

Neighbourhood Planning Guidance Note 26

Transport issues

April 2013 - Revised August 2015



Transport is a key issue in the delivery of future investment and the economic prosperity within Herefordshire, reducing carbon emissions and supporting healthier and more active lifestyles. The car will remain the main mode of travel within the county for long distance trips due to the limited passenger transport network, but for short-distance trips providing facilities to encourage walking and cycling is essential to create an environment where active travel becomes the main mode of transport. Good planning of transport is therefore essential and this guidance note provides general advice in respect of how to tackle the transport issues within your Neighbourhood Area.

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Transport Issues

Transport is the movement of people, animals and goods from one location to another.

Transport infrastructure = fixed installations necessary for transport including roads, footways, cycleways, railways, airways, waterways, canals, pipelines and terminals such as airports, railway stations, bus stations, bus stops, warehouses and refuelling depots.

Vehicles = cars, vans, motorcycles, bicycles, buses, trains, heavy good vehicles, people, aircrafts

Operations = the way in which vehicles are operated, and the procedures set for this purpose including financing, legalities and policies. In the transport industry, operations and ownership of infrastructure can be either public or private.

Funding is provided by Government to local transport authorities to ensure they fulfil their statutory duties and manage the transport network they are responsible for. Good planning of transport is essential in managing transport effectively to ensure travel conditions are free flowing as possible and to restrain urban sprawl. Most development large or small will individually or cumulatively have an impact on transport and travel patterns, sometimes across a wide geographical area.

It is essential to work with developers to ensure that the impacts of development on the transport network are fully considered for new or re-development of existing sites. Appropriate levels of financial contributions are then sought from the developers towards the capital and ongoing maintenance costs of on and off-site transport infrastructure and services considered necessary to mitigate the impact of their development on the transport network.

Planning the delivery of roads, public transport services and interchanges will often have 'larger than local' implications, and these can sometimes be used positively to shape future patterns of land use across housing market areas.

National policy context

In October 2007, Government proposed an approach to long-term transport planning within *Towards a Sustainable Transport System*, which was published in response to the Eddington Study and the Stern Review. The former assessed the impact of transport decisions on the economy and environment of the UK, whilst the latter looked into the economics of climate change.

The subsequent report entitled *Delivering a Sustainable Transport System (DaSTS)* (2008) explained how this approach to long-term transport planning would be put into action.

Four DaSTS studies were commissioned for the West Midlands region. Each study had a different spatial focus, but were all linked as they considered the impact of future travel demand derived from the scale of growth identified in regional planning policy.

One of the regional DaSTS studies considered Hereford's role as a designated Growth Point for future development. It considered low-cost, specific and innovative sustainable transport interventions to address the transport issues associated with this growth, including smarter choices and initiatives to influence travel behaviour.

Further information on the regional DaSTS studies can be obtained clicking on this [link](#).

In January 2011, Government published the White Paper *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen* to set out plans for a clean and efficient transport system that is capable of delivering economic growth. Intrinsic to this proposal is encouraging more people to leave their cars at home by making public transport and walking and cycling more attractive, particularly in relation to short-distance local trips. Approximately two out of every three trips we make are less than 5 miles in length and could, therefore, be cycled, walked or undertaken by public transport.

The White Paper sets out, among other things, the Government's commitments on local transport including a Local Sustainable Transport Fund which has since allocated £560 million of funding to local authorities who prepared detailed spending proposals.

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The Local Transport White Paper 'Creating Growth, Cutting Carbon' can be obtained by clicking on this [link](#).

National Planning Policy Statements

On 1 April 2012, under the provisions of the Localism Act (2011), the Planning Inspectorate assumed responsibility for operating the planning process for nationally significant infrastructure projects, to provide a more efficient, transparent and accessible planning system for such projects. This was hitherto the task of the Infrastructure Planning Commission, which was an independent body established by the Planning Act (2008) to make decisions on applications concerning nationally significant infrastructure projects relating to railways, harbours and airports.

The Department for Transport (DfT) is still responsible, however, for drafting the National Planning Policy Statements (NPS) concerning transport, and it is intended that these will take account of the recommendations set within both the Stern Review and the Eddington Study. A total of 11 NPSs have been made to date.

National Planning Policy Framework

Planning policy guidance in respect of transport matters which are not subject to a separate NPS is contained in the National Planning Policy Framework (NPPF). Paragraph 32 of the NPPF states that the Government does not wish to see transport concerns used to unreasonably frustrate development. However, it will still be necessary for Council's to demonstrate that the transport implications of development set out in local plans are understood, and that proposed mitigation measures are credible, sustainable and deliverable.

