

# Appendix 1: Final draft Provisional Local Transport Plan 2006/7 – 2010/11

## Executive Summary

Herefordshire's second Local Transport Plan covers the period 2006/7 to 2010/11. It sets out the Council's strategy for developing an integrated transport system that supports the County's sustainable economic growth and provides for greater social inclusion. This Plan builds upon our successful first LTP, which covered the period 2001/2 to 2005/6, and marks an increased focus on delivery to achieve a range of outcomes that reflect local and national priorities.

The Plan is seeking to work towards the following vision:

***“A sustainable and integrated transport system which recognises the distinctive characteristics of Herefordshire's rural and urban areas and provides for the transport needs of residents, visitors and the business community”***

In working towards this vision it is focused on delivering important outcomes which will improve the quality of life for local people and help safeguard the local environment and support sustainable development. Priorities are summarised in the following table:

### Key Priorities for the Local Transport Plan

<b>Shared Priorities</b> (Agreed between Government and the Local Government Association)	<b>Key Outcomes</b> (Developed in consultation with local stakeholders)
<b>Delivering Accessibility</b>	<ul style="list-style-type: none"> <li>• Better access to jobs &amp; services</li> <li>• Increased use of sustainable modes of travel</li> </ul>
<b>Tackling Congestion</b>	<ul style="list-style-type: none"> <li>• Reduced congestion</li> <li>• Assets maintained well</li> <li>• Supported and enabled economic development</li> <li>• Increased use of sustainable modes of travel</li> </ul>
<b>Safer Roads</b>	<ul style="list-style-type: none"> <li>• Improved safety</li> <li>• Increased use of sustainable modes of travel</li> </ul>
<b>Better Air Quality</b>	<ul style="list-style-type: none"> <li>• Safeguarded environment</li> <li>• Reduced congestion</li> <li>• Increased use of sustainable modes of travel</li> </ul>

## **Building on Success – Centre of Excellence in Local Transport Delivery**

We are proud of the progress we have made through the first Local Transport Plan that has resulted in us being awarded Centre of Excellence status for Local Transport Delivery. The award acknowledges particular expertise in terms of road safety and public transport in rural/urban areas.

Key successes during the first LTP period include:

- 50 new low floor buses which have helped achieve an 11% increase in patronage through increased quality and accessibility
- Bus station refurbishments in Leominster and Hereford providing full access for disabled people and personal security improvements
- Targeted road safety improvements and a comprehensive programme of road safety education, training and publicity working with schools and local communities resulting in a 43% reduction on the most serious casualties
- New rural footways and pedestrian access improvements in Hereford and the market towns
- More cycle routes throughout the County and cycle parking in Hereford and all market towns
- A successful Rural Transport Partnership that has helped support the work of the seven community transport projects throughout the County.
- A programme of behavioural change initiatives that has supported over xx businesses implementing their travel plans
- School travel initiatives which have supported over a third of schools with travel plans
- A replacement bridge at Bridge Sollers which has provided a vital link to help support the local agricultural economy and extend access between communities either side of the River Wye
- A4103 Roman Road improvement scheme which has included the rebuilding of over 2km of the road and the provision of a new pedestrian and cycle route improving access between the City and Credenhill.

## **Priorities for Investment – Delivering Outcomes**

Government has indicated that we are likely to attract around £11M per year for capital investment for the County's transport network over the LTP2 period. Approximately three quarters of this amount will be allocated towards maintaining the transport network (the Maintenance Block) and the remainder will be allocated towards new transport infrastructure and sustainable transport improvements (the

Integrated Transport Block). This level of funding is broadly in line with that received for the first LTP.

Our key priorities for Investment are summarised in line with the LTP's 4 investment strategies:

### ***Hereford Transport Strategy***

The Hereford Transport Strategy, which has developed from the strategy in LTP1, has been informed by the Hereford Transport Review and has been subject to rigorous option testing to ensure that measures meet environmental, social and economic objectives and fit within a longer term strategy for the City. The main priorities in Hereford have been identified in consultation with local stakeholders and include tackling congestion, improving access and safety. Key investment proposals to help deliver these priorities include:

