understanding of NRSWA, TMA and the authorities powers to intervene and recharge.	S	BBLP	2
11	Ensure there are sufficient trained staff to operate systems at required times and that emergency backup is available	S	BBLP	1,2
12	Ensure traffic information is appropriately distributed to the public through the correct channels (social media etc...)	S	HC/BBLP	1,2 & 5
13	Review Major Road Network and wider network to establish traffic sensitive streets, asset management and planning	S	HC/BBLP	1 & 2
14	Update the Local Street Gazetteer and collect the appropriate data	S	HC/BBLP/Hoople	1 & 2
15	Develop and implement a map-based Traffic Regulation Order reporting system.	S	HC/BBLP	1 & 2

16	Ensure that BBLP include how disruption (planned and unplanned) is included within the annual planning process and correctly managed.	S-M	BBLP	1 & 2
17	Complete a set of protocols for the operation of traffic control systems with Highways England.	S-M	HC/BBLP/HE	1,2 & 5
18	Investigate and implement closer working partnerships with Local parishes, developing and training local stewards to help identify potential problems on the network.	S-M	HC/BBLP/Parish Councils	1,2,4&5
19	Continue to develop hierarchy or routes and identification of key conflict points through ongoing and emerging projects, such as: - Hereford Transport Package; - South Wye Transport Package; - Hereford City Centre Transport Package; - Market Town studies; and - Local Cycling Walking Infrastructure Plans.	S- L	Herefordshire Council (HC)	1 & 2
20	Improve the awareness of traffic conditions through: • use of SCOOT detectors to spot slower than normal flow • an enhanced Herefordshire CCTV system • a link to view the HA cameras • the purchase a system such as Traffic master or ITIS live data feeds.	S-L	HC/BBLP	1,2,
21	Ensure the walking and cycling infrastructure is maintained at levels that encourages people to use it.	S-L	HC/BBLP	3
22	Establish a list of existing congestion hot spots in the Herefordshire and assess the potential for improvement. Congestion in Hereford will be linked to the emerging Hereford Transport Package development.	M	HC/BBLP	1 & 2
23	Develop a capacity audit procedure for all improvement schemes and developer proposals and promote its existence.	M	HC/BBLP	1,2 & 4
24	Review Transport Asset Management Plan to ensure that lifecycle planning takes into account the needs of the NMP, including signals condition monitoring.	M	HC/BBLP	2
25				
26	Ensure that the emerging major transport projects, delivery of development and amendments to the SCOOT system are well co-ordinated so the network can perform to its optimum.	M-L	HC/BBLP	1,2
27	Investigate the feasibility of extending and updating the SCOOT system to include with a ITS. To include: -Extend SCOOT system to more junctions and outer limits of Hereford; -Bring in pedestrian and cyclist crossings into the SCOOT system; and -Implement real-time parking availability.	M-L	HC/BBLP	1,2,3

28	Set out how freight is to managed on the network, in line with objectives set out in the Marches and Mid-Wales freight strategy, including investigating the role of overnight or layover lorry parking within the county.	M-L	HC	1 & 5
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*Subject to change based on possible outcomes from consultation.

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