Much of the transport planning guidance contained in the NPPF derives from its predecessor Planning Policy Guidance Note 13: Transport, which highlighted the key link between land use planning and transport. One of the NPPF's main objectives is to integrate planning and transport, including promoting sustainable transport choices, promoting accessibility by public transport, walking and cycling, and reducing the need to travel.

Local policy context

Having set out the national policy context it is now necessary to summarise local policy framework.

Local Transport Plan

Policy MT1: Traffic management, highway safety and promoting active travel, is directly relevant here, as it complements Herefordshire's Local Transport Plan (LTP)'.

The LTP is a statutory document which includes Herefordshire Council's local transport strategies and policies.

The current Local Transport Plan (LTP3) covering the period 2013-2016 was adopted in March 2013. It sets out the council's strategy for supporting economic growth, social inclusion and reducing the environmental impacts of transport.

The following are the main themes:

Passenger transport - aims to improve the quality of Herefordshire's public transport network and services and sustain its long-term future.

Walking & cycling - seeks to raise awareness of the alternatives to car use by improving walking and cycling infrastructure and networks.

Transport safety - this is about reducing the risk and severity of accidents through a combination of engineering, education and enforcement measures.

Highway network development - an important part of this theme is to better manage the car use in Hereford and the market towns.

Highways maintenance - continuing to ensure the safety, availability and reliability long-term condition of the Council's highway network.

A new LTP4 is currently being developed for the period 2016-2032 in line with the Local Plan (Core Strategy).

More information on the council's Local Transport Plan including transport strategy and transport

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policy statements can be accessed here:
<https://www.herefordshire.gov.uk/planning-and-building-control/planning-policy/local-transport-plan-2013-2015/?q=transport-plan&type=suggestedpage>

The LTP is supported by a range of documents including the Car Parking Strategy, Highways Design Guide and Highway Maintenance Plan, all of which are available to download by clicking on this [link](#)

Evidence Base

The following were used in developing the Local Transport Plan and may be of interest:

- Review of Subsidised Bus Services Consultation;
- Review of Community Transport Services Consultation;
- DaSTS Regional Study;
- Relief Road Studies;
- Parking Strategy;
- Access to Services in Herefordshire;
- Rotherwas Rail Study.

South Wye Transport Package

The Belmont Transport Package has been developed to consider various solutions to tackle local issues and challenges such as traffic congestion and road safety. The package will consider measures on the existing road network and a possible new road link between the A49 and the B4349 in an attempt to provide suitable solutions. As well as a possible new link road, sustainable travel solutions such as developing the existing cycling network and the introduction of priority bus lanes will also be addressed.

Key players in delivering transport services

The DfT, which has existed in various forms since 1919 when it was known as the Ministry of Transport, is the Government department responsible for the English transport network. The DfT has four strategic objectives:

- To sustain economic growth and improved productivity through reliable and efficient transport networks.
- To improve the environmental performance of transport
- To strengthen the safety and security of transport
- To enhance access to jobs, services and social networks, including for the most disadvantaged people.

The department “creates the strategic framework” for transport services, which are delivered through a wide range of public and private sector bodies including its own executive agencies. Further information on the work of the DfT can be obtained by clicking on this [link](#).

The Council as the Highway Authority has duties for the management, maintenance, improvement and safety of the majority of the highway network within Herefordshire and for supporting essential passenger transport services where they are not provided on a commercial basis.

The Council, however, does not have direct responsibility for the following:

- The trunk road network (M50, A49, A40 south of Ross and A449 between M50 and A40), which are the responsibility of the Highways England
- The rail network, rolling stock, timetabling and stations which are the responsibility of the Train Operating Companies
- The commercial bus and coach network which is operated by private companies, though the council does provide subsidies to bus operators for the running of essential services which would otherwise not be commercially viable
- The Community Transport network which is operated by voluntary sector organisations, though the council provides an annual grant to the operators to provide this service
- Traffic law enforcement (excluding parking enforcement) which is the responsibility of West Mercia Police

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Despite not having responsibility for these areas, the Council aims to work closely with those responsible to achieve the best possible outcomes for residents and transport users across the County.

Why should your plan cover transport?

Communities will always have concerns about transport, but your Neighbourhood Development Plan can allay some of their concerns by providing realistic solutions to existing local issues which, in turn, would help to facilitate the delivery of future investment in your Neighbourhood Area. Similarly, if your plan were to set out measures that encourage modal shift to public transport, walking and cycling, then it is likely to make a positive contribution to Herefordshire’s economic growth (by tackling congestion), reducing greenhouse gas emissions and enhancing the local environment, as well as improving public and personal health.

