

LOCAL TRANSPORT PLAN 2016-2031

Report of Consultation

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Executive Summary

Consultation has been undertaken to help inform and shape our Local Transport Plan (LTP) and the future policies and programmes it contains.

A total of 244 responses have been received, including 205 via the online questionnaire and 39 via letters/e-mail. Overall, the responses are supportive of the approach set out in the draft LTP Strategy and Policy documents and supportive of the Strategic Environmental Assessment.

The main changes made to the LTP documents comprise:

- Amending the vision statement within the Strategy document to include the text “and reduce congestion and increase accessibility by less polluting and healthier forms of transport than private car”
- That the LTP will be reviewed at regular intervals to ensure it remains up to date
- Reference to the new Hereford University, support for rural diversification and additional reference to the Herefordshire Enterprise Zone
- Changes to the Council’s strategic network map to reflect the importance of the trunk road network within Herefordshire and connections to settlements and routes outside the county
- Amendments to our passenger transport policy and strategy to provide greater clarity on bus infrastructure delivery, core network policy, Total Transport Fund project and use of digital timetable information
- Reference to partnership working with Highways England in our Highways Network Development policy and on Marches rail line re-signalling projects

1.0 Introduction

To inform and help shape our future transport policies and delivery programmes a public consultation was undertaken from 23rd November 2015 until 29th January 2016.

This report summarise the consultation response including feedback from the General Overview and Scrutiny Committee which met during the consultation period to consider the draft LTP. The conclusion to this report sets out how consultation has informed finalisation of the LTP.

LTP development and consultation input

A wide range of consultation and stakeholder engagement has been undertaken over the past five years and has assisted in the development of the draft LTP. Key studies which have informed our LTP and which included consultation comprise:

- Transport requirements for growth – various consultations undertaken in development of the core strategy
- Buses and community transport - Passenger Transport Review and Consultation (2014)
- Parking – Car Park Charges Review (2015), Hereford City Centre Parking Study and Consultation 2014
- Asset management and maintenance – National Highways and Transportation Survey (annual)
- Scheme specific consultations
- Budget consultations

In seeking to finalise the new LTP a public consultation was launched online on the 23rd November 2015. This comprised draft LTP Strategy and Policy documents and Statement of Strategic Environmental Assessment and was accompanied by an on-line survey. Hard copies of the consultation materials were provided at council information centres.

Stakeholders were contacted directly to inform them of the consultation and how to access details. The following list comprises those stakeholders contacted directly:

- Local councillors
- Herefordshire Council locality leads and employees
- Marches Local Enterprise Partnership
- NHS Herefordshire employees
- Parish Councils
- Bus Operators
- Herefordshire Transport Alliance
- Department for Transport
- Balfour Beatty Living Places
- West Mercia Police
- Association of Local Councils
- Diocese of Hereford
- Federation of small businesses
- MP for North Herefordshire
- MP for Hereford and South Herefordshire
- River Wye Preservation trust
- West Midlands Conservancy

- Bromyard & District Chamber of Commerce and Industry
- 2gether NHS Foundation Trust Headquarters
- NHS England
- Department for Communities and Local Government
- County Association of Local Councils
- English Heritage
- Woodlands Trust
- Arriva Trains Wales
- Environment Agency
- Severn Trent Water
- Wye Valley NHS Trust
- Care Quality Commission
- Herefordshire and Worcestershire chamber of commerce
- Highways England
- The Coal Authority
- Welsh Water
- Welsh Government
- Sport England
- West Midlands Highways Agency
- West Midlands Ambulance Station
- Severn Trent Water
- Rail for Herefordshire
- Network Rail
- Department of Work and Pensions
- Department for Business, Innovation & Skills
- Department. for Culture, media & Sport
- Department of Food and Rural Affairs
- Civil Aviation Authority
- Herefordshire Primary care Trust
- British Waterways (Midlands & South Western Region)
- Neighbouring Local Authorities
- Natural England
- Office of Road and Rail
- Marine Management Organisation

