

LTP Progress Report

2016-2018



Herefordshire Local Transport Plan

Annual Progress Report 2016-2018

Contents Amendment Record

This report has been issued and amended as follows:

| Issue | Revision | Description | Date | Signed |
|-------|----------|------------------------|----------|--------|
| 1 | 1 | LTP APR 2016-2018 v1.0 | 22.08.18 | JC |

Review date: April 2019

Contents

| | | |
|------------|--|----|
| 1.0 | Introduction | 4 |
| 2.0 | Transport network development | 5 |
| 2.1 | Hereford Central Area | 5 |
| 2.2 | South Wye Area | 7 |
| 2.3 | Hereford bypass and wider transport package | 9 |
| 3.0 | Highway Asset Management and Infrastructure Delivery | 10 |
| 3.1 | Winter maintenance- keeping the county moving | 11 |
| 3.2 | Freight | 13 |
| 4.0 | Road Safety | 14 |
| 5.0 | Public transport | 18 |
| 5.1 | Bus and community transport | 18 |
| 5.2 | Rail | 19 |
| 6.0 | Sustainable travel, air quality and carbon management | 21 |
| 6.1 | Sustainable modes of travel to school (SMOTS) | 22 |
| 6.2 | Air quality and carbon management | 23 |
| 6.3 | Healthier lifestyles | 23 |
| 7.0 | Performance Indicators | 24 |

1.0 Introduction

Welcome to Herefordshire Council's latest Local Transport Plan Annual Progress Report. This report sets out the continuing progress the council has made in delivering a wide and varied range of projects and programmes over the period 2016/17 to 2017/18 and marks the first two years of the Local Transport Plan (LTP) 2016-31.

It has been a busy period with great progress completing a number of key schemes and programmes which will help support economic growth and improved connectivity for the county including:

- The completion of the City Link Road in Hereford which has significantly improved access to the Hereford railway station and has unlocked inner city land for housing and employment developments. This scheme will enable further access improvements within the central area and provide support for the new university;
- Public realm enhancements in the city's historic core and successful implementation of the central area on-street parking schemes;
- Successful bids to government for extra investment in highway maintenance which has enabled us to accelerate the improvement in the network across the county and respond to challenges from deterioration resulting from adverse weather conditions;
- The Destination Hereford programme has supported walking, cycling and public transport initiatives and provided direct support for businesses and schools; and
- The core bus network and support for community transport has been protected, providing access for rural communities into main settlements with ongoing integration with school travel.

We have also been busy in progressing scheme developments, funding opportunities and policies and strategies. Key successes include:

- Inclusion of the Hereford bypass as a priority in the Midlands Connect Transport Strategy for the Midlands region;
- £600k of funding was secured from Highways England and £300k from Midlands Connect to develop the Hereford Transport Package which includes the bypass and active travel measures;
- Successful inclusion in the Department for Transport's Local Cycling and Walking Infrastructure Plans programme for consultancy support to progress our proposals for improving the walking and cycling networks in Hereford;
- Adoption of the Sustainable Modes of Travel to School Strategy (SMOTS) which will inform programmes including the major transport packages in Hereford, Destination Hereford and road safety campaigns, and support for schools to promote more cycling and walking;
- Further government Challenge funding to invest in highway maintenance as a result of our sound approach to asset management and the adoption of a new Highways Maintenance Plan (October 2016);
- Development of a freight strategy in coordination with regional neighbours and the Marches Local Enterprise partnership (LEP) which provides a strategic basis for targeting future investment to support the local economy and local communities; and
- Shortlisted for inclusion in the governments Housing Infrastructure Fund- this could secure up to £95M towards the HTP with Herefordshire being one of only two authorities in the West Midlands to included in this programme.

2.0 Transport network development

Hereford has been identified as the focus for growth by the core strategy for the period to 2031 and the LTP has identified three key transport packages which contain the transport improvements to support that growth. Each package comprises new highway infrastructure, alongside measures which will support walking, cycling, and public transport particularly for shorter trips (see Figure 1).

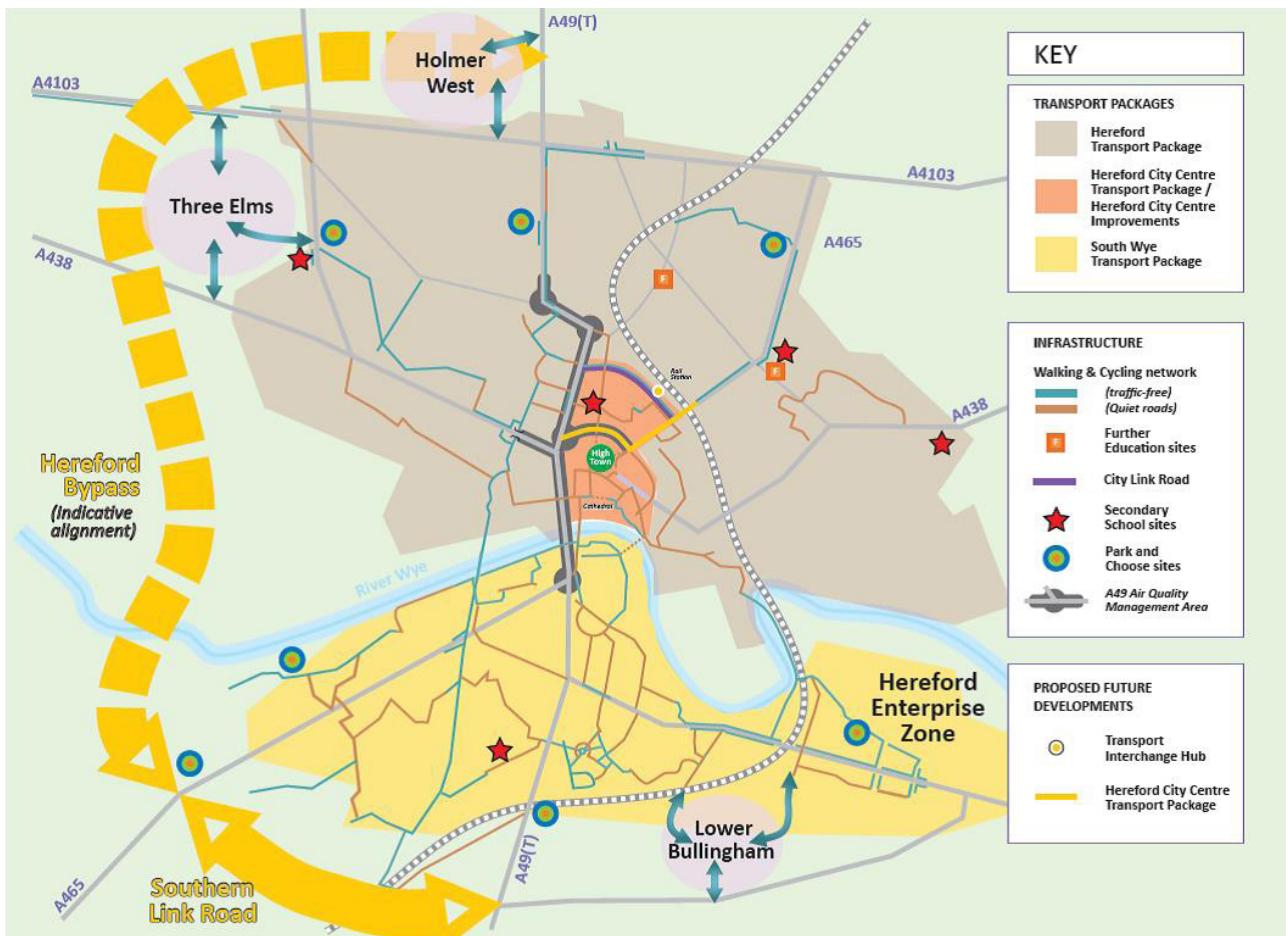


Figure 1 - Core Strategy Local Plan proposals for Hereford

2.1 Hereford Central Area

The completion of the Hereford City Link road, December 2017, marked a significant achievement in our strategy to improve access within the central area and to enable large areas of brownfield land to be opened up for new housing, commercial and educational use. This new infrastructure incorporates improved cycle and pedestrian access to the rail station and also for movement across the city area. The scheme has also provided the opportunity to progress the next round of improvements identified in the central area package including a transport hub at the rail station, public realm and access improvements along the inner ring road, continuing the excellent upgrade to Newmarket Street/Widemarsh Gate and further rationalisation of parking to provide for visitors and longer distance commuters.



