



Wye Valley Trust

Wye Valley Trust Education Centre

Travel Plan

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Contents

Section	Page
I Introduction	I
1.1 Overview	1
1.2 Travel Plan Purpose	1
1.3 Structure of Report	1
2 Policy Overview	3
2.1 Introduction	3
2.2 National Policy	3
2.3 Regional Policy	6
2.4 Local Policy	11
2.5 BREEAM Compliance	14
2.6 Summary	15
3 Baseline Transport Conditions	16
3.1 Site Location	16
3.2 Accessibility	16
3.3 Walking and Cycling Facilities	19
3.4 Public Transport	22
3.5 On-Street Parking Restrictions and Public Car Parking	27
3.6 Local Highway Network	30
3.7 Summary	31
4 BREEAM Compliance	33
4.1 Overview	33
4.2 Accessibility	33
4.3 Key Walking and Cycling Routes	34
4.4 BREEAM Accessibility Index	36
4.5 On-Site Facilities	38
4.6 Summary	38
5 Development Proposals.....	I
5.1 Overview	1
5.2 Access Strategy	1
6 Travel Plan Management and Coordination	4

6.1	Introduction	4
6.2	Travel Plan Coordinator	4
6.3	Timescales	4
6.4	Roles and Responsibilities	4
6.5	Travel Plan Liaison	5
7	Targets, Review and Monitoring	6
7.1	Introduction	6
7.2	Targets	6
7.3	Consultation Methodology	6
7.4	Monitoring	7
8	Travel Plan Measures and Initiatives	9
8.1	Introduction	9
8.2	Site Layout and Design	9
8.3	Measures to promote and encourage cycling and walking	9
8.4	Measures to promote and encourage the use of public transport	10
8.5	Measures to promote and encourage car sharing	10
8.6	Marketing and Promotion	11
9	Action Plan	14

List of Tables

Table 3-1: IHT Walking Guidelines	17
Table 3-2: Local Amenities	17
Table 3-3: Local Bus Services Summary	23
Table 3-4: Local Rail Services Summary	26
Table 3-5: Local Public Car Parks	29
Table 4-1: BREEAM Walking Distance (500m) – Local Amenities	34
Table 4-2: Pedestrian and cycle facilities on key desire lines	35
Table 6-1: Roles and Responsibilities	4
Table 9-1: Action Plan for Travel Plan Measures	14

List of Figures

Figure 3-1: Site Location	16
Figure 3-2: Local Amenities	18
Figure 3-3: Local Walking and Cycling Infrastructure	20
Figure 3-4: Cycle Hire Docks and Cycle Parking Locations	21
Figure 3-5: Park and Cycle Car Park Locations	22
Figure 3-6: Podaris Travel Time Analysis	25
Figure 3-7: Access to Public Transport Services	27

Figure 3-8: Traffic Regulation Orders	28
Figure 3-9: Local Public Car Parks	29
Figure 4-1: Amenities located within 500m of site.....	33
Figure 4-2: Key Walking & Cycling Routes	35
Figure 4-3: Public Transport – BREEAM Distances	37

Appendices

Appendix A	Accessibility Index Tool Results	16
Appendix B	Site Location	17



I Introduction

I.1 Overview

- 1.1.1 PJA has been commissioned by Wye Valley Trust to prepare a Travel Plan (TP) to accompany a full planning application for the re-development of land currently occupied by a car park on the ground of Hereford County Hospital (HCH).
- 1.1.2 The proposals comprise the construction of a new Education Centre on land by adjacent to the Gwyndra Downs building, Hereford Hospital.
- 1.1.3 The Wye Valley Trust have been involved in the development of this Travel Plan, having reviewed and agreed to the measures proposed to encourage travel to/from the site by sustainable modes.

I.2 Travel Plan Purpose

- 1.2.1 This TP sets out the various travel-related measures and strategies that will be implemented to encourage users of the site to consider the use of sustainable travel modes. The key objectives of the TP are to:
- Provide a strategy for the development to encourage sustainable travel to the site whilst reducing single occupancy car use;
 - Reduce the traffic generated by the development compared to that which would be generated with the implementation of the TP;
 - Promote healthy lifestyles, sustainable communities and raise awareness about the benefits of utilising sustainable travel opportunities; and
 - Build upon good urban design principles that promote the permeability of the development, encouraging walking and cycling as the first choice for local trips.
- 1.2.2 Taking into consideration the nature of the proposed development and trip making patterns, it is considered that there is potential to primarily influence the travel behaviours of staff, with some measures providing benefit to staff and visitors.
- 1.2.3 This TP therefore focusses on encouraging staff and visitors to adopt more sustainable travel modes.

I.3 Structure of Report

- 1.3.1 The remainder of this report is structured as follows:
- Section 2: Policy Guidance;
 - Section 3: Baseline Transport Conditions;



- Section 4: BREEAM Compliance
- Section 5: Development Proposals
- Section 6: Travel Plan Management and Coordination;
- Section 7: Travel Plan Measures;
- Section 8: Targets, Review and Monitoring; and
- Section 9: Action Plan.



2 Policy Overview

2.1 Introduction

2.1.1 This chapter sets out the policy context in relation to the site at a national, regional, and local level.

2.2 National Policy

Delivering Travel Plans through the Planning Process

2.2.1 In April 2009, the Department for Transport (DfT) issued the document *“Good Practice Guidelines: Delivering Travel Plans through the Planning Process”*.

2.2.2 The Guidelines suggest that travel plans are living documents, and in order to stay relevant and remain effective, they need to be regularly updated as part of the iterative process. These Guidelines are recommendations which:

“Aim to help all those involved in creating and implementing travel plans – local authority planners, transport and travel plan officers, developers and consultants – understand the processes involved and good practice steps for achieving successful and sustainable travel plans. Travel plans can be a key tool in achieving national, regional, and local objectives to manage the demand for movement and improve accessibility for everyone”

National Planning Policy Framework (2023)

2.2.3 The National Planning Policy Framework (NPPF) was updated in September 2023 and sets out the Government's wider planning policies. The presumption in favour of sustainable development remains at its core, with greater emphasis on creating attractive infrastructure through a design-led approach.

2.2.4 Policies aimed at promoting sustainable development are covered within section 9, paragraphs 104 to 113 of the NPPF with paragraph 104 stating that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

The potential impacts of development on transport networks can be addressed;

Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

Opportunities to promote walking, cycling and public transport use are identified and pursued;



The environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,

Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.”

2.2.5 Paragraph 105 states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.2.6 Paragraph 110 of the NPPF relates to assessment of sites for allocation, or specific planning applications and states that:

“a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.2.7 Paragraph 111 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.2.8 Paragraph 112 relates to pedestrian/cycle priority and access to public transport, and states that that developments should:

(a) give priority first to pedestrian and cycle movements, both within the scheme and neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;



(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.9 Paragraph 113 states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposals can be assessed.”

Planning Practice Guidance 2014 (PPG 2014)

2.2.10 PPG 2014 provides information on:

- When a Travel Plan is required;
- How the need for and scope of a Travel Plan is established;
- What information should be included in Travel Plans; and
- How Travel Plans can be monitored.

2.2.11 PPG 2014 states that:

“Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.”

2.2.12 They should evaluate and consider:

- Benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;



- Relevant information about existing travel habits in the surrounding area;
- Proposals to reduce the need for travel to and from the site via all modes of transport; and
- Provision of improved public transport services.

2.2.13 With regard to monitoring, PPG 2014 states that:

“The length of time over which monitoring will occur, and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.”

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

Department for Transport (DfT) Decarbonising Transport: A Better, Greener Britain (2021)

2.2.14 This document sets out the government’s commitments and actions needed to decarbonise the UK transport system. It follows on from ‘Decarbonising Transport: Setting the Challenge’ which was published in March 2020 and set out the scale of additional resources needed in the transport sector to achieve net carbon zero, across all industries, by 2050.

2.2.15 The Strategy gets out a number of strategic priorities, with those of relevance to the development and this FTP being:

- **Accelerating modal shift to public and active transport** – achieved by providing cohesive, widely available, net zero public transport network, using technology to help reduce carbon footprint, and public transport or active travel will be the first choice for daily activities; and
- **Decarbonising Road Transport** – achieved by phasing out all non-zero emission road vehicles by 2040 and ensuring infrastructure is not a barrier to the zero emission transition.