The consultation was also widely publicised so that residents and other interested groups would have the opportunity to take part. Details of the consultation were communicated via the following:

- Hereford Times
- Hereford Journal
- Ledbury Observer
- Ross Gazette
- BBC Hereford & Worcester
- Free Radio
- Sunshine Radio
- Herefordshire Council's Twitter and Facebook accounts
- ITV Central News
- Transport Times

2.0 Response

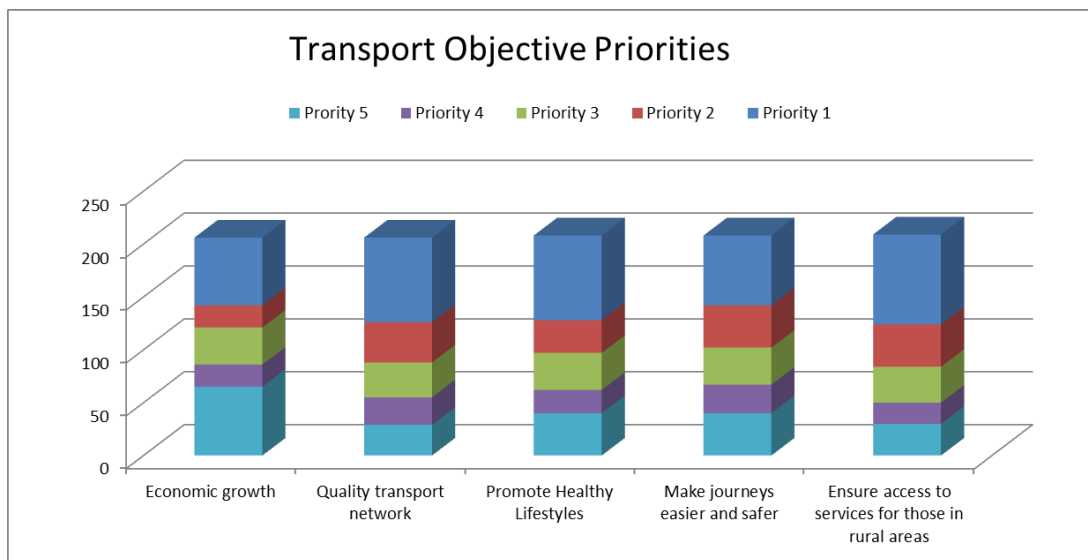
2.1 Returns

A total of 244 consultation returns were received including: 205 on-line response forms and a further 39 responses via letters/e-mails and hard copy questionnaires.

2.2 Transport Objective Priorities

This question asked respondents to rank the LTP transport objectives in order of importance. The five LTP objectives were set out in the consultation document.