Aerial view of the Hereford City Link Road

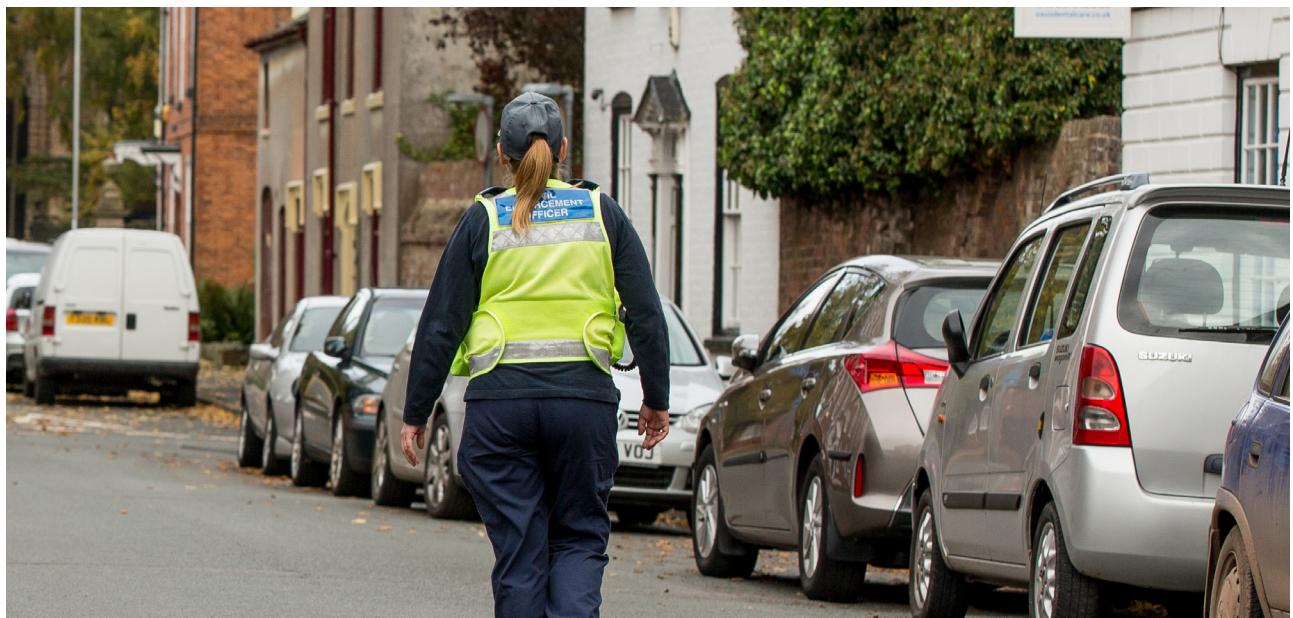
City centre public realm enhancement has progressed with the completion of the upgrading of High Street. The programme of enhancement will continue over the next couple of years to complete the upgrade for High Town, St Peter's Street and Commercial Street. Phase 2 covering Commercial Street is due to commence during 2018/19.



City centre public realm enhancement works

In 2017 we completed the implementation of the on-street parking project. This has introduced a charge for parking on-street within the historic core of the city and delivers a long standing policy commitment which increases the management of demand for parking, encourages more car borne visitors to park in the designated car parks and potentially stay for longer in the city centre discouraging short distance car based travel. It also maintains short stay access close to the shops and other important facilities in the central area. Monitoring of the scheme since its implementation and listening to feedback from local stakeholders has enabled us to make some modifications to improve how it operates and responds to local needs.

Work has progressed in reviewing the residents' parking schemes which fringe the central area with the aim of ensuring the parking for people accessing the central area and facilities is properly managed and does not adversely impact traffic management and amenity for residents in adjoining areas. Roads covering over 2500 households have been surveyed and consultation responses from over 700 residents have informed a range of proposals comprising; extension of residents permit schemes, changes to waiting times, parking prohibitions in locations which impact safety and access and former restrictions for parking near schools. Implementation of the proposals will commence after formal advertising and consultation has been completed.



On-street parking charges are now in operation across the city centre

2.2 South Wye Area

The South Wye Transport Package (SWTP) comprises the Hereford Southern Link Road (SLR) and active travel measures south of the River Wye, coordinating with access improvements of the Enterprise Zone.

We have now consulted on the types of schemes local people would like included in the active travel package. The top ranked schemes included:

- 20mph zones in residential areas
- Walking and cycling improvements in Belmont Road and Holme Lacy Road corridors
- Quiet road walking and cycling links to the Enterprise Zone
- Weight restrictions on Belmont road to reduce HGV traffic

The schemes prioritised in the consultation will be developed over the coming year and a final package determined for delivery. The package will clarify schemes which can progress in advance of the completion of the SLR and those which will require the SLR to be in place first. Technical work has progressed on the SLR scheme including securing planning permission in July 2016 and approval to progress compulsory purchase powers and to progress procurement in November 2017. It is anticipated that construction will commence 2019 and will complete in 18 months.

Whilst work continues on the package, we have also been progressing active travel measures in South Wye, providing improved and safer access for local residents and links to the Enterprise Zone. The Holme Lacy Road cycle and walking scheme addresses issues regarding poor crossing provision and local accessibility, safer routes to school and improved access to the Enterprise Zone.



Holme Lacy Road walking and cycling improvements

The EZ has funded lighting improvements to the Greenway scheme supporting safer access between the Zone and the north of the city, and it also continues to support a dedicated bus service - the Skylon Shuttle - which provides high frequency access between the Zone and the city centre/rail station. During 2017 the EZ reviewed its forward programme of capital schemes and has earmarked £600k to constructing a continuous, off-road cycle route along the Straight Mile. This scheme will complement the proposals being considered within the SWTP.

HEREFORD ENTERPRISE ZONE, ROTHERWAS

New Skylon Shuttle bus service

A new enhanced half hourly bus service is now available. Above, Allan Field, Schedules Manager, remons Travel with Bill Jackson, EZ Chair. More information and timetable on page 9.

In this issue

- Page 1**
New Skylon Shuttle Bus Service
Businesses to benefit from ultrafast broadband
- Page 2**
Latest investors in Skylon Park
Skylon Place complete and occupied
- Page 3**
Drop in Day
Look out for the Skylon Shuttle—Service 78X
Rotherwas ROF Project
- Page 4**
Herfordshire Defence and Security Expo—February 2017
- Page 5**
Ultrafast broadband is here now
Global Entrepreneurship Week
- Page 6**
Development plots £1 benefits
Funding for businesses

SKYLON PARK NEWS
November 2016 edition

Contact the team at:
Enterprise Zone Office, Rural Enterprise Centre, Vincent Carey Road, Rotherwas, Hereford HR2 6FE
T: 01432 383616 M: 07792 880054 E: info@skylonpark.co.uk W: www.skylonpark.co.uk