2.3 Regional Policy

Herefordshire Local Plan Adopted Core Strategy (2011 - 2031)

2.3.1 The Hereford Local Plan 2011-2031 was adopted in 2015 and outlines how land will be used and developed in Herefordshire over a 20-year period. By 2031, Hereford will consist of healthy, safe, secure, and sustainable communities with a range of homes and employment opportunities. Herefordshire Council (HC) will prioritise developments that achieve the following objectives:



Policy HD3: Hereford Movement

2.3.2 This policy aims to improve the economy, wellbeing and attractiveness of the city by reducing traffic and improving pollution. This will be achieved by:

- Increasing connectivity to the national and local transport networks by reducing congestion and improving journey time;
- Improve health, wellbeing and the environment by improving air quality and reducing noise through maximising opportunities for the use of sustainable transport modes, particularly for short distance journeys;
- Implementing packages of transport improvements focussing on key routes into the city delivering a range of public realm improvements and improving access and connectivity for sustainable mode users;
- Behavioural change campaigns which will complement infrastructure delivery to encourage sustainable mode use and healthy lifestyles;
- Reduced reliance on car use by incorporating sustainable mode routes within new developments and connecting them with existing networks;
- Improvements to public transport infrastructure enabling improved access and Integration between bus and to rail services; and,
- Convenient, safe and secure car parking facilities which attract shoppers and visitors and deter commuter parking in the city centre, through the development of Park and Choose sites.

Policy SS4: Movement and Transportation

2.3.3 The Core Strategy notes that the approach for movement and transportation is two-fold:

- Firstly, the spatial strategy aims to direct the location of significant new development to the more accessible locations in the county.
- Secondly, HC will work with developers, amongst others, to improve transport infrastructure, connections and choices.

2.3.4 Policy SS4 sets out the strategic policies designed to deliver HC's Core Strategy objectives of improving movement and transport across the county:

"New developments should be designed and located to minimise the impacts on the transport network; ensuring that journey times and the efficient and safe operation of the network are not detrimentally impacted. Furthermore, where practicable, development proposals should be accessible by and facilitate a genuine choice of modes of travel including walking, cycling and public transport."



Development proposals that will generate high journey numbers should be in sustainable locations, accessible by means other than private car. Alternatively, such developments will be required to demonstrate that they can be made sustainable by reducing unsustainable transport patterns and promoting travel by walking, cycling and public transport.

Proposals to provide new and improved existing public transport, walking and cycling infrastructure will be supported. Where appropriate, land and routes will be safeguarded as required in future local or Neighbourhood Development Plans and developer contributions, which meet the statutory tests, sought to assist with the delivery of new sustainable transport infrastructure, including that required for alternative energy cars.

Herefordshire Council will work with Highways England, Network Rail, bus and train operators, developers and local communities to bring forward improvements to the local and strategic transport network to reduce congestion, improve air quality and road safety and offer greater transport choices...”

- 2.3.5 As noted above, the explanatory text for this policy notes that developers should provide evidence demonstrating how proposals will deliver against the objectives, opportunities, and constraints of the LTP.
- 2.3.6 The policy text notes that development proposals should be accompanied by travel plans and transport assessments where appropriate.
- 2.3.7 Regarding pedestrians and cyclists, the policy states that HC will advocate developments which promote pedestrian and cycle friendly access, avoiding conflict with private motorised vehicles, and provide appropriate links to the green infrastructure network where possible. Regarding public transport, the policy states that HC will work in partnership with the relevant parties to achieve improvements to the network, and where appropriate developer contributions will be sought to deliver these.

Policy MT1 – Traffic Management, Highway Safety and Promoting Active Travel

- 2.3.8 To deliver the objectives of Policy SS4, development proposals will be expected to demonstrate how they have incorporated the criteria set out in Policy MT1, which are as follows:

“Demonstrate that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be managed to acceptable levels to reduce and mitigate any adverse impacts from the development;

Promote and, where possible, incorporate integrated transport connections and supporting infrastructure (depending on the nature and location of the site), including access to services by means other than private motorised transport;



Encourage active travel behaviour to reduce numbers of short distance car journeys through the use of travel plans and other promotional and awareness raising activities;

Ensure that developments are designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space, accommodate provision for all modes of transport, the needs of people with disabilities and provide safe access for the emergency services;

Protect existing local and long distance footways, cycleways and bridleways unless an alternative route of at least equal quality value can be used, and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan and/or Infrastructure Delivery Plan; and

Have regard to with both the council's Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan - having regard to the location of the site and need to promote sustainable travel choices."

- 2.3.9 The explanatory text notes that development proposals will be expected to demonstrate how the criteria in Policy MT1 have been incorporated within the design of the scheme to increase active travel across the county.

- 2.3.10 Travel behaviours can be influenced by the location of developments and the ways in which they support sustainable travel. With regards to travel planning, the strategy states:

"By influencing the location of new development, land use can reduce the need to travel particularly by private car, and minimise its impact on the environment. At the same time the planning system must respond to the need for new transport infrastructure and recognise the challenges faced by rural settlement, where reliance on private motorised transport, for many people, is the only realistic option for travel. Accordingly, strategic developments will be located on or have access to existing passenger transport networks so that they are convenient, accessible, safe and attractive to use. Where appropriate, development proposals should be accompanied by travel plans and transport assessments outlining alternatives to private motorised transport use."

Herefordshire Local Plan (2021 - 2041)

- 2.3.11 The Hereford Local Plan 2011-2031 is designed to update the current Hereford Core Strategy and will cover a period between 2021-2041. It will set out the planning framework for the covering issues such as housing provision, the economy, retail and town centres, infrastructure provision and the environment.
- 2.3.12 It will also set out policies by which planning applications will be determined, in addition to allocation land for housing, employment and other uses. The Local Plan 2021-2041 was due to go



out on Regulation 18 consultation in June 2023. However, the consultation has been put on hold as the plan is currently being reviewed by the new administration.

Herefordshire Local Transport Plan (2016 - 2031)

2.3.13 The Herefordshire LTP provides the transport strategy for the Herefordshire area for the period 2016-2031. The document outlines the significant role that transport will play to enable the delivery of the Herefordshire Core Strategy. The LTP has five key objectives:

- 1 *“Enable economic growth – by building new roads linking new developments to the transport network and by reducing short distance car journeys.*
- 2 *Provide a good quality transport network for all users – by being proactive in our asset management and by working closely with the public, Highways England and bus and rail companies.*
- 3 *Promote healthy lifestyles – by making sure new developments maximise healthier and less polluting forms of transport including walking, cycling and bus use, by delivering and promoting active travel schemes and by reducing short distance single occupant car journeys on our roads.*
- 4 *Making journeys safer, easier and healthier – by making bus and rail tickets compatible and easier to buy and use, by providing ‘real time’ information and well-equipped transport hubs, by improving signage to walking and cycling routes and by helping people feel safe during their journeys.*
- 5 *Ensure access to services for those living in rural areas – by improving the resilience of our road network and by working closely with all transport operators to deliver a range of transport options particularly for those without access to a car.”*

2.3.14 Specifically relating to Travel Plans, the Hereford Transport Package will use workplace travel plans to help deliver active mode and public realm improvements, manage demand for sustainable travel and switch behaviours away from single occupancy cars.