Figure 1: Transport Objective Priorities

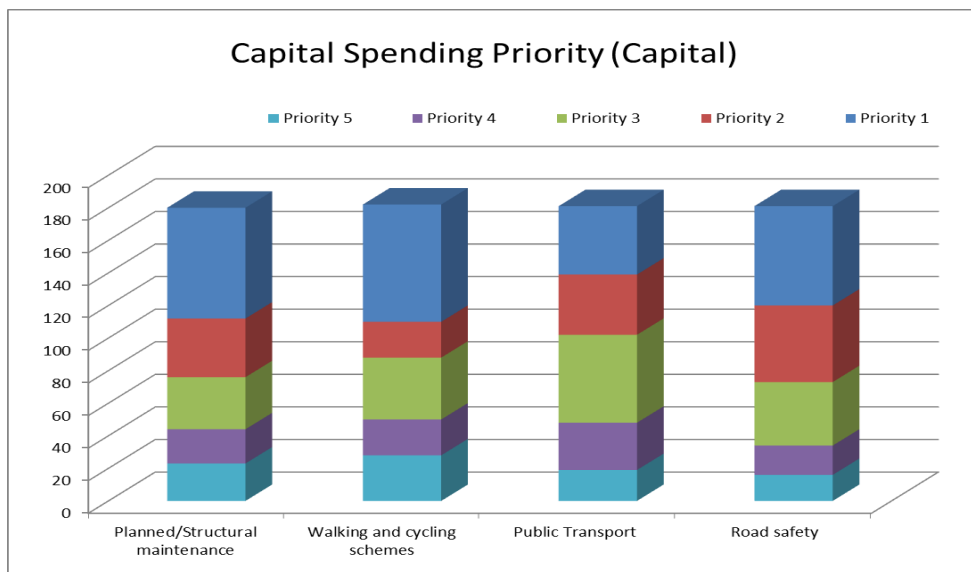


There was balanced feedback to the objectives with an objective being made top priority by 36% of responses. This high percentage was due some respondents making more than one objective their first priority. The General Overview and Scrutiny Committee discussed the LTP Vision and Objectives and requested that they be revised to include reference to 'the need to reduce congestion and increase accessibility by less polluting and healthier forms of transport than the private car'. This modification was accepted.

2.3 Transport spending priorities

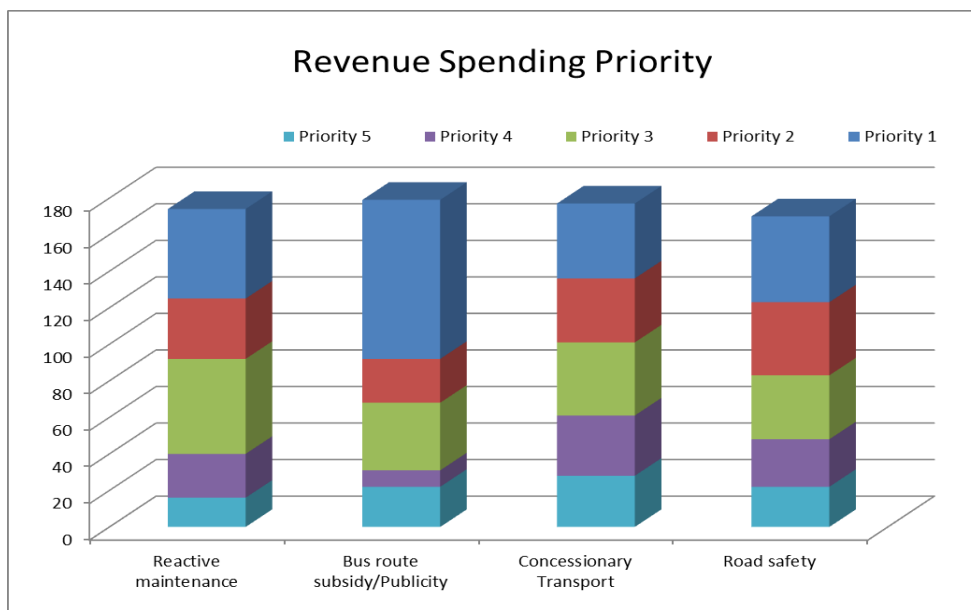
This question asked respondents to list their top five spending priorities for both capital and revenue funding. Respondents were asked to list their top five spending priorities in order of preference with one being the highest and five being the lowest.

Figure 2: Transport spending priorities for capital schemes



The response indicated balanced support for the spending priorities which reflected the typical levels of funding allocated to the programme areas. Whilst walking and cycling received a similar level of support as structural maintenance it is noted that the National Highways and Transport Network survey regularly indicates a desire for additional spending on maintenance.

