Mathew Howells
Senior Transport Planning Officer
Transportation – Planning
Herefordshire Council
HR4 0WZ

email: ███████@gloucestershire.gov.uk

Please ask for: ███████   Phone: ███████

Our Ref: Your Ref: Date: 29 January 2016

Dear Mathew

Response to Herefordshire Local Transport Plan Consultation

Thank you for consulting Gloucestershire County Council on the draft Local Transport Plan for Herefordshire.

We would offer the following observations:

General
The draft document focuses mainly on transport issues in relation to the City of Hereford. This is to be expected. However, many of the transport issues affecting Herefordshire and Gloucestershire tend to reflect those associated with more rural areas.

There is little mention of cross boundary pressures. Parts of Gloucestershire and the Forest of Dean in particular, do look towards Hereford and Ross for work, school and college as well as to Ledbury for rail-heading towards Worcester and Birmingham. Further development in Hereford will enhance the cross boundary "draw". Equally there appears to be no mention of the attractiveness of Gloucestershire as a draw for work, education and health purposes.

Policies
LTP Objective 1: Note whilst this reflects a realism of transport provision in a deeply rural county, the 1/5 households without access to a car will need alternatives in order to access education, training and employment and to take part in economic activity. The objective inadvertently aligns economic growth with private car use. Similarly, on p.24 Transport 'Demand Management' is linked to health and wellbeing. The benefits of transport choice and reduced congestion are just as important in pure economic terms.

Bus (p.16)
Many of these issues mirror those experienced in Gloucestershire.

"Subsidy is allocated to services on the basis of the relative costs of providing the service and ridership (cost per passenger). A service qualifies for subsidy if the cost per passenger is at or