Herefordshire County Council Plan 2020 – 2024

2.3.15 The Herefordshire County Council Plan (HCCP) shapes the future of the county to prioritise vibrant communities, thriving economy and enhanced environment. Following a period of consultation, the following areas were identified to prioritise funding in:

- More affordable housing
- Maintenance of our existing highways network and public spaces
- Specialist care home facilities and accommodation for vulnerable people of all ages
- Improved public transport across the county
- Action to tackle the climate emergency (this was the top priority for young people)



2.3.16 Ambitions for the environment are to:

- Improve and extend active travel options throughout the county
- Invest in low carbon projects
- Identify climate change action in all aspects of council operation
- Create a destination of choice for walking and cycling and to increase significantly the use of these active means of travel.
- Enable more healthy low carbon travel options, including walking, public transport and cycling, to reduce congestion, improve local air quality and enhance health and wellbeing.
- Reduce the council's carbon emissions
- Work in partnership with others to reduce county carbon emissions
- Improve the air quality within Herefordshire

2.3.17 Ambitions for the economy are to:

- Develop environmentally sound infrastructure that attracts investment
- Use council land to create economic opportunities and bring higher paid jobs to the county
- Invest in education and the skills needed by employers
- Spend public money in the local economy wherever possible
- “Skill-up” by encouraging continuous investment in the local workforce and a culture of lifelong learning in our community
- Promote a culture of lifelong learning throughout the county and enable access to tools and resources to support upskilling, reskilling and employability by providing routes to training opportunities, apprenticeships and hands-on experience
- Improve educational attainment and widen further and higher education opportunities
 - Increase the number of short distance trips being done by sustainable modes of travel – walking, cycling, public transport
 - Increase road safety in the county and improve the overall condition of the road network

2.4 Local Policy

Hereford City Masterplan

- 2.4.1 The Hereford City Masterplan (HCM) sets out a vision to enhance the character of the city, improve transport connections, boost the local economy and improve green spaces. The HCM is currently on hold after a period of consultation. The HCM is split into key themes, the relevant ones are detailed below:



Theme 1: Movement

- 2.4.2 This theme focuses on improving and enhancing connections within, to and from the city. Transferring short journeys from private vehicles to public transport and active travel modes will help to create a highway network that is cleaner, safer and more attractive to investment. Investing in public transport and encouraging modal shift to walking/cycling will be focussed on to activate faster and more attractive journey times by these modes, as opposed to the private vehicle.

Theme 3: The Economy and Opportunities

- 2.4.3 Hereford's economy has significant potential for growth and diversification, including the opportunity for new training facilities to provide the skills needed for new economic sectors. However, the following constraints are identified:

"There are also a number of obstacles that prevent residents from accessing new skills and opportunities and hold back growth – particularly transport infrastructure. Currently, too much economic productivity in Hereford leaks away while people are stuck in traffic jams, and unreliable journey times make it difficult for businesses to plan effectively. This requires a fundamental rethink of how people move into, around and out of the city."

- 2.4.4 All developments can contribute towards a healthier, more accessible city by reducing reliance on private cars and promoting active travel and public transport, this opening up the city to further investment and development.

Theme 5: Places and Spaces

- 2.4.5 This theme focuses on creating a cohesive strategy to link areas in the historic core of Hereford with the wider city and tackle present day issues of land use and infrastructure:

"The wider centre of Hereford – predominantly 'outside' the city wall – is also influenced by 20th-century infrastructure and the resulting fragmentation of its urban form."

"There is significant potential to revitalise key areas of vacant and underused space and to increase the number of people living and working in the city through new development."

- 2.4.6 This would be achieved by reinventing key movement corridors as active travel routes and creating areas that are better to live and work in.

Hereford Transport Strategy Review

- 2.4.7 The Hereford Transport Strategy for Hereford was reviewed in 2020 as a refresher to the existing Transport Strategy. The review defines a number of transport challenges, relating to the Climate Emergency and environment, as well as the economic and sociopolitical environment.



2.4.8 Key aims of the report highlight priorities in tackling transport and climate issues within the city. The key issues are viewed to be:

- Delays and unreliable journey times affecting businesses delivering goods and people travelling within and across the city;
- Unequal access to facilities and services; and
- the impacts of new development, generating additional travel demand and requiring transport infrastructure;

2.4.9 Key issues for walking are viewed to be:

“major physical barriers and severance to pedestrian movements (caused by the River Wye, the railway line and the major roads) and below average satisfaction with walking infrastructure.”

2.4.10 Key issues for cycling are viewed to be:

“a fragmented cycle network, safety concerns deterring cycling and a large number of junctions where people cycling come into potential conflict with heavy traffic”

2.4.11 Creating a cohesive network of strategic routes for active travel and public across the city will reduce the dependency on cars and promote sustainable travel to work and recreation.

2.4.12 Specifically relating to Travel Plans, the strategy encourages employers/institutions to prepare travel plans outlining measures to reduce car use, promote sustainable travel behaviour and reduce the need to travel.

Hereford Town Investment Plan

2.4.13 The Hereford Town Investment Plan HTIP sets out challenges and opportunities for the city relating to key social, economic and environmental issues. It sets out clear areas for investment in both existing and new infrastructure and services. With regards to mobility, the HTIP promotes:

“Investments in sustainable, low carbon transport, enhancing the effectiveness of the key public transport nodes such as Station Approach, promoting the development of new walking and cycling options in the city centre, reducing the impact of pollution and increasing the economic connectivity of key sites”

2.4.14 Future growth will need to contribute to the city’s carbon neutrality aims, and the scale and form of the city can be used as an advantage:

“Hereford’s compact form makes it an ideal location for sustainable growth. More creative thinking is needed to ensure a cohesive set of connections with development opportunities”.



2.4.15 Key developments will be within potential walking and cycling distances of key amenities and services so new developments should promote sustainable travel. Harnessing existing and new modes of transport and embracing new technologies and methods of accessing travel should be used to create a joined-up city and new developments which do not detract from local spaces.

2.4.16 The overall aims are:

- Enabling regional connectivity by rail
- Planning for a car-light city centre
- Planning for a resilient highway network
- Planning liveable neighbourhoods and safer routes to school
- Planning quick and reliable bus journeys Planning strategic routes for active travel across the city

2.5 BREEAM Compliance

2.5.1 BREEAM is a sustainability assessment method that evaluates the environmental credentials of a development. It is understood that the proposed development is seeking BREEAM certification, based on BREEAM UK New Construction 2018 scheme version.

2.5.2 Within BREEAM UK New Construction 2018 Technical Manual, the section entitled “Tra 01 Transport Assessment and Travel Plan” provides guidance relating for the development of a BREEAM compliant TP. Provision and implementation of a TP in line with this guidance can provide two credits towards BREEAM certification.

2.5.3 BREEAM guidance defines a TP as:

“a strategy for managing all travel and transport within an organisation. It contains both physical and behavioural measures aimed at increasing travel choices, through the use of sustainable modes of transport to a site or development.”

2.5.4 The guidance also highlights that TP’s:

“intend to promote sustainable and active travel. Their purpose is to deliver transport and transport-related benefits to the development itself and the wider community.”

2.5.5 The following elements are required to demonstrate compliance of Tra 01:

“No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.

The site-specific travel assessment (or statement) shall cover as a minimum:



- a *If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.*
- b *Predicted travel patterns and transport impact of future building or site users.*
- c *Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.*
- d *Reporting of the number and type of existing accessible amenities, within 500m of the site.*
- e *Disabled access accounting for varying levels and types of disability, including visual impairment.*
- f *Calculation of the existing public transport Accessibility Index (AI).*
- g *Current facilities for cyclists.*

Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site specific travel plan that provides a long term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation see Methodology.

If the occupier is known, involve them in the development of the travel plan.

Demonstrate that the travel plan will be implemented and supported by the building's management in operation."

2.5.6 This TP has been prepared on this basis.

2.6 Summary

2.6.1 Overall, the development for which this TP relates has considered various frameworks, aims and objectives set out in adopted policy at national, regional, and local scales. To summarise:

- The development will consider the availability of sustainable transport modes and the impact the proposals will have on the surrounding highway network, today and into the future; and
- The development will seek to contribute to the ambitions to cultivate a culture around participation with active and sustainable modes through in line with current best practice and guidance documents.