Skylon Park newsletter

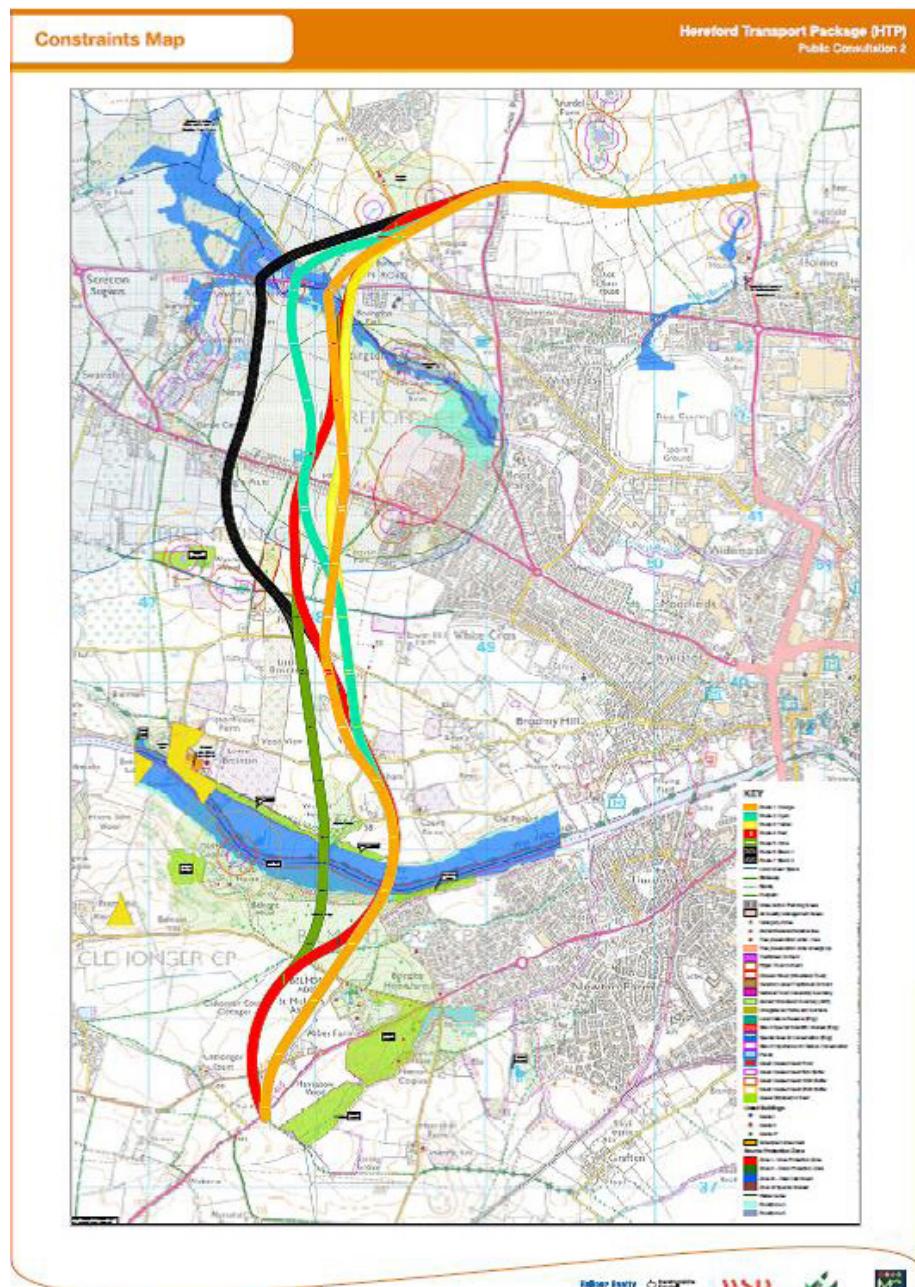
2.3 Hereford bypass and wider transport package

The adoption of the core strategy in 2015 confirmed the council's commitment to progress a bypass to the west of the city, combined with a complementary package of measures to support active travel modes and public transport, and to manage demand for short car trips. Whilst this scheme will have citywide benefits the active travel measures focus around the area north of the river Wye and city centre noting that, combined with the two other area based packages, there is a coordinated citywide strategy.

Progress has been very positive including the prioritisation of the bypass within the Midlands Connect regional transport strategy. Funding has been secured from Midlands Connect and Highways England to help with development costs and in 2018 our bid for inclusion in the governments Housing Infrastructure Forward Fund has been successful. This bid is for £95m and the next stage is co-development of the scheme directly with government.

We have undertaken two rounds of consultation on the bypass and complementary package during the last years:

- Phase 1: Spring 2017- identified problems and solutions for transport in the city and established support in principle for a bypass
 - Phase 2: Spring 2018- feedback on route options for the bypass, identify walking, cycling and public transport schemes, consider alternative bypass route suggestions. Cabinet will consider the outcome of this consultation during 2018/19 when it is anticipated a preferred route will be selected.



The Hereford Transport Package

3.0 Highway Asset Management and Infrastructure Delivery

We have been seeking to address long standing under-investment in our highway network over recent years. During 2014-16 this included an additional £20m capital, generated through local borrowing. In addition, we have successfully bid for additional investment through the government's Challenge Fund, National Productivity Investment Fund, and the National Pothole Fund programmes, and this has helped maintain higher levels of maintenance than previous periods. Figure 2 below indicates the increased maintenance levels in recent years.

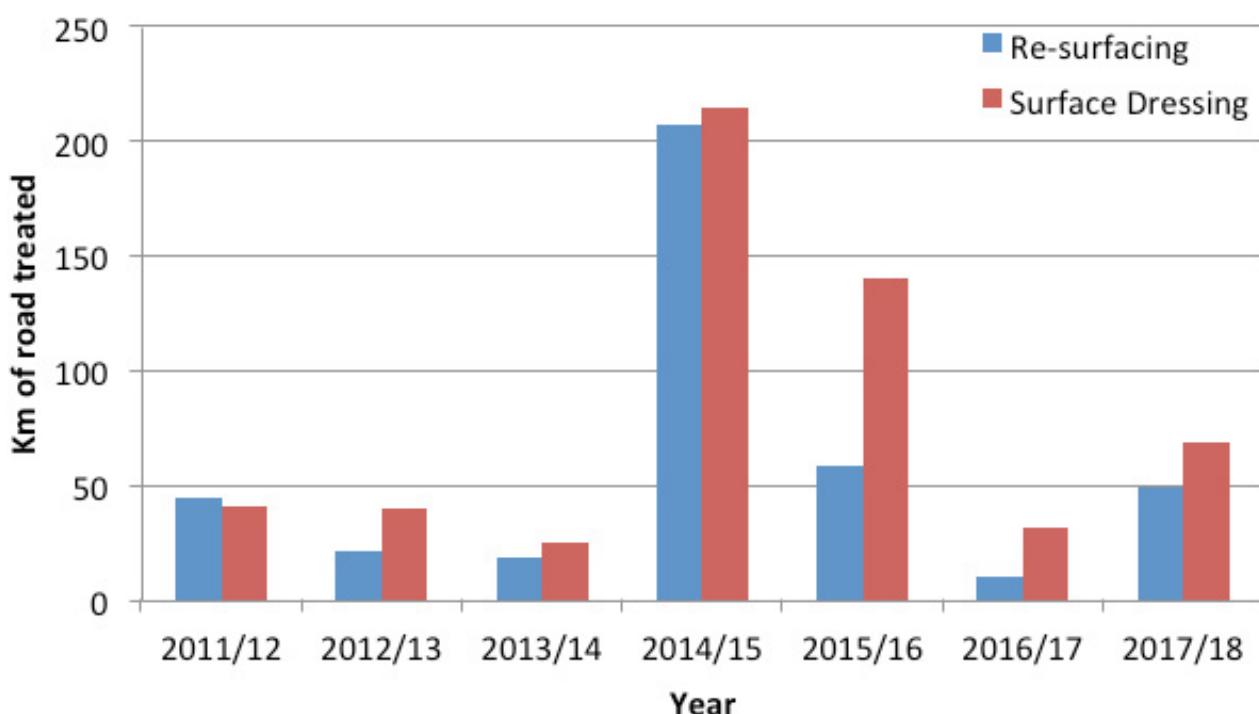


Figure 2 - Total km of roads treated 2011/12-2017/18

To sustain the investment in the highway asset and best realise the benefits of that investment, the council has attained band 3 status in the DfT Incentive Fund assessment. As a result we have secured 100% of the regular capital maintenance grant on offer by the DfT.

Further to this, in 2017/18 the council successfully bid for £5m from the DfT's Highway Maintenance Challenge Fund (including £3m of local match funding). The funding was used to improve economic performance through highway maintenance on routes to Herefordshire's Enterprise Zone and included improvements to 25.5 miles of carriageways through resurfacing, 12.4 miles of surface dressing and one mile of carriageway reconstruction works. The following routes were included: A465 Hereford to South Wales, A438 to mid-Wales and A4103 to Worcestershire.