- **Behavioural change** – we acknowledge that we will not be able to build our way out of all of Hereford's transport problems and a key element of our strategy is to encourage behavioural change, reducing the need to travel where possible and encouraging the use of sustainable modes. We have stepped up our programmes for supporting school and workplace travel plans and will continue to promote the sustainable transport infrastructure which we are developing as part of our overall strategy. We have reviewed our approach to Safer Routes to School and now require schools to commit to developing and implementing their own travel plans before infrastructure improvements are implemented.
- **Ongoing public transport improvements** – including continued upgrading of bus stops and shelters to improve accessibility and quality for passengers, ongoing development of proposals for a single, centrally located interchange in coordination with proposals for Edgar Street Grid. We also will seek to work in partnership with the rail industry to provide step free access at Hereford Rail Station.
- **Improving and extending the cycle network** – we will continue to develop the City's cycle network and will seek to extend the Great Western Way route to the north of the City providing safe and direct access to large employment, retailing and leisure facilities adjacent to Holmer Road.
- **Permanent Park and Ride** – development of permanent sites to the north and south of the city centre to provide first class public transport access into the central area. This will reduce traffic congestion in the central area and will

improve access for residents from the rural areas travelling in to Hereford for work, retailing, health and leisure based trips.

- **City Centre Pedestrian and Townscape Improvements** – we have implemented a trial pedestrianisation scheme for Widemarsh Street and, subject to further assessment, intend to take forward this scheme and implement permanent proposals with significant townscape improvements for other parts of the central area. These proposals will bring real improvements for pedestrians and will incorporate better access for people with mobility difficulties. Enhancements to the central area will help sustain the viability and attractiveness of Hereford as an important retailing destination.
- **Hereford Intelligent Transport System (Exceptional Scheme Bid)** – development of an intelligent transport system to provide traffic control, bus priority, traffic and traveller information and car park guidance to enable more efficient use of our existing network and help reduce congestion. We intend to submit an Exceptional Scheme Bid to Government in 2007/8 to secure the funding required to develop this system.
- **Rotherwas Access Road and the A49 to A465 link (Major Scheme Proposals)** – we have re-submitted the major scheme bid for the Rotherwas Access Road and aim to complete this important scheme, which will bring both transport and regeneration benefits, by 2008. In working towards the longer term strategy for Hereford we will develop major scheme proposals for the A49 Ross Road to A465 Abergavenny Road link which would form the next stage of a possible outer relief road for the City. We aim to secure major scheme funding approval for this scheme towards the end of the LTP2 period.

### ***Rural Herefordshire Transport Strategy***

Our main priorities for the market towns and rural areas are to improve access, road safety and safeguard the environment. We have undertaken further work to help identify how best to address these priorities including a complete review of the Bus and Community Transport Strategy, the Rural Transport Partnership has prepared a new action plan covering the same period of LTP2 and we are using Accessibility Planning software (Accession) to provide better information about accessibility needs. In addition, the North West Herefordshire HGV Study has enabled us to prioritise investment proposals to reduce the impact of freight traffic and we have also incorporated elements of the emerging Rights of Way Improvement Plan into LTP particularly in respect of access improvements. The key investment proposals for Rural Herefordshire are:

- **Improving public and community transport** – we are committed to providing the best possible public transport service and will undertake a comprehensive review of the supported bus network, examining feasibility of replacing conventional bus services with demand responsive or Community Transport services. We will use Accessibility Planning software Accession to help carry out this review and identify areas of under-provision. We will also seek to develop a range of multi-operator tickets to make journeys easier to plan. Following the success of service frequency increases on the Hereford-Abergavenny service, we will seek to work in partnership with operators to develop high frequency routes and bid for funding through ‘Kick-Start’.
- **Better access to rail** – a study is being carried out during 2005/6 to assess feasibility for step free access at Leominster and Ledbury rail stations. We will seek to work in partnership with the rail industry to establish technical and funding support for these important schemes which we aim to take forward during LTP2 period.
- **Cycle network development** – we will continue to develop cycle networks in the market towns including providing more cycle parking and, in partnership with Sustrans, will develop longer distance rural routes (Routes 44&46) which will help us promote more cycling and encourage healthier lifestyles.
- **Pedestrian access improvements and rights of way** – we have an ongoing programme to provide new rural footways to ensure that residents in rural settlements can access local facilities, safely on foot. The emerging Rights of Way Improvement Plan is being incorporated into the LTP and will enable us to identify further opportunities for pedestrian access by upgrading the rights of way network to improve links to shops, schools and other facilities in rural areas.
- **North West Herefordshire HGV Traffic Management Improvements** – our study into HGV impacts on the communities of Eardisley, Pembridge, Lyonshall and Shobdon has highlighted the need for sensitive traffic management improvements which will reduce speeds through these historic villages. We have identified a number of local freight operators and will establish a Freight Quality Partnership with local representatives to help prioritise proposals to include speed reductions, gateway treatments and traffic calming features in keeping with high quality local environments over LTP2 period. We will be seeking to increase funding for these proposals through contributions resulting from local developments.