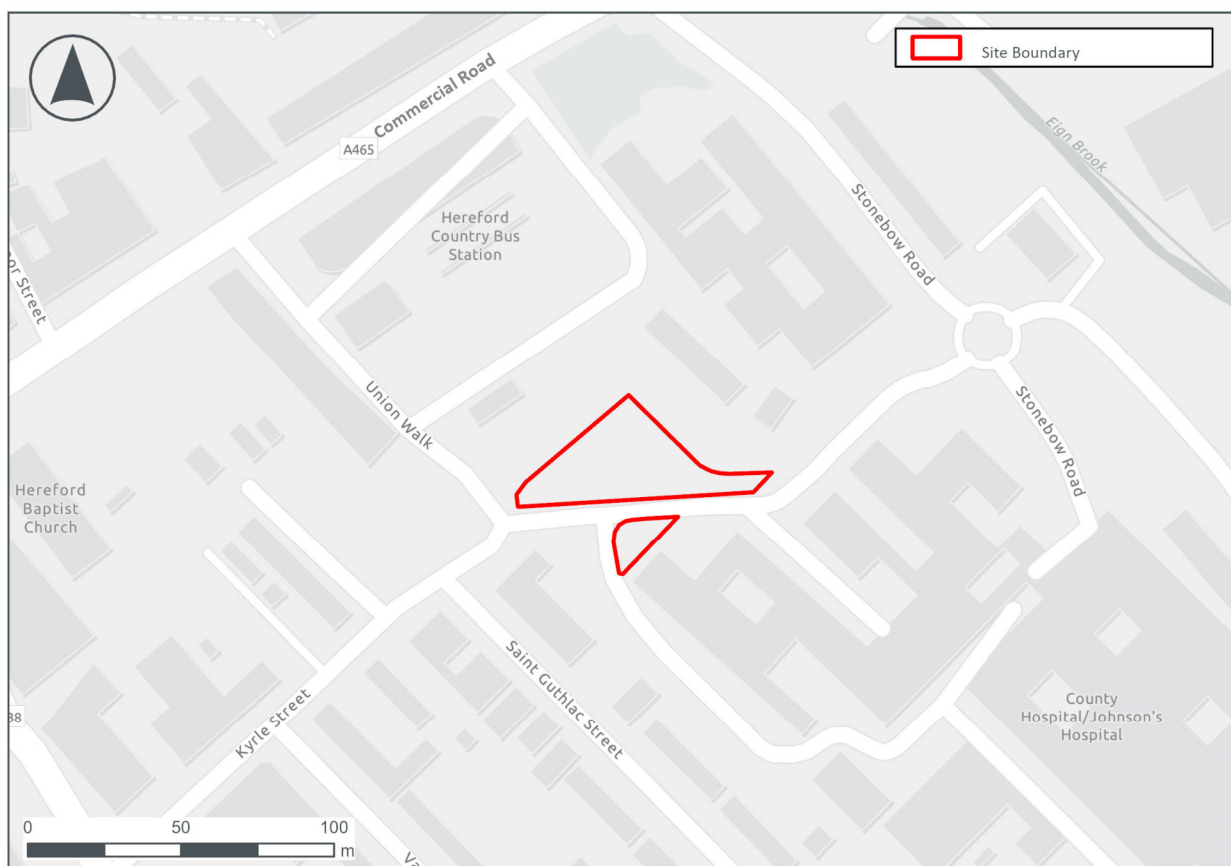
3 Baseline Transport Conditions

3.1 Site Location

3.1.1 The site is located to the north of Hereford County Hospital and is currently occupied by a car park. The site is bound to the south by a road linking Union Walk, Stonebow Road and ancillary hospital roads. To the west the site is bound by Union Walk, to the east by buildings associated with the hospital including Gwyndra Downs building, and Hereford County Bus Station to the north.

3.1.2 The site location is shown at Figure 3-1.

Figure 3-1: Site Location



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,

3.2 Accessibility

3.2.1 Guidance provided by the Institution of Highways and Transportation (IHT) in their publication 'Guidelines for Providing for Journeys on Foot' (2000) suggests that in terms of commuting, walking to school and recreational journeys, walk distances of up to 2,000 metres can be considered as a preferred maximum with 'desirable' and 'acceptable' distances being 500 and 1,000 metres respectively. It should however be noted that journeys of a longer length are often undertaken.



- 3.2.2 For non-commuter journeys, the Guidance suggests that walk distances of up to 1,200 metres can be considered as a preferred maximum, with the 'desirable' and 'acceptable' distances being 400 and 800 metres respectively. It should be noted that journeys of a longer length are often undertaken.
- 3.2.3 Guidance on Local Cycling and Walking Infrastructure Plans (LCWIPs) from the Department for Transport (DfT) suggests that typically, walking trips are up to 2km.
- 3.2.4 Assuming a typical walking speed of approximately 1.4m/s, Table 3-1 summarises the broad walk journey times that can fall under each category.

Table 3-1: IHT Walking Guidelines

IHT Standard	Distance (m)		Walking Time (minutes)	
	Commuting, Walking to School and Recreation	Other, non-commuter journeys	Commuting, Walking to School and Recreation	Other, non-commuter journeys
Desirable	500	400	6	5
Acceptable	1000	800	13	10
Preferred Maximum	2000	1200	25	15

- 3.2.5 Table 3-2 and Figure 3-2 and summarises the local facilities that are located within the vicinity of the site and provides an approximate distance, walking time and indication of whether the facility falls within the IHT guidance. It should be noted that measurements have been taken from the proposed access point. Due to the site's proximity to Hereford City Centre, key amenities have been mentioned or summarised.
- 3.2.6 It should also be noted that in order to be BREEAM compliant, a series of facilities should be available within 500m of the site. Further detail regarding BREEAM compliance had been provided in Section 4 of this report.

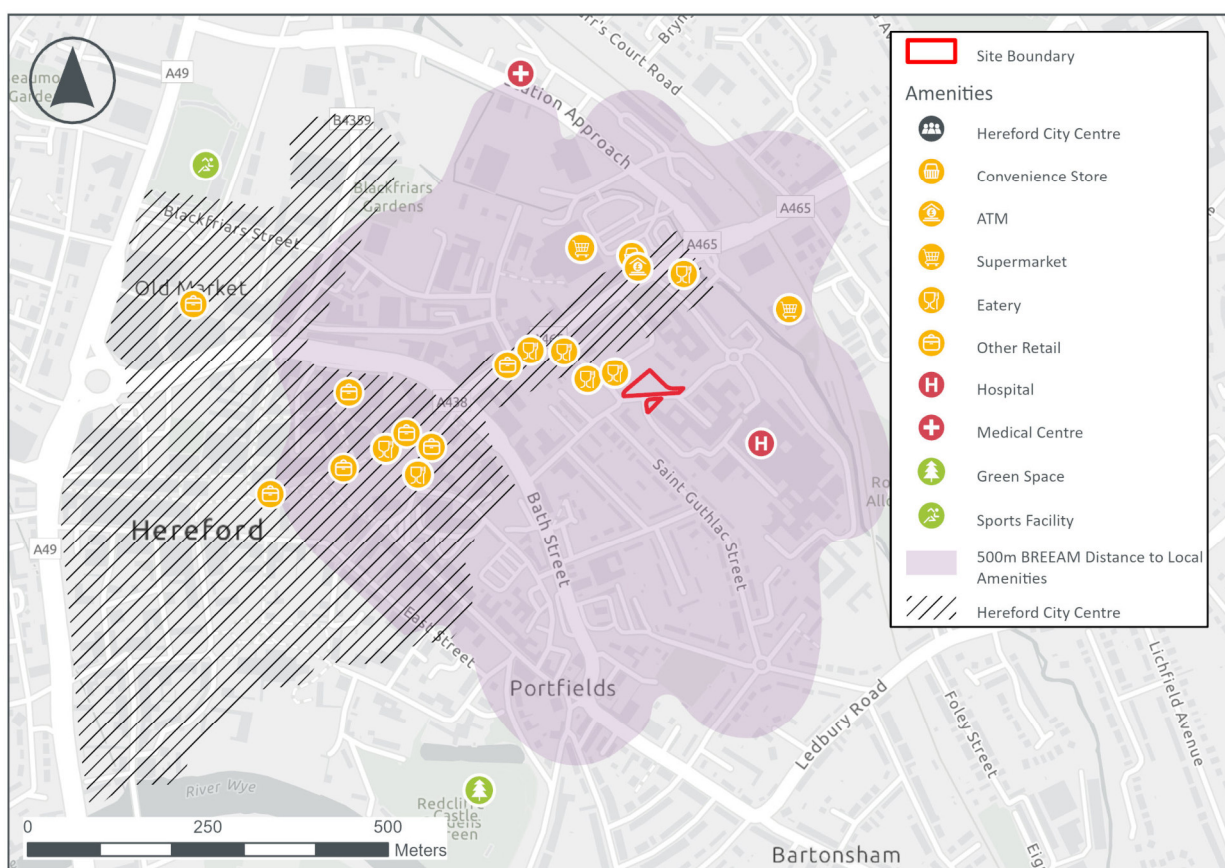
Table 3-2: Local Amenities

Facility Type	Facility Name	Distance from Site	Walking time (mins)	Cycling time (mins)	IHT Standard
Medical Facility	Hereford County Hospital	190m	2	1	Desirable
	Station Medical Centre	800m	10	3	Acceptable
Eatery	Union Coffee Shop	120m	2	1	Desirable
	The Bus Station Cafe & Take Away	140m	2	1	Desirable
	The Walk Cafe	180m	2	1	Desirable
	Various – Commercial Road	200m-300m	3-4	1	Desirable
	KFC Hereford Stonebow Road	290m	3	1	Desirable
	Various - Commercial Street	400m-600m	5-7	2-3	Acceptable
	Various - Union Street	400m-500m	5-7	2	Acceptable
Convenience Store	Londis – Texaco Service Station	300m	4	2	Desirable