The first phase of this work was delivered in 2017/18 meeting the DfT's spend requirements in full
The project is programmed for completion during 2018 and 2019.

With this increased investment we have seen an overall improvement in the condition of the network and all categories of highway are in line with targets as illustrated in Figure 3 below.

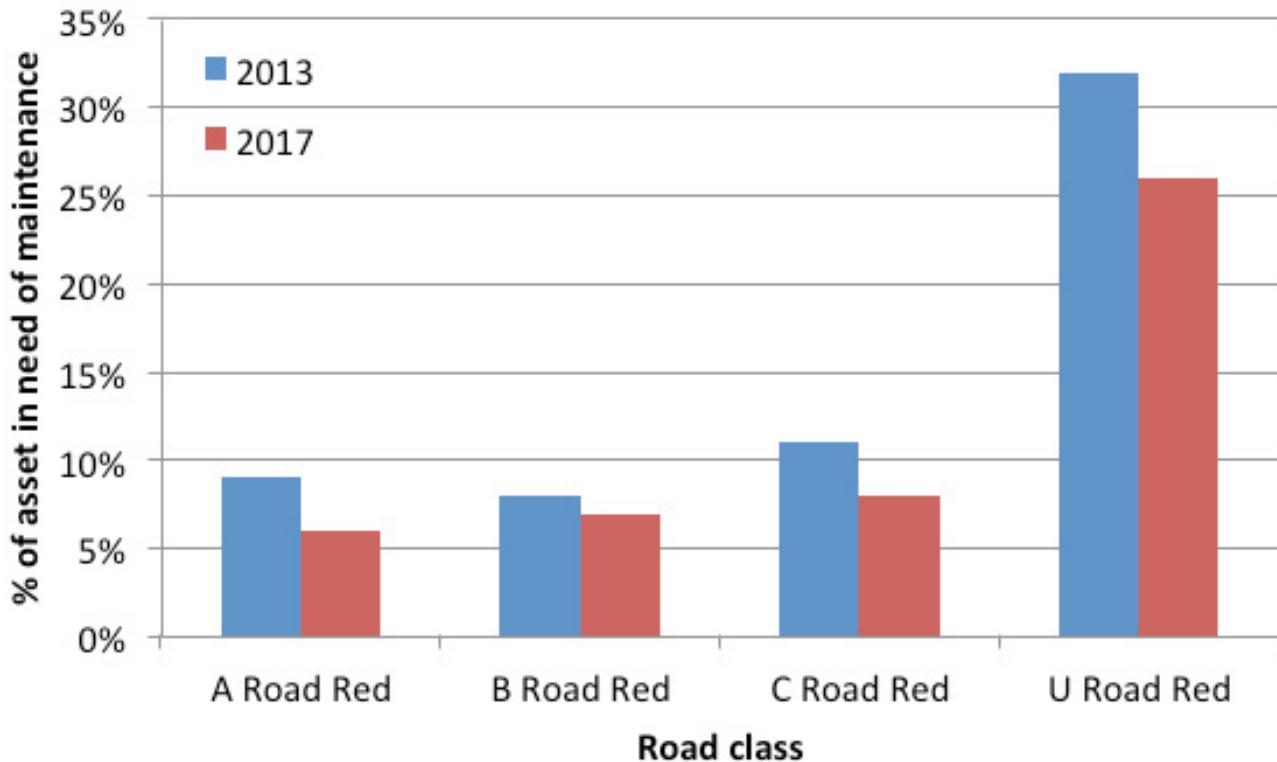


Figure 3 - Condition of the highway asset in 2017 compared to 2013

3.1 Winter maintenance - keeping the county moving

Last winter had a significant impact on the level of defects on the road network. We spread 13,160 tonnes of salt on the county's roads to ensure the network was as safe as possible. Figure 4 provides information on the length of road surface treated through our winter maintenance programme between 2011/12 and 2017/18. The variation in total length of carriageway treated with salt is a product of winter severity.

Herefordshire also endured three severe snow events in December 2017, and February and March 2018, such that 53,315km of the highway network was either gritted or snow ploughed to ensure the network was as safe as possible. During 2017/18 a total of 29,276 defects (including potholes) were reported, 91% of which have been completed within target times. There was a dramatic increase in the number of recorded defects from December 2017 when the snow events occurred.

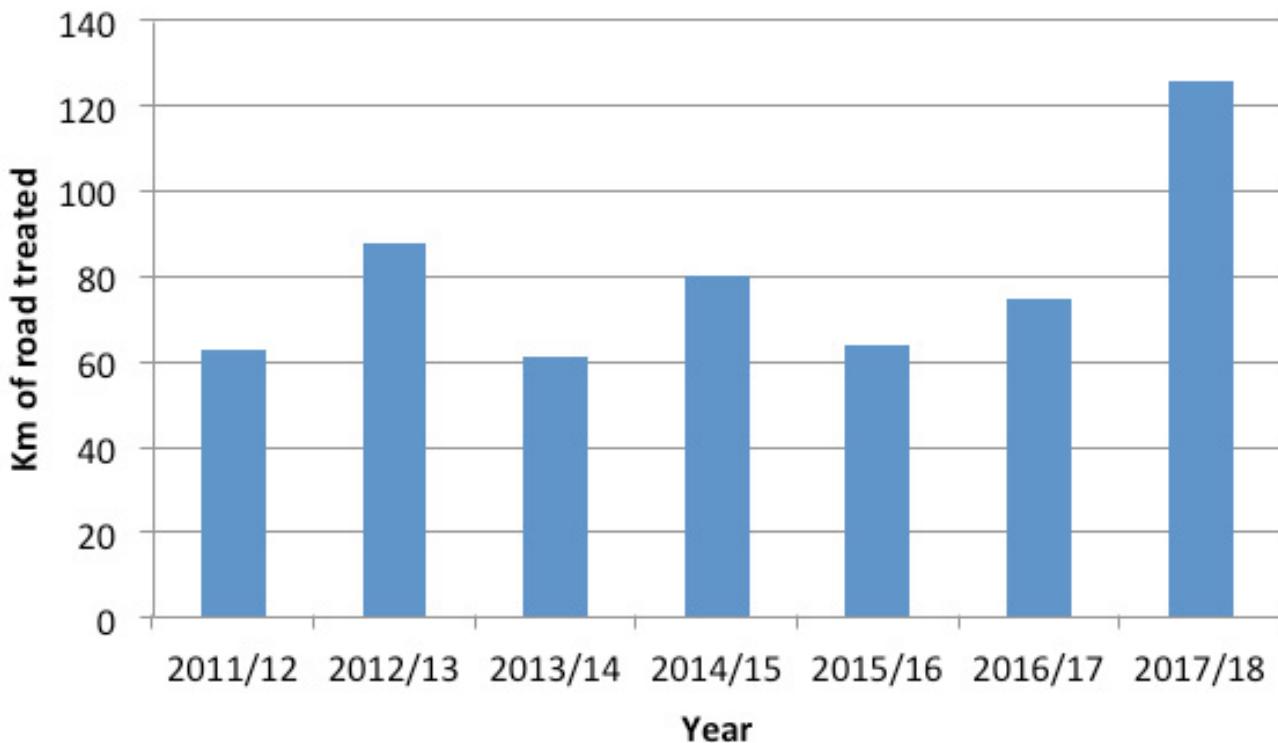


Figure 4 - Length (km) of primary routes salted 2011/12-2017/18



Snow ploughs clearing heavy snow in the county

In response to this increase in defects we are maintaining our focus on the high risk Category 1 defects and are maintaining 100% completion to the timescales set in our Highways Maintenance Plan (HMP). The poor weather has resulted in a dramatic increase in reported defects. The volume of defects is approximately twice what we experienced in 2015 and 2016, and five times that experienced this time in 2017.

