

Herefordshire Council Local Transport Plan 2016 - 2031 Strategy

Consultation draft

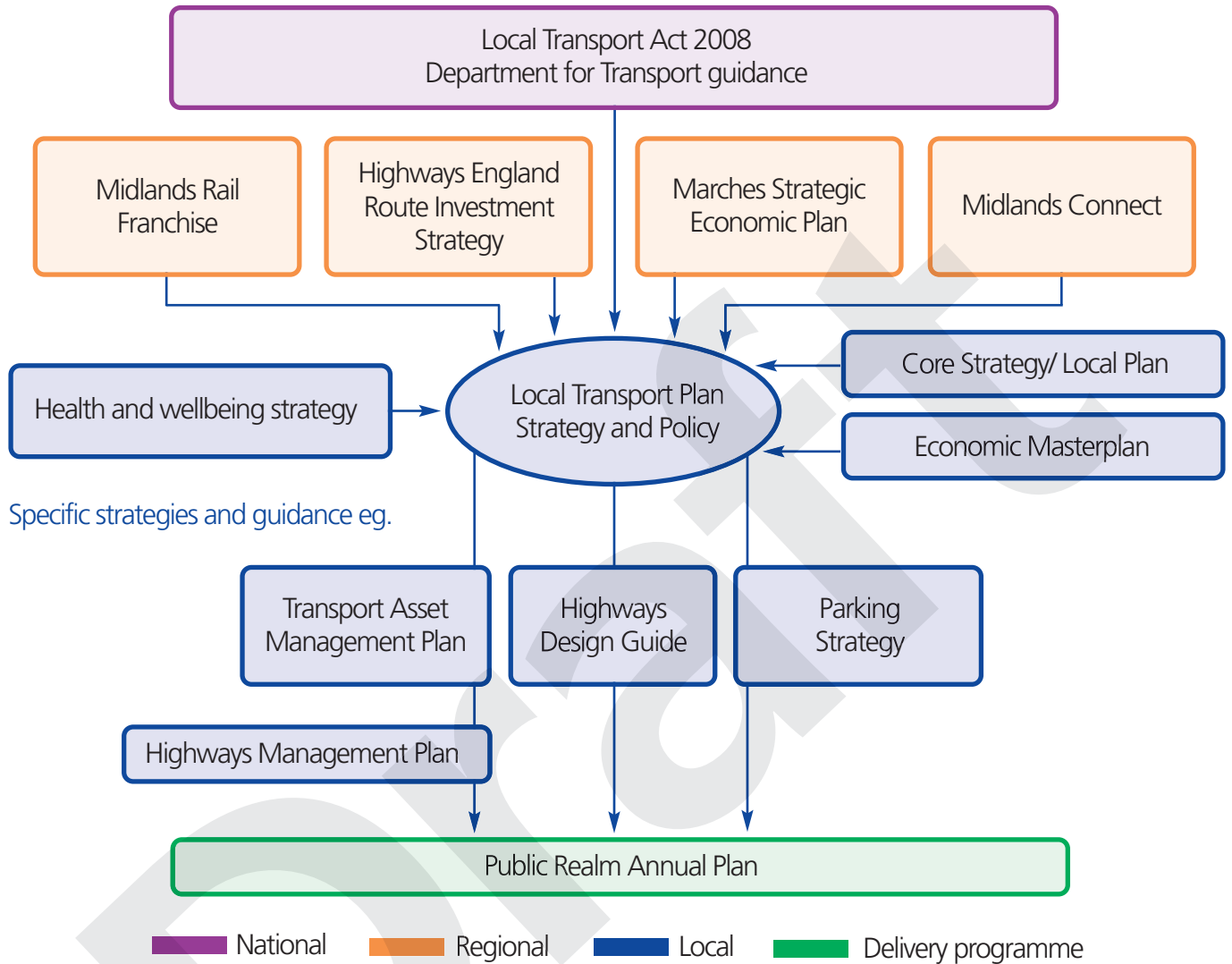




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Role of the Local Transport Plan



Foreword

Transport is vital to the people of Herefordshire. An efficient transport network is essential for the county's economy, supporting delivery of new homes and jobs. The ability to access services and maintain independence is also important and particularly challenging in a large rural county with an aging population. This Local Transport Plan (LTP) sets out the Council's strategy for supporting economic growth, improving health and protecting our environment and sets out a programme of investment for the period 2016-2031.