Facility Type	Facility Name	Distance from Site	Walking time (mins)	Cycling time (mins)	IHT Standard
Supermarket	Lidl Supermarket	400m	5	2	Desirable
	Morrisons Supermarket	500m	6	3	Acceptable
Retail	Various - Maylord Shopping Centre	600m	8	3	Acceptable
	Various - Commercial Street	400m-600m	5-7	2-3	Acceptable
	Various – The Old Market	800m	10	5	Acceptable
Eateries, Shops and Services	Various – City Centre around High Street	Up to 1km	13	5	Preferred Maximum
Leisure	Hereford FC	800m	10	5	Acceptable
	Castle Green	950m	12	4	Acceptable

Figure 3-2: Local Amenities



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,

3.2.7 A selection of eateries, retail, leisure, and medical facilities are within a desirable, acceptable, and preferred maximum distance of the site. Commercial Road and Stonebow Road provide a range of amenities in the vicinity of the site. A wider range of facilities will be available within the city centre.



3.3 Walking and Cycling Facilities

Walking

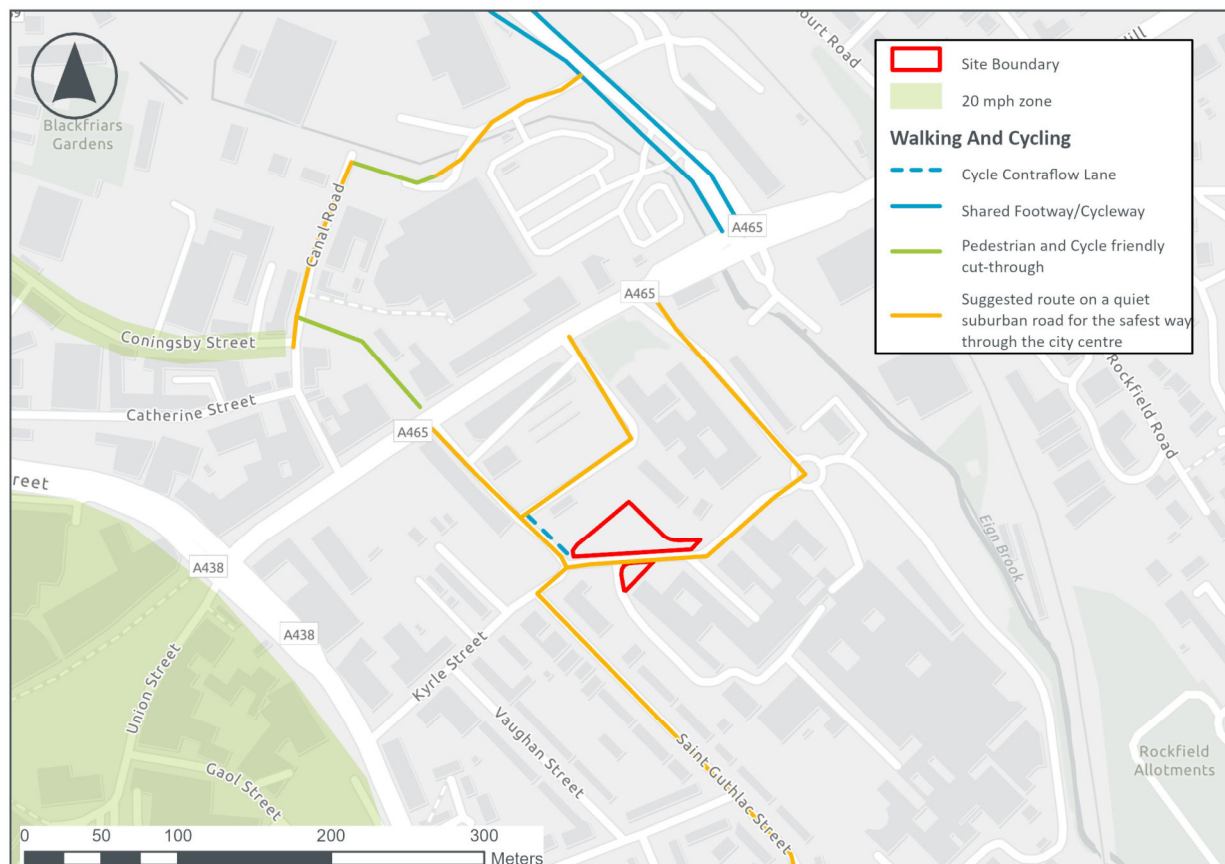
- 3.3.1 Lit footways are provided around the site and the wider urban area, ranging from approximately 2.0m to 3.0m in width. Footway provision extends to the west of the site along Kyrle Street and St Guthlac Street and to the north of the site towards Commercial Street. Dropped kerbs are provided at the majority of crossing points towards Kyrle Street and Commercial Street.
- 3.3.2 Within the hospital site, pedestrian crossings are provided at several locations, including opposite the site access, at the entrance to the existing car park and at the roundabout with Stonebow Road.
- 3.3.3 Union Walk, south of the hospital access towards the A438 is a segregated lit footpath. North of the hospital access, Union Walk is a shared footway/cycleway with drop kerbs provided at the entrance to the hospital and bus station car park. Signalised pedestrian crossings are provided at the entrance to the bus station and the junction with Commercial Street.
- 3.3.4 Stonebow Road has footway provision up to a signalised junction with Commercial Street. Drop kerbs are provided at the junction although there is no pedestrian phasing on the junction. The closest signalised pedestrian crossing is at the junction with the A465 and Commercial Road.
- 3.3.5 Additional signalised junctions are located on the A465 opposite the Morrisons superstore and railway station. The pedestrian provision described provides continuous routes to local transport stops, the city centre, railway station and local amenities.

Cycling

- 3.3.6 Stonebow Road, roads within the hospital site and bus station, and St Guthlac Street which are marked as a 'Suggested routes for the safest way through the city centre' on the 'Hereford walking and cycling mini-map'. Other local roads may be considered quiet routes and safe for cyclists. Much of the city centre is 20mph and pedestrianised which offers a safe walking/cycling environment.
- 3.3.7 The A465 has a shared footway/cycleway along its length with appropriate crossing provision at drop kerbs and signalised junctions.