3.2 Freight

In 2017, Herefordshire Council in partnership with The Marches Local Enterprise Partnership, the Growing Mid Wales Partnership, the Welsh Government, Ceredigion, Gwynedd, Powys, Shropshire and Telford and Wrekin Councils, developed and adopted a Freight Strategy for the region. The objective of the strategy is to provide an evidence base to determine the interventions in the freight sector that will support the economic development and operational efficiency of businesses in the Marches and Mid Wales, while also seeking to enhance the quality of life of its residents and reduce environmental impacts from freight transport activity.

The strategy will help tackle key issues for businesses in the region, including:

- The quality of the single carriageway road network and the resulting slow door-to-door journey times and lack of journey time reliability;
- Tailbacks and slower journey times due to the number of farm vehicles that use the network to access farms and fields; and
- Levels of congestion at some junctions and through some towns and cities.

The strategy identifies the Hereford bypass, Southern Link Road, and the Leominster bypass as major schemes which will reduce the impact of bottlenecks on the Freight Route Network (FRN).

4.0 Road Safety

Herefordshire's most serious road traffic casualties have increased from 2013 when the killed and seriously injured (KSI) outturn was 61 (see figure 5).

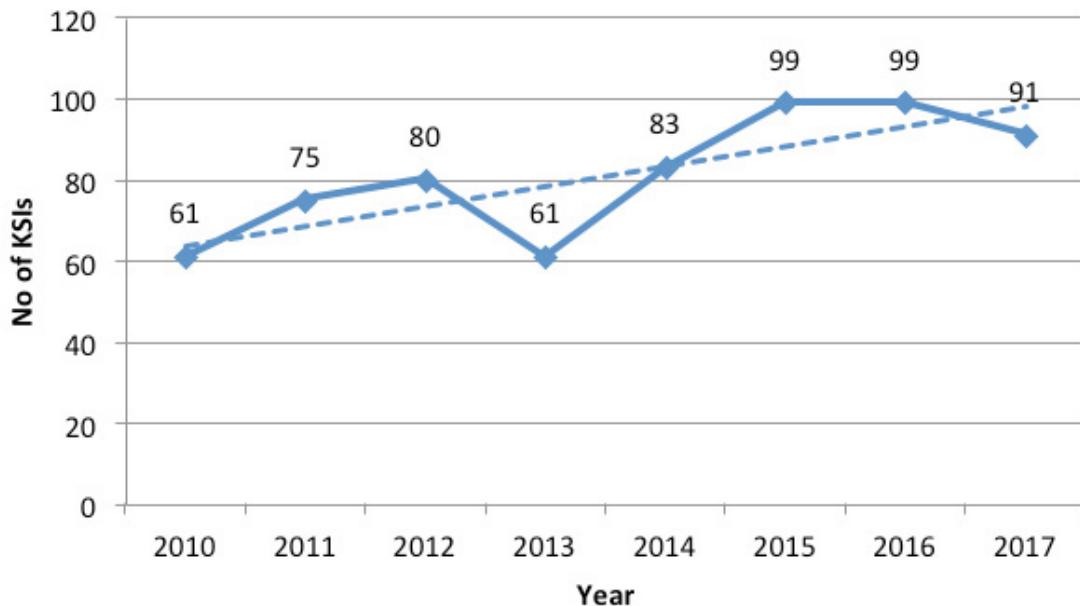


Figure 5 - No of KSIs in Herefordshire 2010-2017 (based on 2010-14 baseline)

This was very close to the 2020 KSI reduction target of 59. The increase in KSIs since this point is reflected in the national data set indicating that broader societal factors are impacting the increasing trend (see Figure 6).

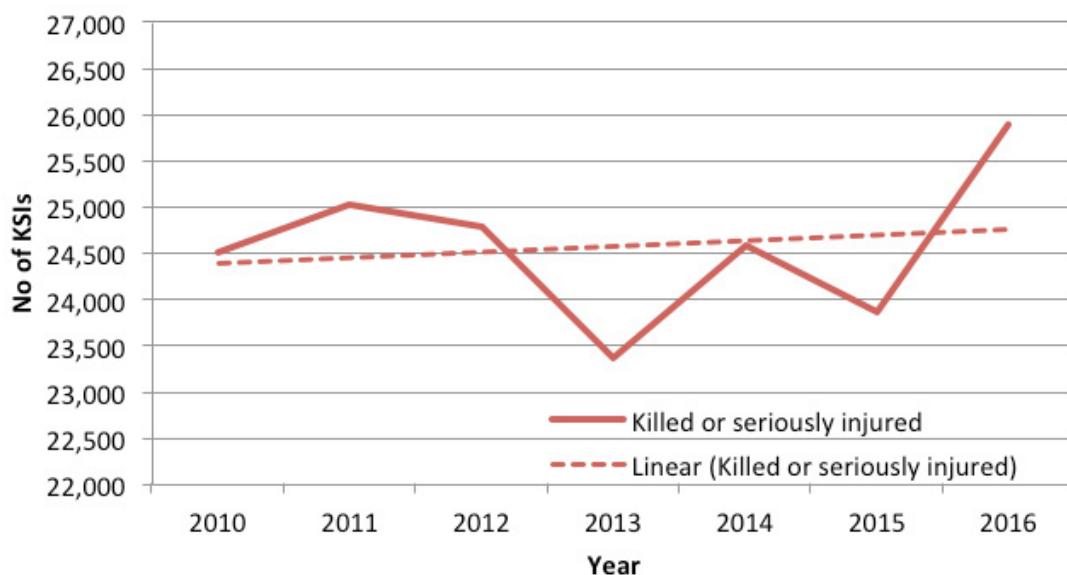


Figure 6 - National KSI figures 2010-2016

However, we are concerned about this increase and have been undertaking detailed analysis to clarify if there are any specific local issues which are influencing the change. Notwithstanding this analysis, we must also remain aware that the figures are sufficiently low and the accidents are widely distributed across the network such that specific patterns are difficult to detect.

There are a number of factors which we believe are contributing to the change in KSIs:

- Changes in the national and local economy influence traffic levels and accident levels;
- Changes to the Collision Reporting system were introduced in 2015 across a number of police force areas; and
- Weather events and road conditions.

Having undertaken detailed analysis of road traffic collisions and casualties over the longer time frame there is no single, obvious contributing factor to the local increase. There are some elements which, collectively, are likely to be influencing the increase which include; increase in younger drivers (as the economy picks up), road condition and effects of weather related carriageway deterioration and a small increase in motorcycle related casualties. We have developed an action plan, alongside our established safety programmes, to help address some of these factors and it comprises:

- Focused road safety messages within active travel campaigns and promotions;
- Ensure larger road safety schemes are coordinated with other programmes including transport package developments;
- Ensure accident cluster sites are incorporated in the asset management plan with their own lifecycle plans, so that future maintenance is identified and programmed;
- Increase the weighting of skid resistance data in maintenance programming reflecting the increased risk of accidents at locations with poor skid resistance; and
- Training provided for locality stewards to help improve their ability to undertake inspections particularly in relation to sites with accident history.



Junction realignment in Cradley

Our ongoing road safety initiatives are summarised below:

- During 2017/18 four changes to speed limits were undertaken including extensions to the 30mph limit in Crow Hill, Whitbourne and Mill Lane in Colwall and a reduction in speed limit from 40mph to 30mph in Tump Lane, Wormelow.
- We have delivered 16 minor safety improvements over the last years including the following four schemes in 2017/18:
 - Junction realignment on the A4110/A4103 in Cradley;
 - Minor realignment of junction in Stoke Edith at the crossroads;
 - Signing improvements on the bend on the A411 near Lemore Manor; and
 - Signing improvements on the bend on the A44 by Monkland Bridge.
- Six Speed Indicator Devices (SIDs) operating throughout the county and 30 deployments were made at various locations around the county at the request of parish councils.
- In the academic year 2017/18, 59 schools received road safety talks covering 3,649 children in Reception up to Year 6. In addition 24 schools took part in the practical pedestrian training programme over a three week period, delivering to 862 pupils.



