

below a standard amount. This standard amount alters in line with budget availability. This is at the rate of £4 per passenger.”

In Gloucestershire we allocate similar subsidy levels except, rather than it being £4 per single journey for all, ours is £4 for rural and £1 for Cheltenham and Gloucester services; the figures quoted for Herefordshire seem on the high side given the distances involved.

It is also difficult to trace specific funding sources unless the development proposed through the Core Strategy (in Hereford and the five market towns) will underpin this and other proposals financially.

The document makes several references to the Total Transport Fund (TTF). We benefit from such funding (£350k) in Gloucestershire, but it is for bespoke pilot projects to be delivered by 31st March 2017. Given the prominence given to it in a draft LTP that covers the period up to 2031 – in particular on pages 27 and 28 – are there indications of longer period funding?

There is also no reference to synergies with other local authorities, such as Gloucestershire, which could offer particular transport benefits where populations are dispersed and people may be disadvantaged in terms of access and transport choice.

For example, the catchment for the oncology department at Cheltenham Hospital includes the whole of Herefordshire up to their border with Powys. Gloucestershire could make use of Herefordshire’s arriving patient transport in Cheltenham to deliver SEN home to school transport or social care journeys for example. The two transport authorities could share back offices for transport planning and scheduling, smart cards and real time information etc.

An important omission is the impact and significance of foreign labour on the Newent/Ledbury/Leominster and Newent/Ross-on-Wye/Ledbury corridors. This population creates significant demand for public transport and information, and is important to the economy of public transport provision here.

Rail (p.23)

Second paragraph should include:

- Great Western franchise 2019

Policy LTP PT7 Rail Improvements – the first sentence should include reference to Network Rail. An additional bullet point should be added to policy LTP PT7 acknowledging the West Midlands Rail organisation, of which Herefordshire is a constituent authority, and the opportunity this provides for improved rail services across the region through the devolution of the franchise process for the West Midlands and increased investment in rail infrastructure.

Freight p.30

Whilst supporting the development of a freight strategy to support the Marches LEP and local businesses which takes account of Herefordshire’s connections with the West Midlands and Wales, the Gloucestershire/ Herefordshire corridor carries some 500 – 1000 freight vehicles a day. Through the Gloucestershire LTP consultation there are certain key routes which are seen as critical for community wellbeing and which HGVs should avoid. Our primary route corridor map for heavy goods vehicles takes account of this feedback and, in particular, recognises the communities of Gorsley and Dymock on the Gloucestershire border with Herefordshire. It will be important for the emerging Herefordshire Freight Strategy to take account of the primary, secondary and general freight trips that need to be managed here, to protect local communities here, and to ensure that best use is made of the strategic road network.