Figure 3: Transport spending priorities for revenue schemes

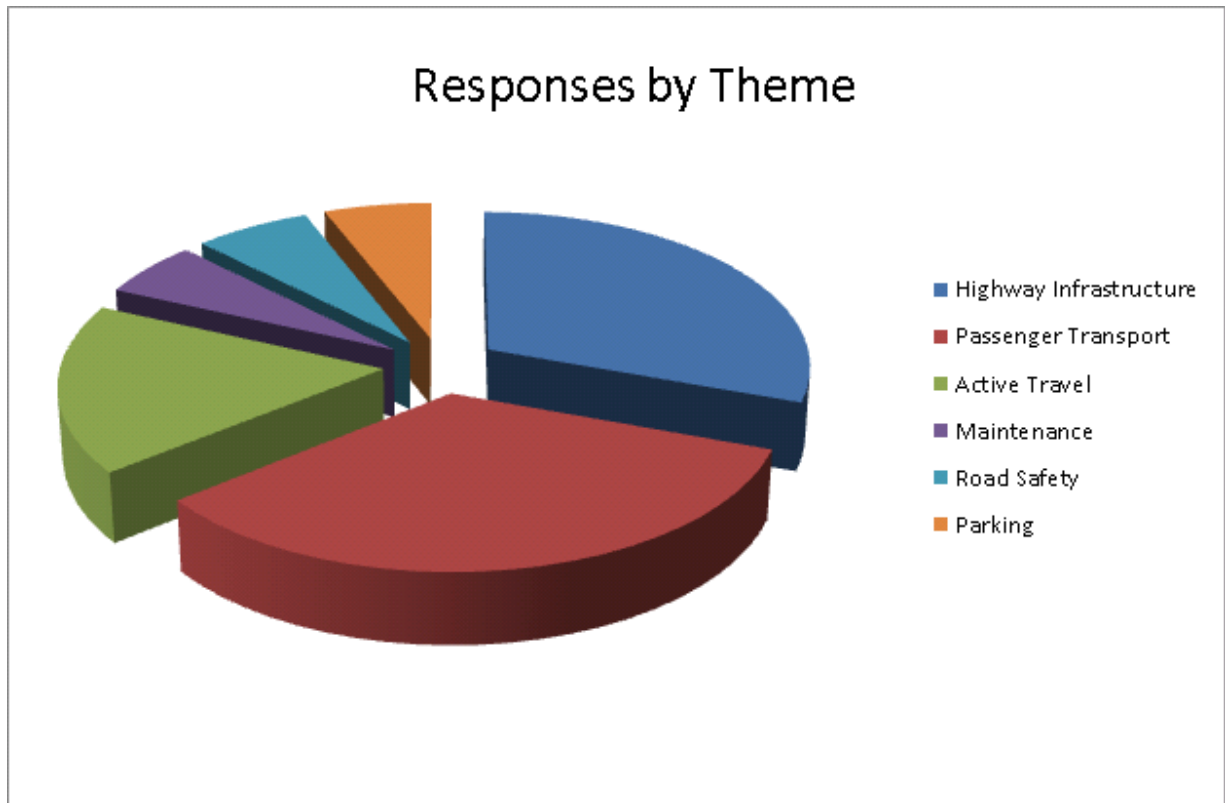


The response indicated that the priorities allocated to revenue spend were generally balanced with the exception on bus route subsidy where it was the top priority of 39% of respondents. Figure 3 shows that, of those who allocated a priority to bus route subsidy, 48% made it their top priority. It is noted that the corporate budget consultation (24 July to 9 October 2015) also raised the issue of subsidy for buses and community transport and the response to that survey showed a similar high level of public support.

2.4 Summary of free text comments

Of the 205 online responses 173 included free text comments in addition to 39 written responses.

Figure 4: Free text responses by theme.



2.5 Strategic Environmental Assessment (SEA)

As part of the LTP development process, Herefordshire is required to develop and consult on a SEA. Copies of the SEA report were made available at the same locations as the

consultation drafts of the LTP. Questions relating to the SEA were also included in the consultation questionnaire. Below is a summary of the number of responses that we received.

Figure 5: Do you agree with the approach taken by the SEA?