Road safety talks being given to Y6 pupils

- Crucial Crew is a multi-agency safety event open to all Herefordshire Y6 pupils over two weeks in June. In 2017, 72 schools attended bringing 1,613 pupils. The road safety team delivered an interactive bus safety and evacuation lesson.

- Dying to Drive- is a multi-agency event focusing solely on road safety with an emphasis on pre-driver and passenger safety. It is offered to Herefordshire Schools Y11 pupils. In September over a 2 week period 11 schools visited our 2 locations, Peterchurch Fire Station and Leominster Police Station, bringing 1,200 pupils. The road safety team held workshops discussing risk taking and seatbelt wearing, using a car full of students to demonstrate the risks of not being correctly restrained.
- The Green Light programme is taken by Colleges and 6th Forms in Herefordshire and Worcestershire, addressing pre-driver, new and young drivers aged 17-25. Highlighting inappropriate speed, seatbelt wearing, distractions, peer pressure, drink/drug driving and the 'ripple effect' that a road traffic collision can cause to family, friends and community. The Safer Roads Partnership and Herefordshire Council jointly deliver this programme. Between 2016/17 and 2017/18 it was been delivered to 2,330 pupils.
- Junior Road Safety Officers- a programme delivered in primary schools where students volunteer to become their school's Junior Road Safety Officer. Every term they are sent topical ideas to explore through competitions and assemblies which they plan and deliver to the pupils in their school. In 2017 we sent our JRSOs silicone bike lights and clip on flashers as prizes for a competition to design a cycle helmet. In the autumn term we remind pupils about the need to Be Bright Be Seen with posters to display and Hi-Viz items to use as they walk to school.
- Herefordshire Council offers two hour refresher driving sessions to residents aged 70+. In 2017/18 a total of 42 drivers took this training to update their skills using their own car with advice from an approved driving instructor.
- We also offer child car seat checks to ensure seats are fitted correctly. In 2017/18 eight visits were made to children centres.
- Community Speed Watch is a police led initiative co-ordinated by the police but managed and run by volunteers in the community. The aim of CSW is to encourage motorists to drive at a safe and appropriate speed, to reduce speed in areas of concern, to re- educate drivers about the dangers of speeding and to address concerns from the local community. At approved locations volunteers monitor the speed of passing vehicles with a hand held speed detection device. Details of offending vehicles are then recorded, along with the speed and warning letters sent out to the registered keepers. We have a very active Community Speed Watch presence across Herefordshire with 8 groups.

5.0 Public transport

5.1 Bus and community transport

There has been gradual reduction in the total number of bus passenger journeys undertaken in the county over the last 16 years (see Figure 7). In 2003 there were around 4 million journeys and in 2016 this was down to 3 million. In the context of reducing funding, we carried out a comprehensive public consultation during 2016 to understand the priorities of bus users and local stakeholders. This consultation, which attracted over 2000 individual responses, supported the prioritisation of rural bus services over urban services and endorsed the LTP 'core network' policy. Consequently, the council has protected funding for public bus services and community transport but is concerned that rural access and connectivity will remain under pressure as public funding continues to reduce. We have been working with other rural authorities to clarify the specific problems facing rural communities and to further inform discussion with government.

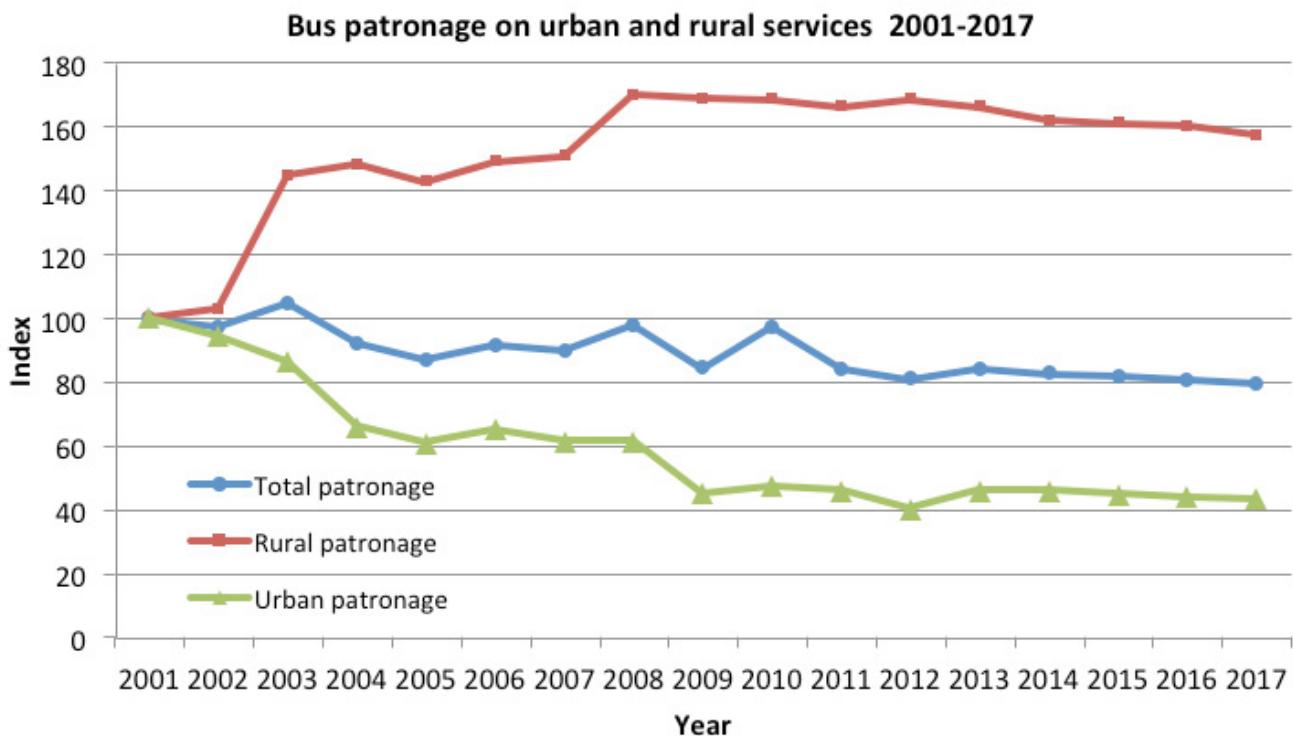


Figure 7 - Public transport patronage in Herefordshire 2001-2017

During 2017/18 the Council introduced Real Time Information (RTI) at a number of bus stations in Herefordshire to improve bus service information and reliability for passengers. The boards display expected arrival times of services in real time as well as route numbers, destinations and intermediate stops. Three RTI displays were installed at Hereford Country Bus station, one at Maylord Orchard bus station and two in Ross-on-Wye on Cantilupe Road. As and when extra funding becomes available, we anticipate more RTI display boards to be rolled out across the county.

The council is an active member of both SPARSE (a rural sub group of the Local Government Association) and the County Council's Network which have been progressing research and benchmarking information to highlight the pressures impacting rural access and isolation across the country.

Community transport journeys have remained stable totalling approximately 45,000 each year across all services with Leominster remaining the most popular service (see Figure 8). Four of the seven schemes operating in the county successfully bid for government funding to purchase new minibuses which are now benefitting county residents.