Figure 3-3: Local Walking and Cycling Infrastructure



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,

Cycle Hire

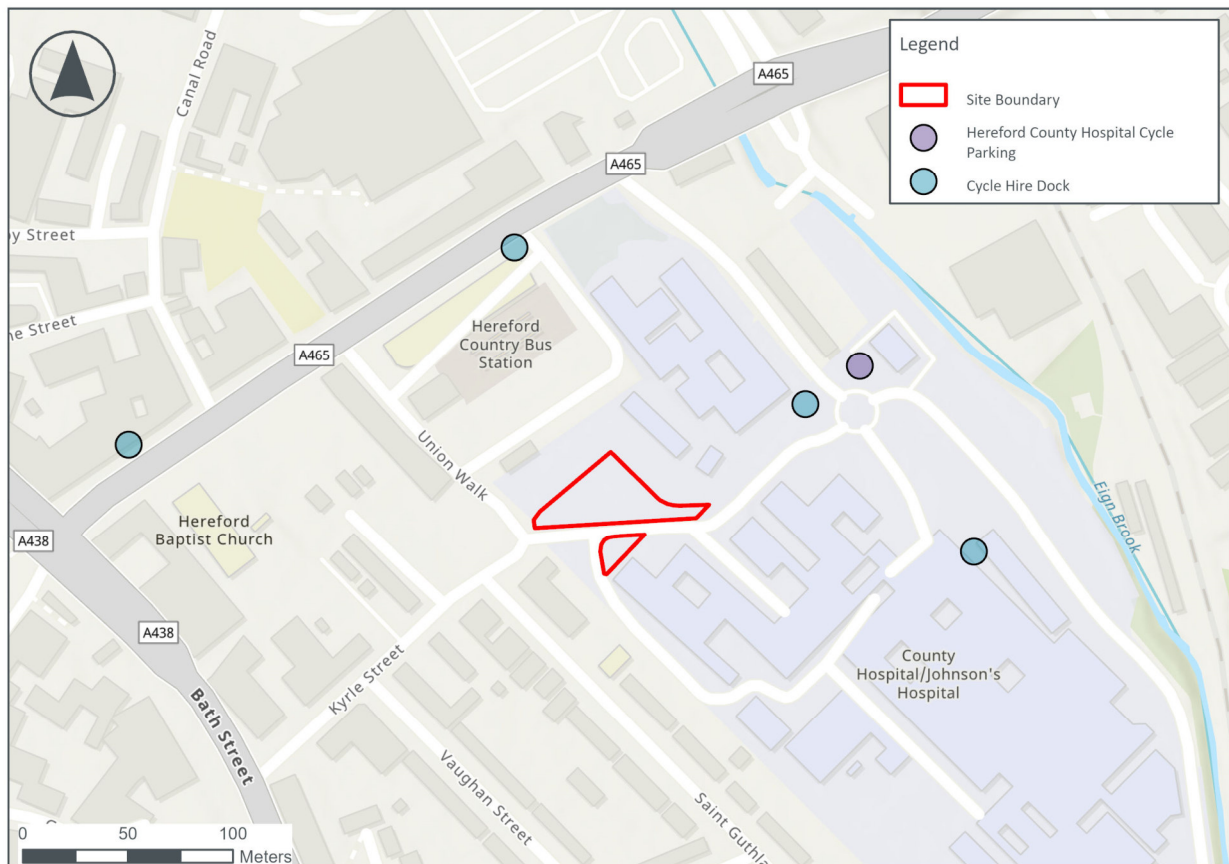
3.3.8 Cycle hire docks are located in close proximity to the site, run by Beryl bikes. The location of these is shown at Figure 3-3. A total of 16 cycle hire spaces are available within the vicinity of the site, which staff and visitors to the education centre could utilise. A range of electric and non-electric hire bikes are available to use.

3.3.9 Cycle hire docks are also located across the city, enabling those who live in Hereford to be able to travel to the site from various locations.

Cycle Parking

3.3.10 Existing cycle parking is available at Hereford County Hospital, with a total of 66 covered racks available on the hospital site.

Figure 3-4: Cycle Hire Docks and Cycle Parking Locations



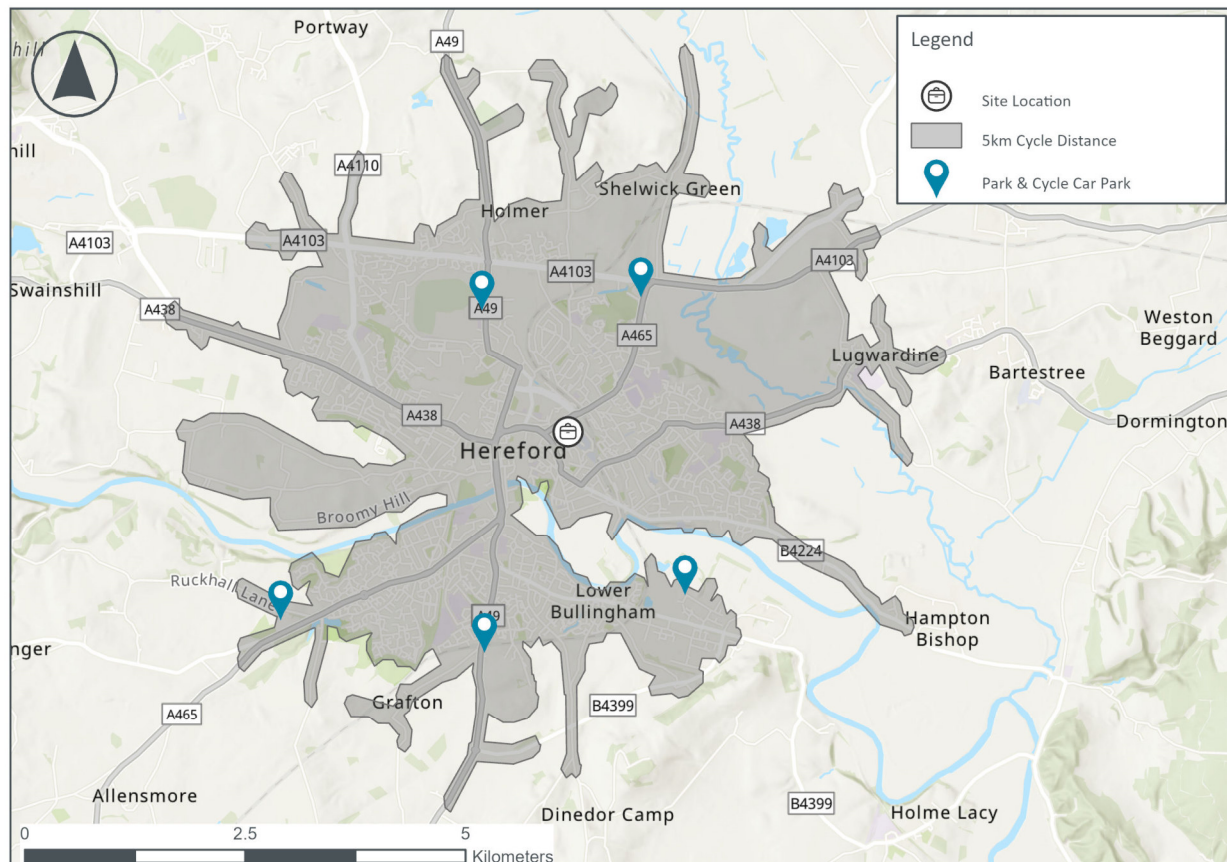
Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,

Park and Cycle

- 3.3.11 There are currently 23 'Park and Cycle' sites located in Herefordshire, which offer free car parking to enable those living further away to drive for part of their journey and cycle the remainder of the route to Hereford City Centre.
- 3.3.12 As this service requires members to sign up and is aimed at those who may use the service regularly, this is likely to be more suitable for staff and for visitors that attend regular events at the education centre.



Figure 3-5: Park and Cycle Car Park Locations



Credits: Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Esri, Ordnance Survey, NASA,

- 3.3.13 As shown above, there are multiple park and cycle car parks available within a 5km cycle distance of the site, providing access to those travelling from a range of areas in Herefordshire.

3.4 Public Transport

Bus

- 3.4.1 The nearest bus stops to the site are located to 240m to the north at Hereford Country Bus Station, with additional stops at County Hospital (240m), Yates (240m), The Hop Pole (280m), and Shire Hall (600m). Additional stops are located within the city centre but are served by the same services.
- 3.4.2 The bus station acts as the main interchange within Hereford for buses serving the wider county as well as destinations in Gloucestershire and Wales. Most buses also stop within the city centre. Stops are provided with shelters, seating, timetables and some have electronic information displays.
- 3.4.3 A summary of services is provided in Table 3-3. Each service is summarised from its closest stop to the site.