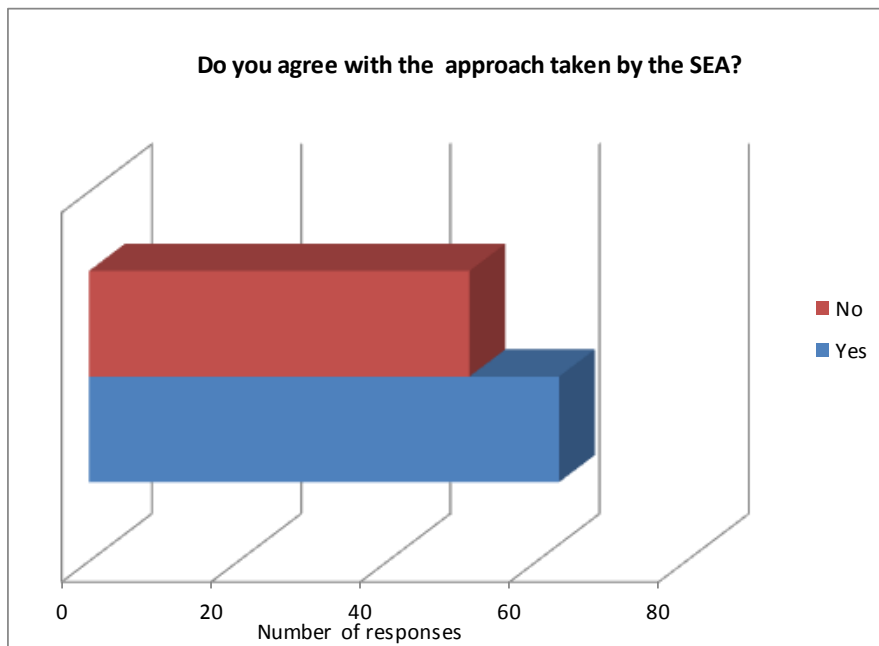
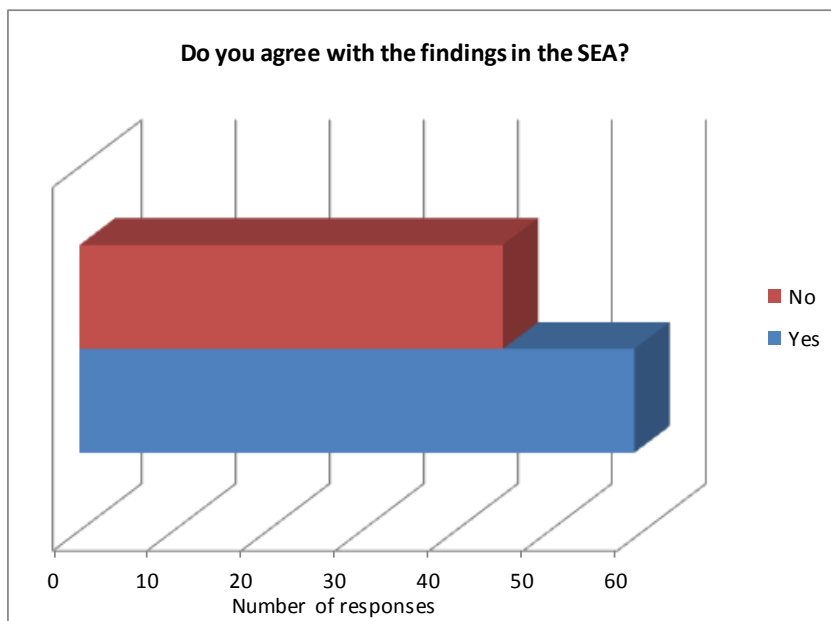


Figure 6: Do you agree with the findings in the SEA?

