

HEREFORDSHIRE COUNCIL

LOCAL TRANSPORT PLAN 3 STRATEGY

Consultation Summary Report

November 2010

CONTENTS

	Page
1.0 Background	3
2.0 Methodology	3
3.0 Response Rate	3
• 3.1 The Vision and Issues LTP Consultation Summary	3
• 3.2 The LDF Core Strategy Consultation Summary	4
• 3.3 The LTP Strategy Consultation Summary	4
Technical Appendix: Summary of questionnaire responses from the LTP Strategy Consultation	6

1.0 Background

Herefordshire Council is required to produce a new Local Transport Plan (LTP) under the Transport Act 2000, as amended by the Local Transport Act 2008. Herefordshire Council's new LTP must be adopted by April 2011. A LTP is a statutory document which includes the local authority's local transport strategies, policies and an implementation programme.

Herefordshire Council is required to consult fully with its statutory stakeholders (such as the Highways Agency, public transport providers, and local pedestrian and cycling groups, parish and town councils) and also with the general public when developing its new LTP.

During 2010 there were a number of consultations concerning the LTP and transport issues within the county:

January 2010	LTP3 Vision and Issues Local Development Framework Place Shaping Options
February 2010	Members' workshop
October 2010	LTP3 Strategy Road safety workshop

The LTP3 Strategy consultation asked people's opinions on the four key strategy areas. These include:

- The Hereford Transport Strategy
- The Market Towns and Rural Communities Strategy
- The Road Safety Strategy
- The Highway Management Strategy

2.0 Methodology

Each consultation was advertised in the local press and on Herefordshire Council's website. Copies of the draft LTP document and response forms were also distributed to all local library and customer service centres in the county. A number of key statutory stakeholders were also contacted by post in line with government guidance.

3.0 Response rate

A total of 747 responses were received via post, email and through the council's online consultation webpage for all of the consultations that have taken place on the LTP. A total of 81 responses were submitted via our online consultation page with the remaining by post or email.

The responses and comments received from all the LTP consultations that have taken place will be used to inform the development and focus of the Council's future transport strategy.

3.1 The Vision and Issues LTP Consultation Summary Findings (Jan 2010)

Our initial LTP consultation asked people to provide us with their top five priority transport issues within the county from a list of sixteen. The results concluded that the top 5 priority issues were:

1. Investment in bus services
2. Measures to encourage more sustainable transport
3. Reducing the number of journeys to school by car
4. The Hereford Relief Road
5. More frequent rail services.

3.2 The LDF Core Strategy Consultation Summary Findings (transport only)

The LDF Core Strategy consultation in January 2010 included a question on the route alignment for the Hereford Relief Road. Out of the 335 responses received, 52% of people preferred a western route and 48% preferred an eastern route.

3.3 LTP Strategy Consultation Summary Findings

57% of respondents provided comments on all four strategy areas. The free text comments received on each of the four strategy areas have been summarised below. The general themes include:

- The Hereford Relief Road and other market town relief roads
- Public Transport- including bus travel, rail travel and park and ride
- Design of streets e.g. shared space, segregation of pedestrians/cyclists
- Walking and Cycling - infrastructure provision and promotion
- HGVs- management
- Freight - road and rail
- Car Parking - provision and charging
- Congestion - including school travel
- Road Safety – speeding and 20mph zones
- Highway Maintenance - road maintenance and street lighting

Free text comments on The Hereford Transport Strategy

- Support for permanent Park and Ride schemes to the east and south east of Hereford
- Mixed support for the Hereford Relief Road with a number of respondents wanting the new road to help relieve congestion in Hereford and some against the proposed route alignments due to environmental concerns as well as a 'weak' evidence base.
- Greater use of the railway system and the provision of new stations
- More frequent and reliable public transport (7am -11pm hourly) to encourage greater use
- Partnership working with neighbouring authorities regarding cross border issues (rail, cycle network, impacts of new developments)
- More shared space/quality street schemes to encourage more walking and cycling rather than dominance of the car.
- Removal of surface car parks in replacement of more housing with parking provided underground
- More green infrastructure corridors and cycle provision
- Access improvements at railway stations in particular Hereford and Leominster
- Suggestions that cycle infrastructure should be a planning requirement with any new development.