Our strategy has partnership working at its heart and it sets out how key partnerships will help us work towards our wider objectives for economic recovery, health and wellbeing. Transport demands are complex; require coordination of a range of providers and different modes, and often cross administrative borders. Close working with partners such as Highways England, bus and train operators and with our partners in the Marches area, wider West Midlands region and other neighbouring authorities will be critical to ensuring that transport plays its full role in supporting economic recovery and maintaining access.

We will strengthen our relationship with the voluntary sector and aim to help more people make a contribution. We will widen third sector capability in our community transport and asset management services.

A Strategy for Sustainable Growth

The Council is taking forward a strategy based on sustainable growth – more homes (including affordable housing) and jobs in the right locations. The Core Strategy sets out our plans for sustainable growth – 16,500 new homes, more jobs at the Hereford Enterprise Zone and other employment sites around the county and enabling infrastructure which will support this new development.

This Local Transport Plan outlines the significant role that transport will play to enable the delivery of the Core Strategy proposals. The Core Strategy highlights the need for major investment in our transport network including:

- City Link Road to unlock brownfield land for new affordable housing and regeneration in the centre of Hereford,
- A southern link road in the South Wye area to reduce congestion on Belmont Road and provide improved access to the Enterprise Zone at Rotherwas
- A Hereford Relief Road (HRR) to provide additional capacity and access for the development set out in the Core Strategy and an alternative route for through traffic, particularly freight.

Major infrastructure proposals will be complemented by continued investment in active travel measures, as part of integrated transport packages.

Our vision and transport objectives

A transport network that supports growth enabling the provision of new jobs and houses, whilst providing the conditions for safe and active travel.

Our transport objectives seek to focus our strategy and ensure connection with other local and national objectives. These objectives have been developed from the evidence base we have established, given the current and future transport demands for the County. This includes extensive work in support of the Core Strategy, a range of transport studies, consultation and reviews of best practice.

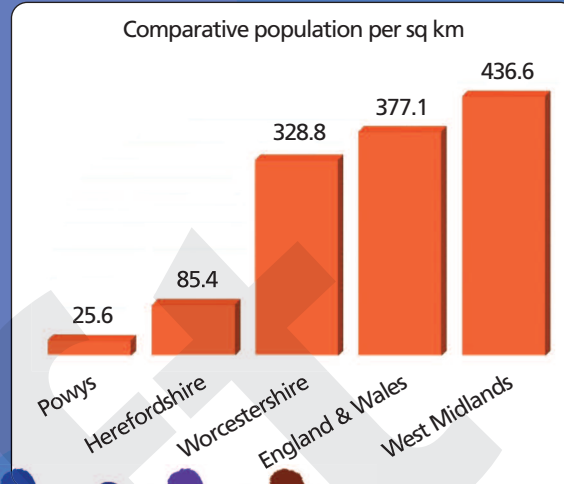
- 1. Enable economic growth** - by building new roads linking new developments to the transport network and by reducing short distance car journeys.
- 2. Provide a good quality transport network for all users** – by being proactive in our asset management and by working closely with the public, Highways England and rail and bus companies.
- 3. Promote healthy lifestyles** – by making sure new developments maximise walking, cycling and bus use, by delivering and promoting active travel schemes and by reducing short distance single occupant car journeys on our roads.
- 4. Make journeys easier and safer** – by making bus and rail tickets compatible and easier to buy and use, by providing ‘real time’ information at well-equipped transport hubs, by improving signage to walking and cycling routes and by helping people feel safe during their journeys.
- 5. Ensure access to services for those living in rural areas** – by improving the resilience of our road network and by working closely with all transport operators to deliver a range of transport options particularly for those without a car.