In addition, technology continues to revolutionise the way in which we live and your parish must be able to adapt to the potential technological advances that roll forward during the life of the Local Plan (Core Strategy). Potential advances include changes in vehicle fuel technologies, the method of relaying information through different forms of social media, methods of data collection and user experiences.

How can you deal with transport issues?

Relevant policies within the Local Plan - Core Strategy aim to reduce the need to travel, support rural businesses and communities and improve health and wellbeing. The local planning and transport policy frameworks therefore support the creation of environments which encourage sustainable travel behaviour, but Neighbourhood Development Plans can certainly add local detail to policies within the Local Plan and set out measures to tackle the challenges identified in the transport plan.

Whilst the type of transport issues to be addressed will vary according to each neighbourhood area, the following topics consistently appear in the Parish Plans in operation across Herefordshire and could well form the basis of your transport policies

- Accessibility
- Cycleways/Footpaths
- Parking
- Residential streets
- Street traffic and signage

The table below and continuing on the next page offers suggestions for dealing with some of the issues which revolve around these topics, though the list of issues is by no means exhaustive and your own perceptions of which local transport issues need to be addressed will, of course, be tested through consultation with your community.

| Transport issue | Topic/theme | Type of policy needed | Alternative to planning policy |
|---|------------------|---|---|
| Decreasing the number and severity of road traffic accidents | Transport safety | Policy to facilitate the provision of traffic calming measures (for example, speed humps) | Produce Neighbourhood Development Order |
| Need to maintain local passenger services and connections to core bus network | Public transport | Policy which encourages the provision of transport hubs within the parish | Allocate site for public transport facility |

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|--|----------------------------|--|--|
| Ensuring a high level of standard of accessibility for all sections of the population in the future | Accessibility | Detailed policy to cover the whole of the parish (adds local distinctiveness to Movement policy within the Local Plan(Core Strategy) | Rely on general Movement policy within the Local Plan (Core Strategy) |
| Encouraging active travel | Active travel | Policy to identify and prioritise safe routes for walking and cycling | Strategy to enhance the safety and appearance of existing cycleways and footpaths |
| Ensuring that local businesses and shops are serviced by adequate short stay parking spaces | Parking | Policy to encourage the provision of short stay parking spaces available to local businesses, services and shops | Allocate sites for parking vehicles or Produce Neighbourhood Development Order |
| Preserving and enhancing the character and safety of streets | Residential streets | Policy to encourage active travel priority in residential areas | Draft policies on street design |
| Need to direct HGV traffic away from residential areas through modifying the highways signage strategy for the area. | Street traffic and signage | Policy to define routes for strategic traffic around the preferred routes for traffic within the parish | Strategy to de-clutter and reduce the amount of street signage within the neighbourhood or Produce Neighbourhood Development Order |

Site allocations

Further guidance on this matter can be obtained from Guidance Note 21: Guide to site assessment and choosing allocation sites, but it is possible to allocate sites for public transport facilities and parking vehicles. It is conceivable also that you will wish to identify new transport routes.

However, the need for site specific allocations is likely to be greater in and around Herefordshire's urban settlements due to their high levels of service provision.

Transport issues

Neighbourhood Planning guidance notes available:

Deciding to produce a Neighbourhood Development Plan

1. Which is the right tool for your parish
2. What is a Neighbourhood Development Plan
3. Getting started
4. A guide to procedures
5. Funding

Plan Production

6. Developing a Vision and Objectives
7. Generating options
8. Writing planning policies
9. Environmental Assessment
10. Evidence base and information requirements
11. Implementation and Monitoring
12. Best practice community engagement techniques
13. Statutory consultees
14. Writing a consultation statement
15. Planning and other legislation
16. Web enabling your plan
17. Using OS based mapping
18. Glossary of planning terms

Topics

19. Sustainable Water Management in Herefordshire
20. Guide to settlement boundaries
21. Guide to site assessment and choosing allocation sites
22. Meeting your housing requirements
23. Conservation issues
24. Recreational areas
25. Renewable energy
26. Transport issues
27. Community Infrastructure Levy

Additional Guidance

28. Setting up a steering group
29. Creating a questionnaire
30. Community facilities
31. Conformity with the Local Plan (Core Strategy)
32. Examinations of Neighbourhood Development Plans
33. Guide to Neighbourhood Development Plan Referendums
34. Tourism
35. Basic Conditions
36. Your plan - Contributing to sustainable development