Free text comments on The Market Towns and Rural Communities Strategy

- Improved rural bus services (reliability and frequency)
- The importance of maintaining existing rural bus services
- Support for the Southern Relief Road (Leominster) to improve air quality at Bargates
- Greater management of HGVs on rural roads
- New road infrastructure needed in market towns to cope with the expected growth of the county
- Requirement for permanent Park and Ride schemes to the east and south east of Hereford
- Requirement for integrated timetables for bus and rail
- Improved parking at railway stations
- Requirement for traffic calming measures in villages
- Upgrading of the A49 with sustainable transport measures is welcomed
- Requirement to reduce school traffic and encourage children to use public transport
- Improved access to broadband to reduce the need to travel
- The upgrading and expansion of Town Trails e.g. Ledbury Town Trail, to improve accessibility and encourage greater use
- Cycle parking review - to ensure large areas are connected to new developments.
- Engagement with parish councils to form partnerships to provide community transport with a proportion of funding coming from parishes.
- Suggestions for a metro/light rail system in the north, south and east to support the future integrated transport provision (ESG, P&R, housing growth and employment parks) phased out gradually up to 2026.

Free text comments on The Road Safety Strategy

- The requirement for a Speed Limit Review
- More 20mph zones around schools and residential areas/inner city
- Segregation of pedestrians/cyclists from vehicles
- Greater restrictions on young drivers e.g. no carrying passengers until one year after passing test
- Greater enforcement of school travel plans
- Increase in late evening train and bus services to and from Hereford
- A 50mph speed restriction on all rural roads
- A greater availability of Speed Indicating Devices
- Support in terms of increased safety measures on the A49 following the implementation of the relief road

Free text comments on the Highways Management Strategy

- The need for improved road maintenance
- Importance of street lighting for maintaining law and order
- Continuation of the Lengthmans' scheme

Technical Appendix

Summary of questionnaire responses for the LTP Strategy Consultation

The Hereford Transport Strategy

Q1a. Do you agree with the strategy direction and the proposals identified in section 3.2 'Transport and the developments of the City?'

	% of respondents
Strongly Agree	15%
Agree	26%
Neither Agree nor Disagree	26%
Disagree	15%
Strongly Disagree	18%

Q1b. Do you agree with the strategy direction and the proposals in section 3.3 'Providing Sustainable Transport Infrastructure?'

	% of respondents
Strongly Agree	19%
Agree	50%
Neither Agree nor Disagree	14%
Disagree	14%
Strongly Disagree	3%

Q1c. Do you agree with the strategy direction and the proposals in section 3.4 'Managing the Highway more efficiently?'

	% of respondents
Strongly Agree	7%
Agree	39%
Neither Agree nor Disagree	32%
Disagree	18%
Strongly Disagree	4%

Q1d. Do you agree with the strategy direction and the proposals in section 3.5 'Supporting Public Transport?'

	% of respondents
Strongly Agree	31%
Agree	53%
Neither Agree nor Disagree	3%
Disagree	9%
Strongly Disagree	3%

Q1e. Do you agree with the strategy direction and the proposals in section 3.6 'Changing the Way We Travel-Smarter Choices?'

	% of respondents
Strongly Agree	34%
Agree	41%
Neither Agree nor Disagree	16%
Disagree	6%
Strongly Disagree	3%

The Market Towns and Rural Communities Strategy

Q2a. Do you agree with the strategy direction and the proposals identified in section 4.2 'Land Use Proposals?'

	% of respondents
Strongly Agree	6%
Agree	41%
Neither Agree nor Disagree	24%
Disagree	18%
Strongly Disagree	12%

Q2b. Do you agree with the strategy direction and the proposals in section 4.3 'Providing Sustainable Transport Infrastructure?'

	% of respondents
Strongly Agree	26%
Agree	54%
Neither Agree nor Disagree	9%
Disagree	6%
Strongly Disagree	6%

Q2c. Do you agree with the strategy direction and the proposals in section 4.4 'Managing the Highway more effectively?'

	% of respondents
Strongly Agree	12%
Agree	58%
Neither Agree nor Disagree	15%
Disagree	9%
Strongly Disagree	6%

Q2d. Do you agree with the strategy direction and the proposals in section 4.5 'Supporting Public Transport?'

	% of respondents
Strongly Agree	29%
Agree	51%
Neither Agree nor Disagree	9%
Disagree	9%
Strongly Disagree	3%

Q2e. Do you agree with the strategy direction and the proposals in section 4.6 'Changing the Way we Travel-Smarter Choices?'

	% of respondents
Strongly Agree	21%
Agree	52%
Neither Agree nor Disagree	21%
Disagree	0%
Strongly Disagree	6%

The Road Safety Strategy

Q3a. Do you agree with the strategy direction and proposals included in the Road Safety Strategy?

	% of respondents
Strongly Agree	31%
Agree	56%
Neither Agree nor Disagree	6%
Disagree	3%
Strongly Disagree	3%

The Highways Management Strategy

Q4a. Do you agree with the strategy direction and proposals included in the 'Highways Management Strategy'?

	% of respondents
Strongly Agree	28%
Agree	34%
Neither Agree nor Disagree	31%
Disagree	7%
Strongly Disagree	0%