**Table 3-3: Local Bus Services Summary**

Stop Location	Service No.	Operator	Route	Weekday Frequency ¹	Days of Operation
Hereford County Bus Station	23	Stagecoach South Wales	Hereford – Pontrilas – Abergavenny – Cwmbran - Newport	Every 2 hours (08:20-18:30)	Monday-Sunday
	33	Stagecoach West	Hereford – Ross-on-Wye - Gloucester	Hourly (07:35-19:53)	Monday-Sunday
	39A	Yeomans Travel	Hereford – Madley – Hay-on-Wye	3 buses per day (10:18-16:18)	Sundays/Bank Holidays
	66	Newport Bus	Hereford – Wormelow - Monmouth	4 buses per day (08:29-19:35)	Monday-Sunday
	420	DRM Bus	Hereford – Withington Marsh - Bromyard	4 buses per day (08:55-17:45)	Monday-Sunday
	437	Yeomans Travel	Hereford – Burghill – Tillington Common	4 buses per day (09:00-15:20)	Monday-Saturday
	446		Hereford – Staunton-on-Wye - Almeley	5 buses per day (06:37-17:50)	Monday-Saturday
	449		Hereford – Kingstone - Madley	Every 2 hours (06:17-17:05)	Monday-Saturday
	453		Hereford – Mordiford - Fownhope	Every 2-3 hours (07:20-18:00)	Monday-Saturday
	454		Hereford – Holme Lacey - Fownhope	Hourly (10:30-14:30)	Monday-Saturday
	461/462	Sargeants Brothers	Hereford – Credenhill – Weobley – Kingston – Llandridnod Wells	Hourly (one service is a 462) (07:40-18:20)	Monday-Sunday
	476	DRM Bus	Hereford - Ledbury	Every 2 hours (08:30-19:15)	Monday-Sunday
	492	Lugg Valley Travel	Hereford – Moreton on Lugg - Leominster	Every 2 hours (08:48-16:48)	Monday-Sunday
	501		Hereford – Canon Pyon – Upper Hill - Leominster	2 buses per day (11:02 & 13:57)	Monday - Saturday
	T14	Stagecoach South Wales	Hereford – Kingstone - Hay-on-Wye - Brecon	Every 2-3 hours (09:15-18:00)	Monday-Saturday
County Hospital/Yates	76A	Lugg Valley Travel	Hereford – Bartonsham - Tupsley Circular	Hourly (08:40-16:23)	Monday-Saturday
Merton Hotel	76		Hereford – Tupsley - Bartonsham Circular	Hourly (09:40-15:40)	Monday-Saturday

¹ Times displayed are arrivals at Hereford County Bus Station



Stop Location	Service No.	Operator	Route	Weekday Frequency ¹	Days of Operation
Yates	81B	Sargeants Brothers	Hereford – College Green circular	Hourly (07:33-15:33)	Monday-Saturday
	A	Sargeants Brothers	Hereford – Tupsley – Hampton Park Circular	07:13-17:13	Monday - Sunday
	426	Lugg Valley Travel	Hereford – Marden – Bodenham – Leominster	5 buses per day (10:23-18:03)	Monday-Saturday
	B	Sargeants Brothers	Hereford – Bobblestock circular	Hourly (07:22-18:31)	Monday - Sunday
	C		Hereford – Hampton Park – Tupsley circular	Hourly (08:10-18:10)	Monday - Saturday
	D		Hereford – Bobblestock circular	Hourly (08:57-17:57)	Monday - Saturday
Hereford County Bus Station and Yates	Zipper Free Bus	Yeomans Travel	City Centre Circular via Hereford Railway Station – County Hospital – Hereford County Bus Station – Shire Hall – Maylord Shopping Centre – Broad Street – ASDA – Friary Street	Every 30 minutes (08:05-17:39)	Monday-Sunday

3.4.4 As demonstrated in Table 3-4, there is an excellent level of bus service available within the vicinity of the site. There are services Monday to Sunday serving local and regional destinations to accommodate visitors and staff at the site during the anticipated operational hours of the education centre (Monday to Friday 08:00-18:00), with regular services available from the local Hereford area and locations further afield such as Leominster, Ross-on-Wye and Gloucester.

Travel Time Analysis

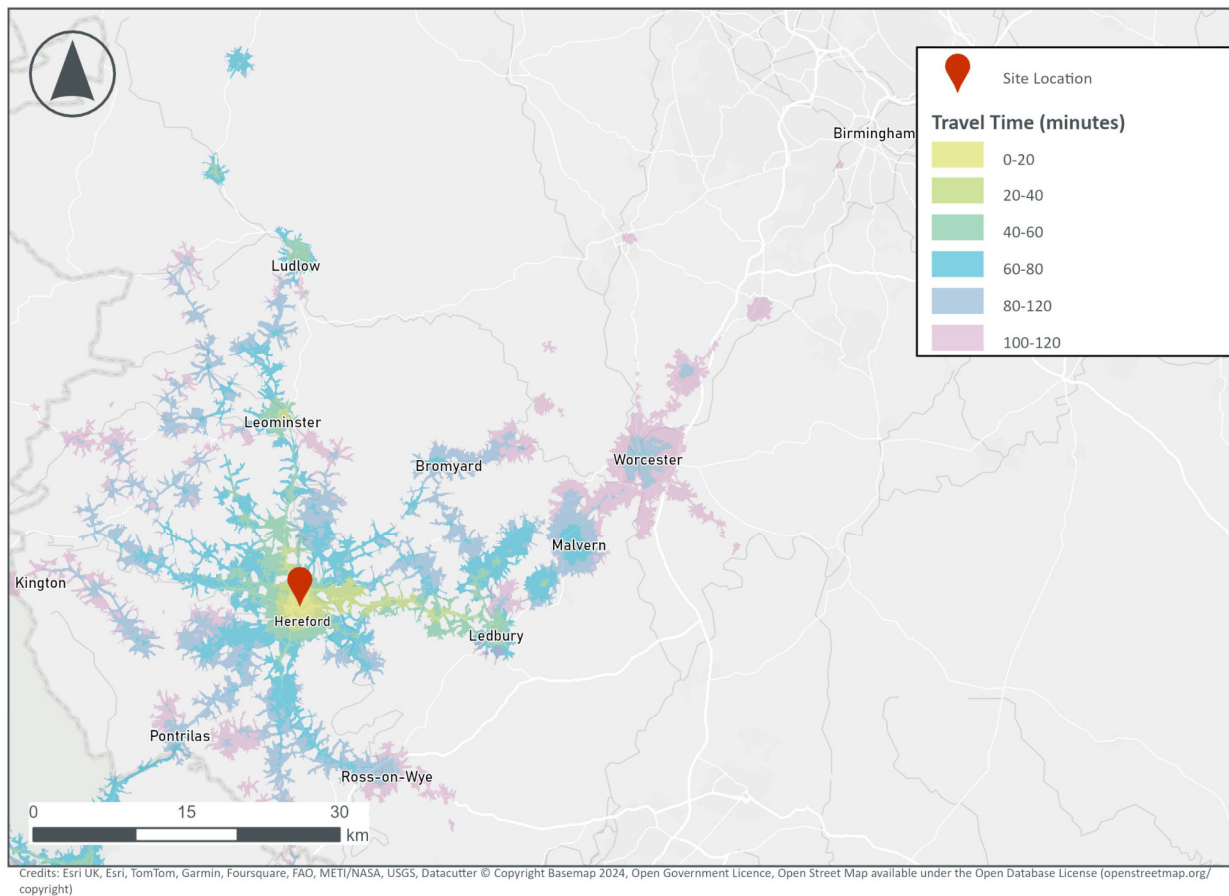
3.4.5 An assessment of the accessibility of the site by public transport has been undertaken for the site using Podaris, an online multimodal travel time analysis tool. This analysis assesses travel times to the site based on timetable information on a typical Wednesday, arriving by 09:00². This analysis identifies the locations accessible by public transport within 2 hours of the site at 20-minute intervals.

3.4.6 The analysis is shown in Figure 3-6.

² The assessment calculates accessibility by public transport based on timetabled wait times, with an arrival time of 09:00 and a maximum walking distance of 2km. The assessment is based on timetables as of Q4 2024.



Figure 3-6: Podaris Travel Time Analysis



3.4.7 Figure 3-6 demonstrates that the site is accessible from a number of key residential communities via public transport within two hours. All of the city of Hereford is accessible in under an hour. Additionally, most of Herefordshire, parts of Worcestershire and key destinations in the West Midlands such as Birmingham are accessible within two hours. Key towns within Herefordshire such as Ross-on-Wye, Ledbury, Ludlow, Leominster, and Bromyard are also accessible.

Rail

3.4.8 Hereford station is 600m north-east of the site via Union Walk/Stonebow Road, Commercial Road and the A465 Hereford City Link Road. The station has 50 cycle storage spaces and 175 car parking spaces, including 5 accessible spaces. It is staffed Monday – Sunday.