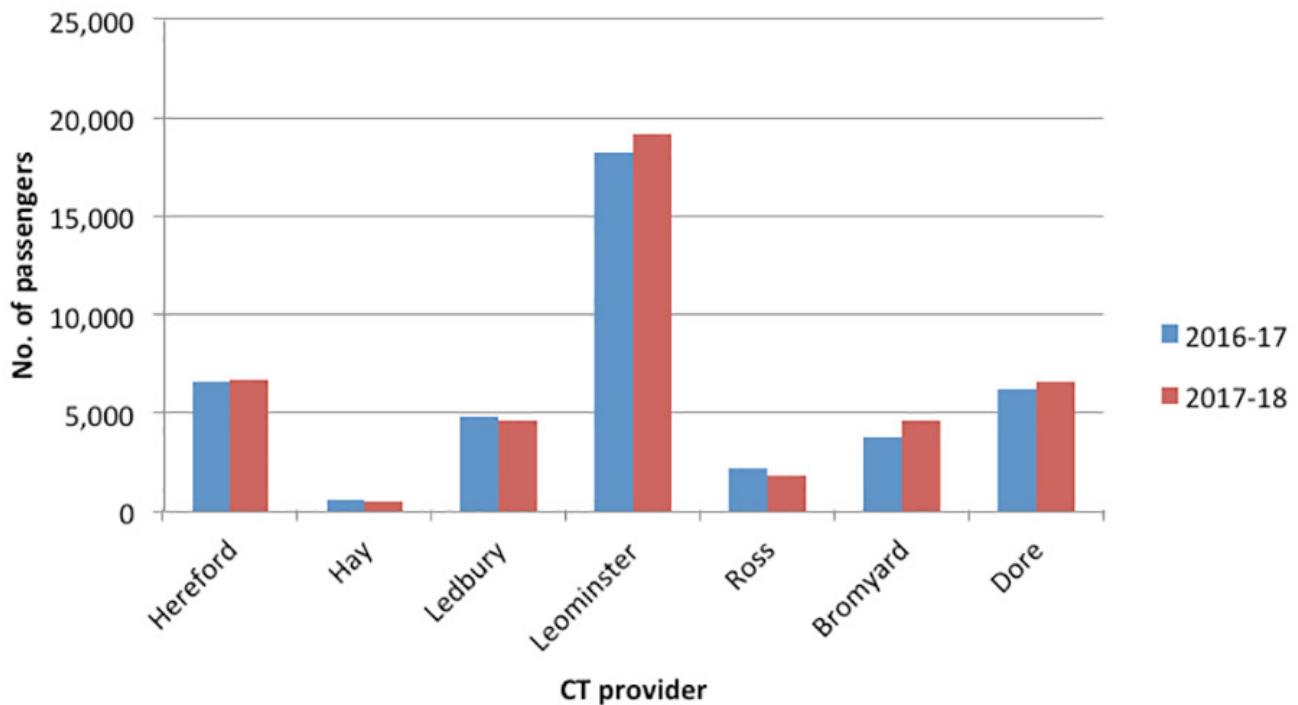


Figure 8 – Community transport patronage 2016/17-2017/18

However, over the last year, a threat to the sector has emerged in relation to the schemes ability to legally compete for contracted transport work. We have been working closely with the schemes to convey our concerns to government. We will continue to engage with government to seek the best outcome for the county and secure the future viability of the community transport sector.

5.2 Rail

During the year 2016/17, West Midlands Rail (WMR) continued to develop the Rail Investment Strategy. This strategy outlines the aspirations for rail within the region for 30 years. Herefordshire Council has been engaging in this process and putting forward our own aspirations to ensure they are taken into account. The Investment strategy is due for publication in late 2018/19.

To meet our own aspirations of enhanced services to Birmingham and London we have been actively engaging with other regional bodies. Midlands Connect within their wider Midlands Rail Hub project is proposing two trains per hour between Hereford and Birmingham. We have been an active partner in these early developments with further studies to take place next financial year. We have also been engaging with the North Cotswolds Taskforce to further our aspirations to enhance services to London. The group is in its early stages with further information on future service aspirations to be developed next year.

The number of people using Hereford rail station, based on ticket sales, has increased by 53% since 2005, as shown in Figure 9. This follows the national picture, where rail ticket sales have increased annually reaching 2.9 billion in 2016/17 although growth has slowed in the last year to 0.5% from 2015/16.

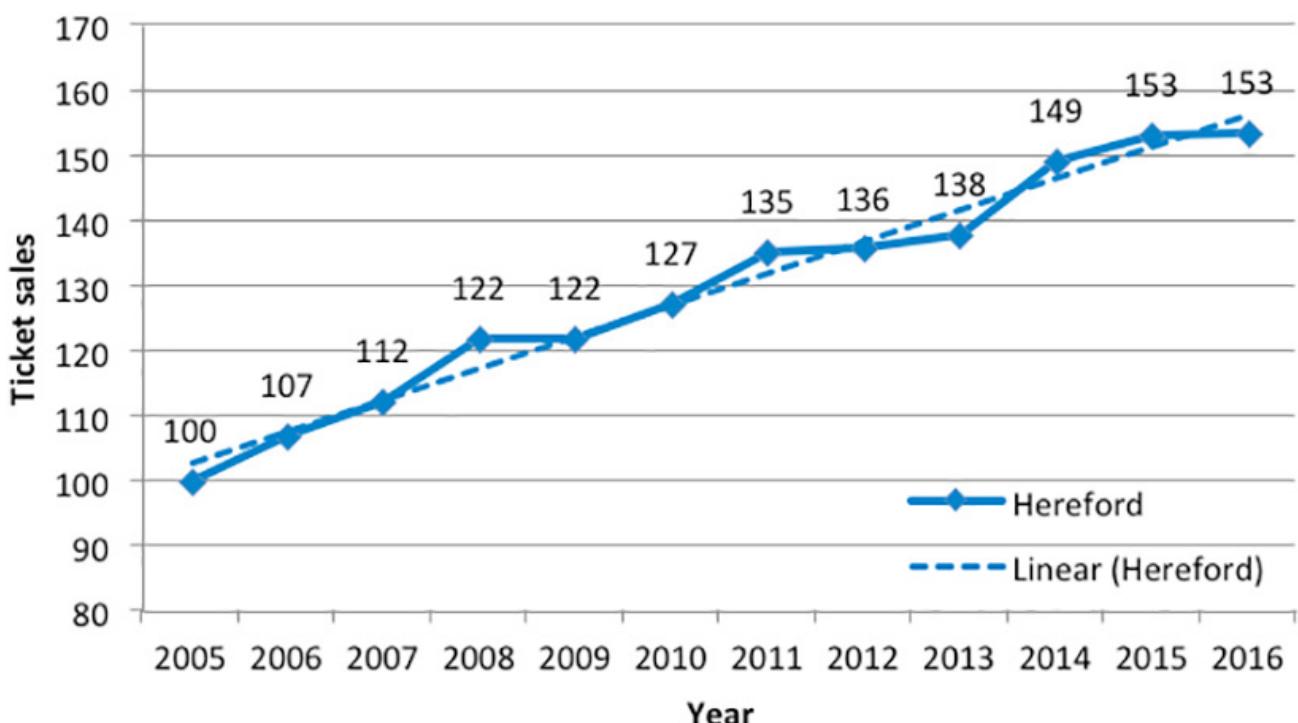


Figure 9 – Hereford Station usage 2005-2016 (indexed)

6.0 Sustainable travel, air quality and carbon management

Following completion of the Local Sustainable Transport Fund (LSTF) Destination Hereford project in March 2015, Herefordshire Council sought to maintain its support for sustainable transport by applying for additional funding through the Department for Transport's Transition Fund and Access Fund. We successfully bid for £419,000 of revenue funding from the Transition Fund for 2016/17, and for £1.5million over the next three years from the Access Fund.

The aim of the Choose How You Move (CHYM) Destination Hereford campaign is to encourage active travel and reduce reliance on cars for short journeys in Hereford. An update on the campaigns, schemes and initiatives delivered during this period are summarised below.

Access Fund Impact Report



Public engagement

- 459 people attended 21 CHYM events (8 local business events, 11 public events and two college events); and
- 33 bikes were security marked

Encouraging and supporting woman riders

- 39 women have joined in with a Shirley's Wheels ride since April 2016; and
- 14 children have joined the family Shirley's Wheels rides.

Promoting healthy lifestyles

- 58 people have achieved a Royal Society for the Protection of Health Level 2 Understanding Health improvement course in 2017; and
- 5 people are progressing from Level 2 and undertaking Level 3 Health Trainer City and Guilds qualifications.

Motivating and supporting residents and commuters

- 470 people signed up to the Get Walking campaign; and
- 25 led walks showcasing the traffic free network including 10 new 'Nordic walking' sessions.