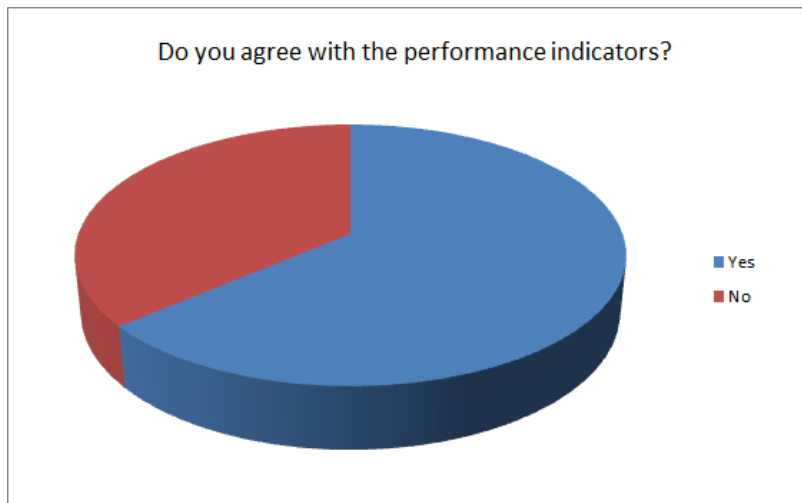


The response indicated that the majority of respondents agreed with the SEA approach and findings.

2.6 Performance indicators

The draft LTP Strategy sets out the performance indicators which are proposed to help monitor the delivery of the strategy over time. The consultation sought views on the indicators.

Figure 7: Do you agree with the performance indicators?



Free text comments on performance indicators included:

- Monitor mileage undertaken by council fleet
- Targets are required
- Regular reappraisal

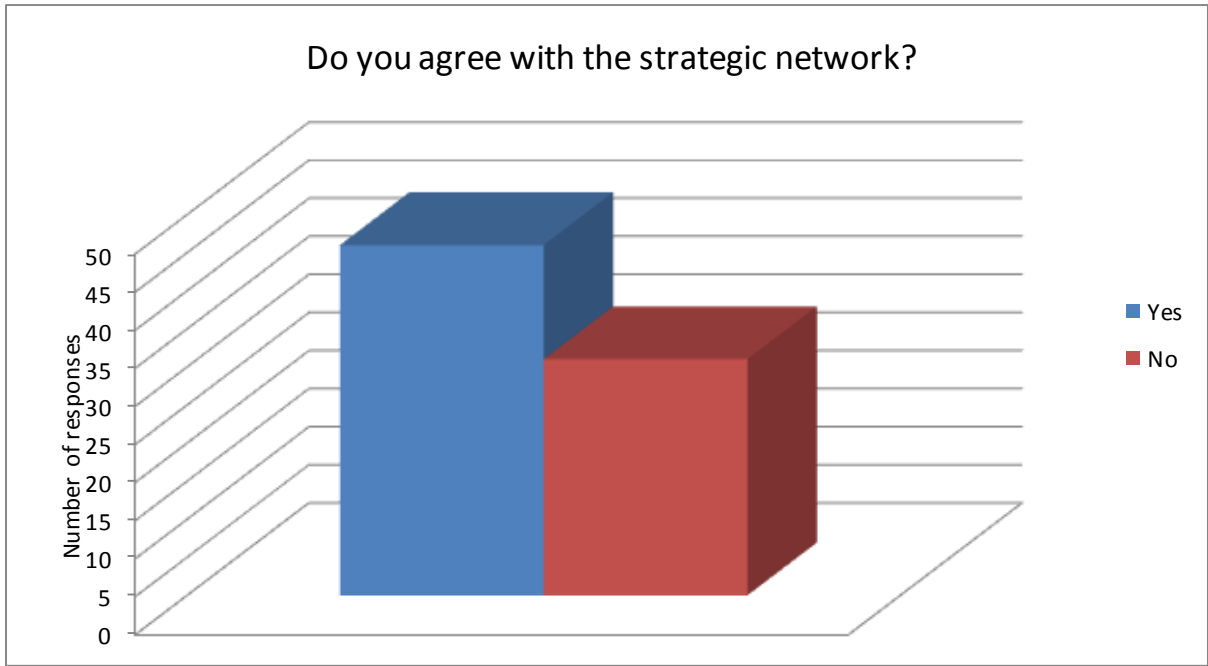
2.7 Council Strategic Highway Network

In response to the Department for Transport's 2014 Transport Resilience Review, we set out our proposed strategic network in our LTP Strategy document. The strategic network was developed to show which elements of Herefordshire's road network are essential for economic growth and which also provide access to key services. This network will be subject to prioritised and targeted maintenance activities. The majority of respondents felt that the strategic network was acceptable.