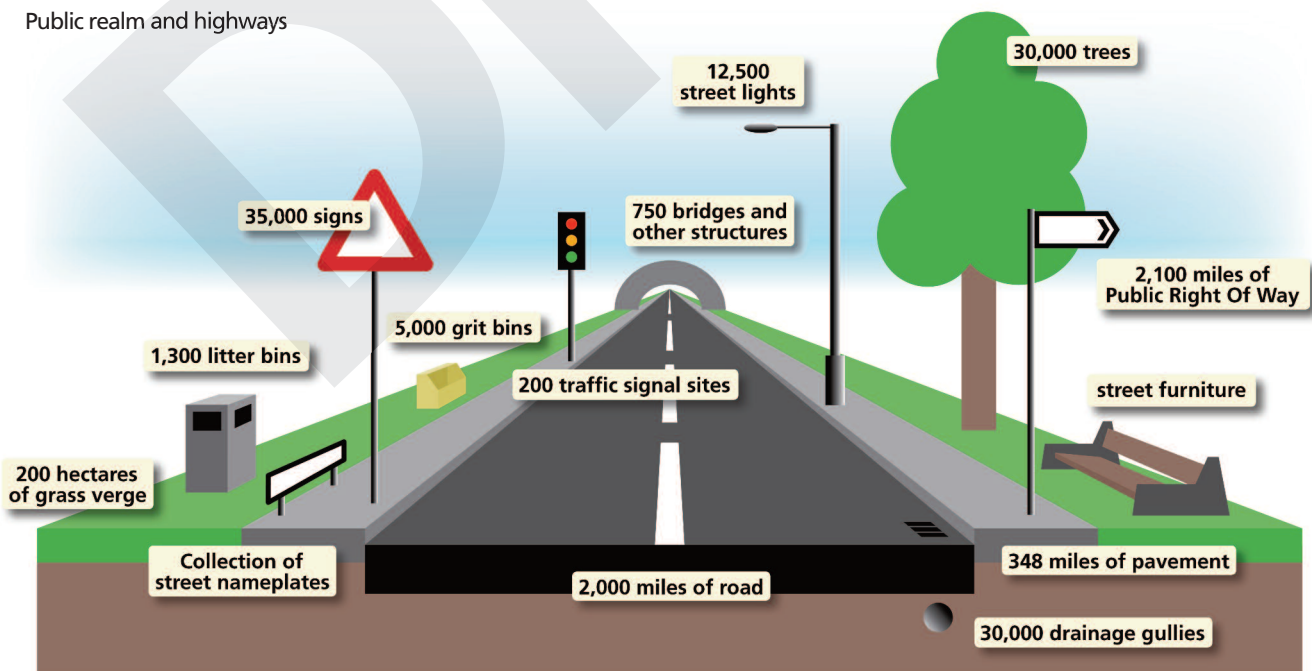
The local context

People and place

- Herefordshire is sparsely populated with 82,700 homes and 186,100 (2013) residents scattered across 842 square miles
- 95% of Herefordshire is classified as 'rural' and over half of the population live in these rural areas
- Self-employment is more common and the average wage is lower than other areas
- 23% of the population are 65 or above compared to 19% nationally. By 2031 forecasts suggest that will have grown to 30% versus 23% nationally



Public realm and highways



Getting about

- Significant congestion and extended and unreliable journey times in Hereford
- The condition of the 'C' road and unclassified network improved by nearly 4% following our £20m investment
- The number of people Killed or Seriously Injured (KSI) on the roads in the county is similar to the national average, 38.9 per 100,000 residents, although total KSIs rose from 61 to 83 over 2013 and 2014
- Bus journeys in the county continue to fall but the rate of decline is slowing
- After a decade of strong growth, usage of rail stations in the county is levelling off
- Around half of all car journeys in Hereford at peak times are less than 2 miles long



Queues likely



**Blind spot
Take care**



Travel to work

- Dependence on car in rural areas with strong levels of walking and cycling in towns
- Bus use is well below national and regional average because of low availability in rural areas and short journey length in towns
- Significant level of home working – reduces some transport demands, greater reliance on broad band and fits within our support for flexible working

- Driving a car or van
- Passenger in a car or van
- Bicycle
- On foot
- Work mainly at or from home
- Bus, minibus or coach
- Train
- Other method