## ***Road Safety Strategy***

We wish to maintain the excellent progress made during LTP1 in reducing the most serious road safety casualties and stabilising slight casualties and will continue to implement a wide range of road safety improvement measures, supported by a vigorous education, training and publicity campaign. An important element of our progress to date has been the establishment of effective partnerships with other organisations including West Mercia Constabulary, the Safety Camera Partnership and the Herefordshire Community Safety and Drugs Partnership. We will seek to work closely with the Highways Agency to ensure that road traffic accidents on the trunk road network are properly addressed and help us meet our stretched targets. We have also achieved real improvements through closer coordination of road safety and highway maintenance projects and will continue to develop this approach during the LTP2 period. Road safety measures for LTP2 include:

- **Engineering schemes** – comprising mass actions sites combining safety and maintenance improvements, route improvements where several low cost engineering projects are combined to bring a greater overall benefit and minor highway improvements which treat specific problems such as substandard junctions.
- **Speed management** – we have updated our Speed Limit Policy since publication of LTP1 and currently await the outcome of Government consultation before conducting a further review. We will continue to work through the Safety Camera Partnership to identify sites where safety cameras will help reduce collisions and casualties.
- **Education, training and publicity** – continuing our well developed campaign which targets young road users through initiatives such as on and off road cycle training, junior road safety officers and working with pre-driver age groups in the form of attitude awareness training. Working with adult road users through the National Driver Improvement Scheme, Plus Pass aimed at novice drivers and promoting safer motorcycling through the Herefordshire Advanced Rider Training Scheme.

## ***Maintaining the Transport Network and Transport Asset Management***

The transport network is one of the County's most important assets and it is vital that it is properly maintained, ensuring that people can move around the County safely and enabling the efficient movement of goods and services to help sustain the local economy. With over 3000km of public highway, 688 bridges and 13000 streetlights this presents a considerable challenge. Whilst we managed to improve the condition

of the network during LTP1 we want to continue improving our performance and we are currently developing the Transport Asset Management for the County. This will be completed in time for the full LTP2 in March 2006 and will provide us with better information to improve decision making and achieve greater efficiencies.

## **Managing Performance and Value for Money**

In seeking to deliver an ambitious programme of transport improvements which range from relatively small schemes such as installing new cycle parking to larger complex projects such as a new road it is important that we effectively manage our performance and ensure value for money.

### ***Indicators***

In focusing on delivering outcomes such as reducing congestion, improving access and safer roads we have adopted a range of indicators which will form the basis for performance management and will be reported through Annual Progress Reports (as has been the case with LTP1) so that overall progress is transparent and enables us to review our programmes if required.

A number of these indicators will follow on from LTP1 including:

- improving road condition;
- reducing the most serious road traffic casualties;
- bus patronage and bus satisfaction;
- reducing growth in road traffic volumes; and
- increasing the level of cycling.

We have also adopted new indicators for LTP2 including:

- improving bus punctuality;
- reducing congestion; and
- improving access via the public transport network.

### ***Delivering Value for Money***

We are committed to making best use of our limited resources for transport improvements and will continue to improve efficiency in the implementation of schemes. The Herefordshire Strategic Delivery Partnership which combines the

resources of Herefordshire Council, Owen Williams and Herefordshire Jarvis Services contains a suite of key performance indicators with the aim of securing continuous improvements in delivery from all partners. The contract also provides for annual efficiency reductions in works prices which should ensure continual improvements through the LTP2 programme.

In addition, we will ensure that as we develop our approach to emerging initiatives such as the Transport Asset Management Plan, Accessibility Planning and the new Network Management Duty we will take all opportunities to improve our services and where possible form effective partnerships with other service providers.