Following feedback from Highways England and General Overview and Scrutiny Committee it was agreed to make amendments to the strategic network:

- Showing links to major regional settlements to highlight Herefordshire's network in a regional context, and to
- Provide greater clarity against Highways England's strategic network and how our strategic network relates to it.

Figure 8. Do you agree with the proposed strategic highway network?



3.0 Outcomes from the Consultation

The recent public consultation, including that with GOSC, has provided useful feedback to assist with the finalisation of the LTP prior to consideration by cabinet and submission for adoption to full council.

Consultation has confirmed overall support for the LTP and its supporting strategic environmental assessment. A number of comments have identified areas where greater clarity is required to help explain what the strategy proposes. Comments from strategic partners such as Highways England have provided very useful feedback in terms of some technical details which required correction or updating.

The table below provides a summary of the key changes which have informed finalisation of the LTP Strategy and Policy documents:

Feedback	Outcome
<p>Concern that the vision and objectives do not refer to climate change/emissions.</p> <p>Need to review the LTP within the next 5 years</p>	<p>Amendment to the vision to include the statement "and reduce congestion and increase accessibility by less polluting and healthier forms of transport than the private car". This addition to the vision is compatible with the strategy and the provision of active modes of travel.</p> <p>Include a statement that the LTP will be reviewed in the next 5 years</p>
<p>Concern about cross county transport links and comments from Highways England regarding the trunk road network and context for cross border travel.</p>	<p>Strategic map to differentiate between the national strategic road network and the Herefordshire strategic road network, particularly in the south of the county. Map to show links to settlements and routes outside county</p>
<p>Lack of information and clarity on rail issues affecting Herefordshire. More information needed on how Herefordshire fits into the bigger rail picture and with whom we liaise</p>	<p>Amendments to our rail policy to reflect and clarify how we will: seek to secure service improvements through the refranchising process; play a direct role in the proposals for devolution of the West Midlands Rail franchise; seek infrastructure improvements for the local rail network to maintain capacity for growth and address existing constraints; seek to bring about access improvements and integration at Hereford Station and explore improvements at Leominster and Ledbury; and continue to work with partners to support rail access within and out of the county..</p>
<p>GOSC raised the issue of the lack of reference to the NMITE University and how it will have future effect on the travel within Hereford</p>	<p>The proposals for the new university are now referenced within the strategy document and the real opportunities to work with partners to put in place transport improvements which will support this use and maximise the potential for active and sustainable travel modes which can be generated by student populations is now included.</p>
<p>Asset management policy and strategy</p>	<p>Asset management policy and strategy has been amended reflecting emerging opportunities to secure additional government funding and to provide greater clarity over the future maintenance of the network.</p>
<p>More clarity was required in the future of the bus network with the new Buses Bill and the Total Transport Fund (TTF). Technological improvements to bus</p>	<p>The strategy now clarifies the purpose/concept of the core bus network which is to provide a focus for services which meet the greatest demands and also provide opportunity for local feeder services. The text now clarifies that this does not mean that we intend to cut subsidy to all other services but does provide a framework for service retention in the</p>