Supporting local businesses and commuters

- 203 employees from six new businesses signed up to Travel for Work since April;
- 13 Travel Fund grants were provided for business facilities (including five at Rotherwas);
- 64 cycle stands were installed at 18 different locations;
- 52 walkers and wheeler packs were given out to local commuters;
- 25 young people were helped with accessing work or training; and
- 21 bike loans were provided to job seekers and four sets of bike tickets were provided to support people aged 16+ to travel to work.

Improving and maintaining the active travel network

- 300+ people were reached by successful 12 week Cycling and Walking Lengthman pilot schemes in Hereford.

Park and Share/Choose

- 32 new Park and Choose members signed up to the scheme (four park and share and 28 park and cycle members).

Cycle training

- 21 adults have received one-to-one training lessons;
- 1,092 Year 6 pupils achieved Bikeability Level 2; and
- 6,960 children have participated in active travel activities during school holidays.



Sustrans delivering active travel activities to schools



Led rides with young people involved with the 'InTo Work' Scheme

6.1 Sustainable modes of travel to school (SMOTS)

In 2017 we adopted our Sustainable Modes of Travel to School Strategy (SMOTS) which will inform programmes including the major transport packages in Hereford, Destination Hereford and road safety campaigns, and support for schools to promote more cycling and walking. The SMOTS provides additional support to deliver our local objectives (LTP, Core Strategy and Corporate Plan). The SMOTS sets out a number of actions that we will implement over time to encourage walking and cycling to schools. The actions include:

- Continued successful delivery of Bikeability;
- Development of school travel plans;
- Continued delivery of road safety education programmes; and
- The integration of school's infrastructure needs into Neighbourhood development plans, major transport packages and the annual plan.

We will provide an annual update on our progress in delivering the SMOTS at the beginning of the academic year.

6.2 Air quality and carbon management

Herefordshire's air quality is generally very good although the county has two Air Quality Management Areas (AQMAs) which are areas where levels of pollutants have historically exceeded the EU standard of 40ug/m3.

Information collected from our AQMA site in Hereford shows that NO2 concentrations have decreased by 39% between 2010/11 and 2017/18 and by 13% since 2016/17. Our AQMA in Leominster shows that NO2 concentrations have decreased by 28% from 2007 to 2016 however increased marginally by 3% from 2015/16

Carbon emissions derived from transport in Herefordshire have been recorded since 2005 by the Department for Business, Energy & Industrial Strategy (BEIS). CO2 emissions declined from 468,808 tonnes in 2005 to 425,080 tonnes in 2015. The national picture of emissions from transport shows that there has been a reduction of 9.7% since 2005. In Herefordshire there has been a 9.3% reduction over the same period.

6.3 Healthier lifestyles

Obesity is a leading cause of ill health; an independent risk factor for cardiovascular diseases such as heart disease and stroke, as well as increasing the likelihood of developing other risk factors such as hypertension (high blood pressure) and type II diabetes. In 2016/17 9.2% of Herefordshire's population were classed as obese.

7.0 Performance Indicators

The work we have undertaken aims to deliver our LTP policies. The extent to which we achieve these is measured by progress towards our performance targets.

Table 5 illustrates our progress against those targets over the last two years. Work is underway with our delivery partners to refine our delivery programme, review our funding allocations and target activity to constantly improve our performance.

| Status | Criteria |
|--------|--------------------------|
| | On or equal to target |
| | Off target |
| | Awaiting latest data |
| | Target under development |

The work we have undertaken aims to deliver our LTP policies. The extent to which we achieve these is measured by progress towards our performance targets.

Table 5 illustrates our progress against those targets over the last two years. Work is underway with our delivery partners to refine our delivery programme, review our funding allocations and target activity to constantly improve our performance.

| Indicator | | Target | Performance 2016/17 | Performance 2017/18 |
|--|---|--------|---------------------|---------------------|
| The percentage of road network in poor condition | Highway Condition - Principal 'A' Roads | 9% | 6% | 7% |
| | Highway Condition - Non-principal 'B' | 8% | 5% | 7% |
| | Highway Condition - Non-principal 'C' | 8% | 8% | 8% |
| | Highway Condition - Unclassified roads | 31% | 26% | 27% |
| | Footway Condition | 26% | 26% | 30% |
| | Bridge condition | 98% | 93% | 91% |
| Nitrogen dioxide and particulate levels ¹ in Air Quality Management Areas | Air Quality (NOx) - Hereford ($\mu\text{g}/\text{m}^3$) | 45.7 | 37.96 | 31.77 |
| | Air Quality (NOx) - Leominster ($\mu\text{g}/\text{m}^3$) | 50.4 | 44.14 | 41.32 |
| CO2 from transport | Air Quality (NOx) - Hereford ($\mu\text{g}/\text{m}^3$) | | 18.629 | |
| Annual average daily traffic flows on routes in Hereford | Annual Average Daily Traffic (AADT) Flows in Hereford (Indexed from 2006) | 98 | 99 | 98 |

¹ This data includes NOx only. Particulate matter is not currently monitored.

| Indicator | | Target | Performance 2016/17 | Performance 2017/18 |
|---|--|--------|---|------------------------|
| Peak hour traffic flows on routes in Hereford | Annual average peak hour car flows in Hereford (Indexed from 2009) | 97.5 | 99 | 99 |
| Daily traffic flows on rural routes across the county (indexed) | Annual average daily traffic flows on rural routes | | 100 | 103 |
| Off-road cycle flows in Hereford | Annual average daily Off-road cycle flows (Indexed from 2010) | 103 | 145 | 151 |
| Walking volumes on selected routes ² | Annual average daily pedestrian flows (Indexed from 2012) in Hereford | | 85 | 82 |
| Peak hour ³ journey times on selected routes in Hereford | Annual average peak hour journey time | 19.00 | 22.48 (old) 18.17 ⁴ (new) | 19.31 |
| Urban and rural transport bus patronage | Annual urban Bus Patronage - Total number of passengers using urban bus services (000s) | | 1,124 | 1,107 |
| | Annual rural bus patronage - Total number of passengers recorded using rural bus services (000s) | | 1,903 | 1,871 |
| Rail ticket sales | Annual number of rail tickets sold within Hereford (indexed from 2005) | | 153 | 153 |
| | Annual number of rail tickets sold within rural Herefordshire (indexed from 2005) | | 151 | 143 |
| Percentage of buses arriving and departing on time | Local Bus Punctuality - % running on time | 88% | 87% | N/A ⁵ |

² Selected routes include the seven main arterial routes into Hereford including the A438 Kings Acre, A465 Belmont Road, A49 Holmer Road, A49 Ross Road, A438 Aylestone Hill and B4224 Hampton Park Road. These routes were selected in order to capture the highest volumes of pedestrians walking to and from the city centre.

³ Daily journey times have been replaced by peak hour journey times.

⁴ We are improving the methodology for monitoring this indicator, moving from samples surveys of vehicle runs to continuous data available from mobile phone tracking. Further analysis is underway to transition to the new dataset and clarify if we can provide longer term analysis in relation to the previous methodology. The first figure is based on the old methodology and the second figure is the new more robust data.

⁵ Due to significant disruption during the city link road construction and resurfacing works, these surveys were not undertaken as the data would not provide an accurate representation of average conditions.

| Indicator | | Target | Performance 2016/17 | Performance 2017/18 |
|---|--|--------|------------------------|------------------------|
| People killed or seriously injured by mode | Road Safety - No. of people KSI | 79 | 99 | 91 |
| | KSI by Mode: | | | |
| | Car driver | | 31 | 36 |
| | Motorcyclists | | 15 | 20 |
| | Cyclists | | 9 | 4 |
| | Pedestrians | | 14 | 11 |
| | Car passenger | | 24 | 17 |
| | Other vehicle | | 6 | 3 |
| Percentage of Herefordshire population not meeting the government's physical activity level targets | Health - percentage of Herefordshire population not meeting the government's physical activity level targets | | 61.3% 2014 | |
| Percentage of Herefordshire population classed as overweight | Health - percentage of Herefordshire population classed as obese | | 9.2% | |

LTP Progress Report

2016-2018

Herefordshire Local Transport Plan