

Scheme Name

Hereford Transport Strategy (HTS)

1. Scheme Option(s)

One option – Western Relief Road and complementary city centre strategy (under development) to include bus, cycle, pedestrian and parking measures.

2. Broad Approach to Appraisal and Transport Modelling

FOR ALL SUB-IMPACTS

Methodological Options for Impact Assessment

Based on <https://www.gov.uk/government/publications/webtag-appraisal-tables>

- **Economy**
 - Business and user benefits (time and VOC) will be derived from the Hereford Multi-Modal model;
 - Regeneration and wider economic benefits will be a function of outputs from the transport model;
 - Reliability impacts will be derived from HA data of similar routes.
- **Environment**
 - Noise, air quality and green house gases will rely on the traffic model outputs as their model inputs;
 - Landscape and townscape will be qualitative assessments
 - Biodiversity and water environment will be subject to assessment outside the transport model
- **Social**
 - Accidents will be a function of the transport model
 - Reliability will be as above
 - Physical activity
 - Access to services will include outputs from the model and GIS analysis
 - Severance will rely on model outputs
 - Affordability – i.e. the ability to afford to use the scheme components is considered to be neutral so will not be assessed further.
- **Public accounts**
 - Not modelled.

FOR SUB-IMPACTS WHERE MODELLING IS PROPOSED

Type of Model and Broad Approach

- The model is a multi-mode model using CUBE and SATURN which covers the county with the city in detail.
- The demand model will enable mode choice to be modelled along with destination choice.
- The models will produce a multitude of outputs, with those most important to

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decision makers being identified through discussion with stakeholders.

- The model has been developed over a number of years with the most recent update in 2013. It has been developed with inputs from the Highways Agency.

Model Outline Specification

- Base year is 2013 with forecasts for 2017, 2022 and 2032 being prepared.
- The periods will be morning and evening hours with an inter-peak for the rest of the day.
- Forecasts for demand will rely on the Core Strategy and TEMPRO.
- There are schemes being proposed and delivered through pinch point funding at two A49 junctions, the Central Link Road will also be implemented in the do minimum as will the Southern Link (which forms part of the South Wye Transport Package)

3. Impact Assessment

Quantitative Impact Assessment

- A full demand model has been developed and will be updated to 2013.
- All modelling will be undertaken in compliance with TAG Units
- The performance metrics will be obtained from the model and agreed with stakeholders and are likely to include:
 - Network performance indicators of overall travelled distance and time
 - Specific journey times on key routes such as the A49
 - Junction impacts on key junctions on the A49
 - Changes in isochrones between key residential and employment zones
 - Changes in public transport, walk and cycle demand
 - Changes in air quality and noise

Qualitative Impact Assessment

- All qualitative impacts will be considered against the 7 point scale used in the appraisal summary table.

4. Scheme Design and Costs

- Refer to the SOC document

5. Method Approvals

- Refer to the SOC document