timetables and timings not included in policy document	<p>event that further budget pressures cannot be avoided. The policy clarifies the intention to support feeder services and hubs around this network to help develop greater resilience in the context of funding reductions.</p> <p>The policy statement has been updated to include the current position with regard to the ongoing review of passenger transport (Total Transport Funded programme) and the governments emerging proposals in respect of local bus franchising.</p> <p>Add additional information into the policy document to highlight our commitment to support the inclusion of 'real-time' information and GPS technology.</p>
Concerns raised with regard to lack of acknowledgement of partnership working with Highways England on network development and Highway development	<p>Re-word policy HN5 to make reference to Highways England. New wording will read "through partnership working, the Council and Highways England will agree a series of schemes and suitable funding sources"</p> <p>Highways England rightly raised some concerns about Network Rail's proposals for changes to the rail crossing at Mill Street in Leominster. The LTP references the importance of working in partnership with HE and NR to minimise the impacts on the travel public of this scheme both during implementation and in its final form.</p> <p>Additional reference made to include Highways England in the development control process.</p>
Lack of acknowledgement made to the importance of the National Byway	Include reference to the National Byway under policy PRW1 stating 'recognising and safeguarding the National Byway'
Lack of reference in the freight policy to cross border movements	Include reference to the Marches LEP A49 corridor study where freight will be included
Health and well-being strategy was incorrectly worded in the strategy document	Change from "Council's Health and Well-being Strategy" to "Health and Well-being Board's Strategy"

In addition to comments on our LTP strategies and policies we also received a number of responses on operational issues. These concerns and our response to them are set out below:

- We received a number of responses with comments about specific bus services and routes. The council is continuing to review passenger transport with the aim of protecting the most important services and honouring our statutory commitments whilst having to make significant reductions in revenue spending for each of the next 4 years. We will undertake further consultation if there is likely to be any potential cuts to existing services.
- Cycle scheme design standards and cycle signing, bridleway and footpath repair, the need for additional road maintenance and the erection of safety barriers or a panoramic mirror on Corn Street and High Street in Leominster. These requests will be considered in the development of the council's annual plan.
- Compliance with speed limits to remove dangerous and speeding vehicles. This is part of our ongoing discussions with West Mercia constabulary in our road safety partnership project.

With the consultation process confirming support for our proposed transport performance indicators we can now develop targets for each indicator. We will develop these indicators in partnership with our key stakeholders and incorporate them into our performance management programme.

Appendix A- LTP Questionnaire

LTP Consultation

Local Transport Plan objective

Welcome to the Local Transport Plan 4 consultation survey. We've identified these objectives and we'd like your views on their priority.

1. Enable economic growth - by building new roads linking new developments to the transport network and by reducing short distance car journeys. Please rate priority from 1-5 (1 being most important)

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.

6. Do you have any further comments you would like us to consider?

LTP Consultation

Transport spending

We have set out our spending priorities and would like to understand your priorities for transport spending (1 highest, 5 lowest). The figures shown are current indicative annual allocations

7. Capital Schemes

Planned/structural maintenance £9.5M

8. Walking and cycling schemes £0.7M

9. Public transport (shelters, kerbs etc.) £0.1M

10. Road safety improvements and safer routes to school £0.4M

11. Revenue schemes

Reactive maintenance (highways, grounds, etc.) c.£6.5M/year

12. Bus route subsidy/publicity c.£1.1M/year

13. Concessionary transport c £1.3M/year

14. Road safety and sustainable transport promotions c £100k/year

15. Do you have any further comments you would like us to consider?

16. Do you agree with the approach taken for this SEA? If not, please explain why?

Yes

No

If 'no' please explain

17. Do you agree with the findings of the SEA? If not, please explain why?

Yes

No

If 'no' please explain

18. Do you have any recommendation for further indicators or parameters to include in the monitoring framework of the SEA?

19. Do you feel the performance indicators (Page 36 LTP4 strategy and delivery) will accurately reflect the true picture of Transport in Herefordshire? If no please explain why

Yes

No

If no, please explain

20. Which of the policies or schemes identified in LTP 4 will be most beneficial to you?

21. Do you feel you will be disadvantaged by the policies or schemes identified in LTP 4?

LTP Consultation

Strategic Highway Network

22. Do you agree with the extent of the proposed strategic highway network.

- Yes
- No
- Comments