3.4.9 Services are provided by West Midlands Railway and Transport for Wales. A summary of key destinations are highlighted below:

**Table 3-4: Local Rail Services Summary**

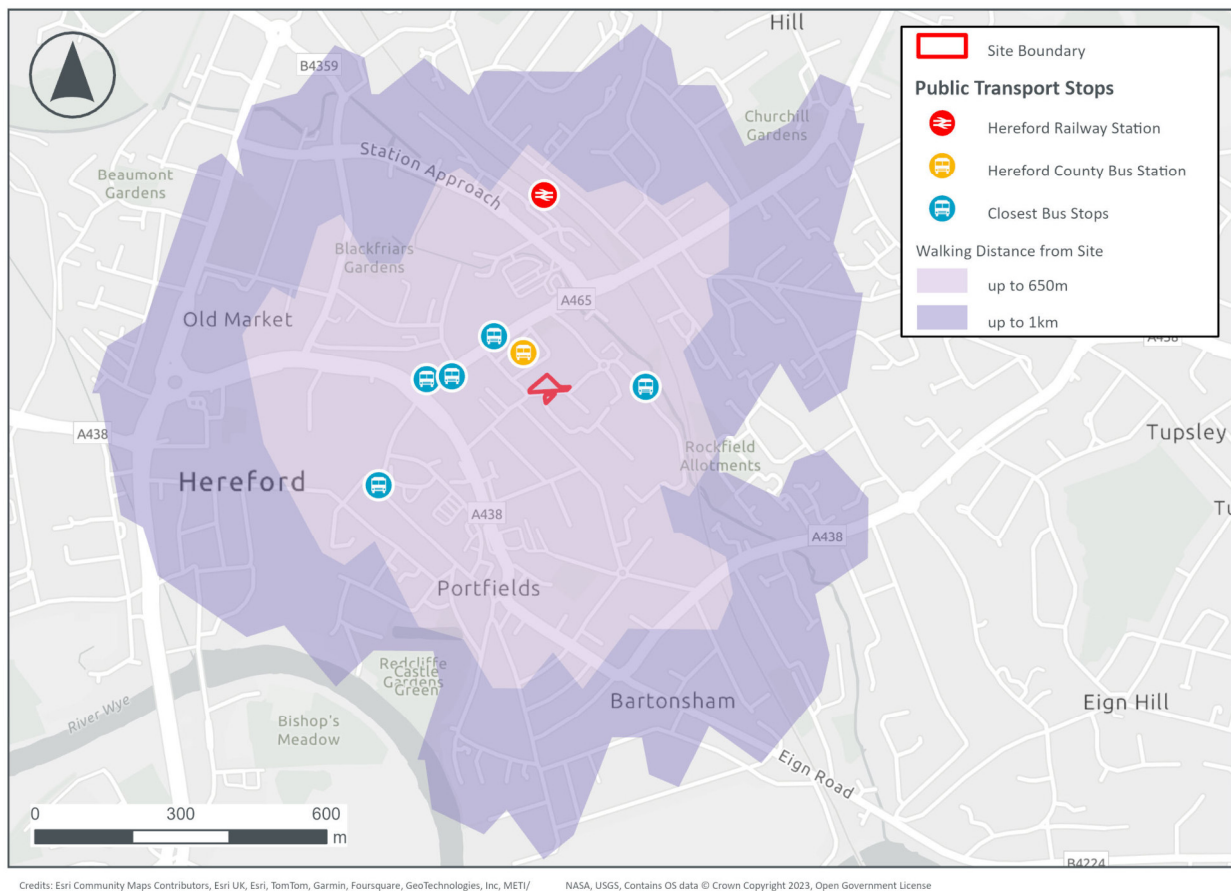
Destination	Principle stops	Operator	Frequency ³	
			Monday - Friday	Sunday
Birmingham New Street	Great Malvern, Worcester, Bromsgrove, University	West Midlands Railway	1 train per hour (08:29-21:25)	1 train per two hours
London Paddington	Great Malvern, Worcester, Oxford, Reading	Great Western Railway	4 trains per day (12:46-22:00)	3 trains per day
Manchester Piccadilly	Leominster, Ludlow, Shrewsbury, Crewe, Stockport	Transport for Wales	1 train per hour (08:13-20:48)	
Cardiff Central	Abergavenny, Cwmbran, Newport (some services extend to Swansea, Carmarthen and Tenby)		1 train per hour with an additional train every 2 hours (05:41-23:11)	1 train per hour

3.4.10 The above demonstrates that there are an excellent range of public transport services that staff and visitors at the site can utilise, that align with the anticipated operational hours of the education centre (Monday to Friday 08:00-18:00).

3.4.11 As will be discussed in further detail in Section 4 of this report, within the BREEAM guidance, a compliant transport node is any bus services with a stop within 650m and any railway stations within 1km of the main entrance, measured via a safe pedestrian route. Figure 3-7 therefore shows the nearest bus stops and rail stations to the site, of which are located within the required 650m for bus stops and 1km distance for rail stations.

³ Times refer to the first arrival and departure from Hereford Rail Station

Figure 3-7: Access to Public Transport Services

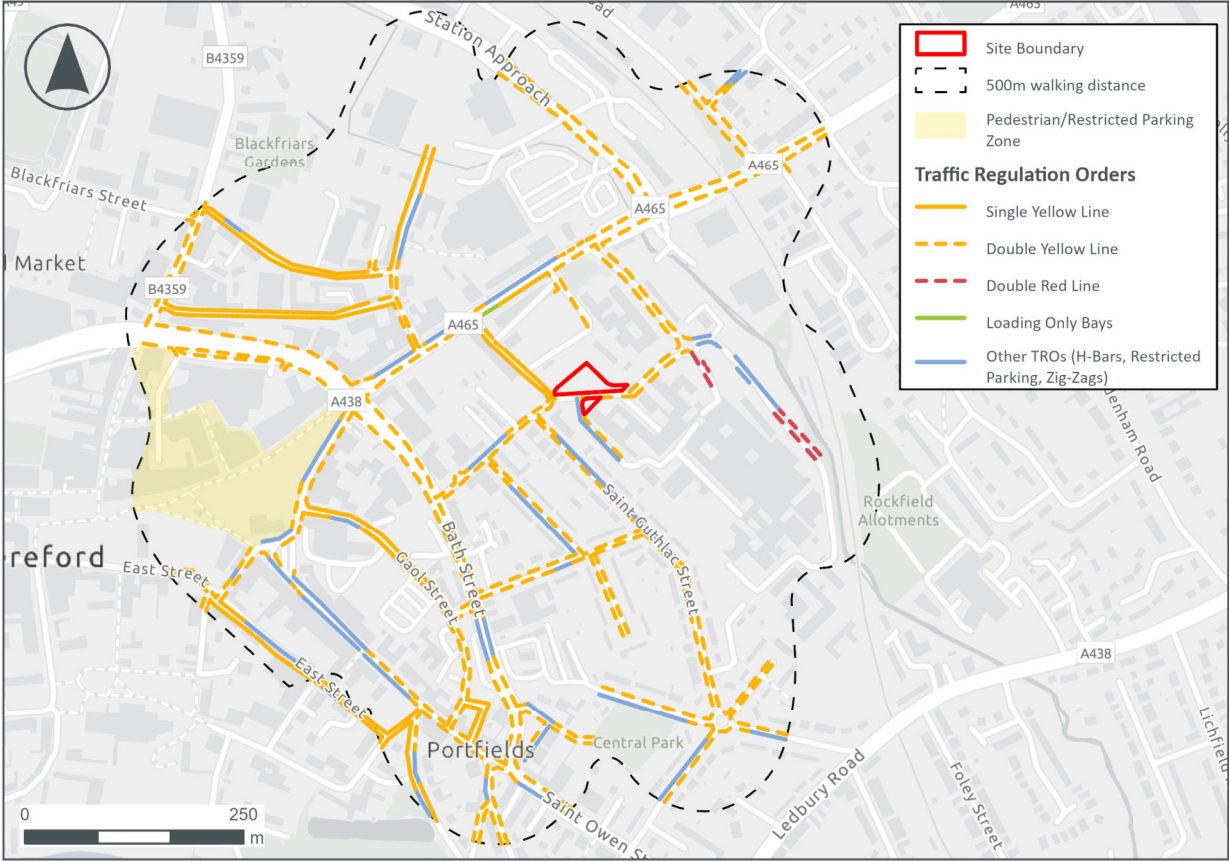


3.5 On-Street Parking Restrictions and Public Car Parking

3.5.1 The surrounding road network contains several Traffic Regulation Order (TRO) measures which restricts parking on the immediate highway network, as shown in Figure 3-8.



Figure 3-8: Traffic Regulation Orders

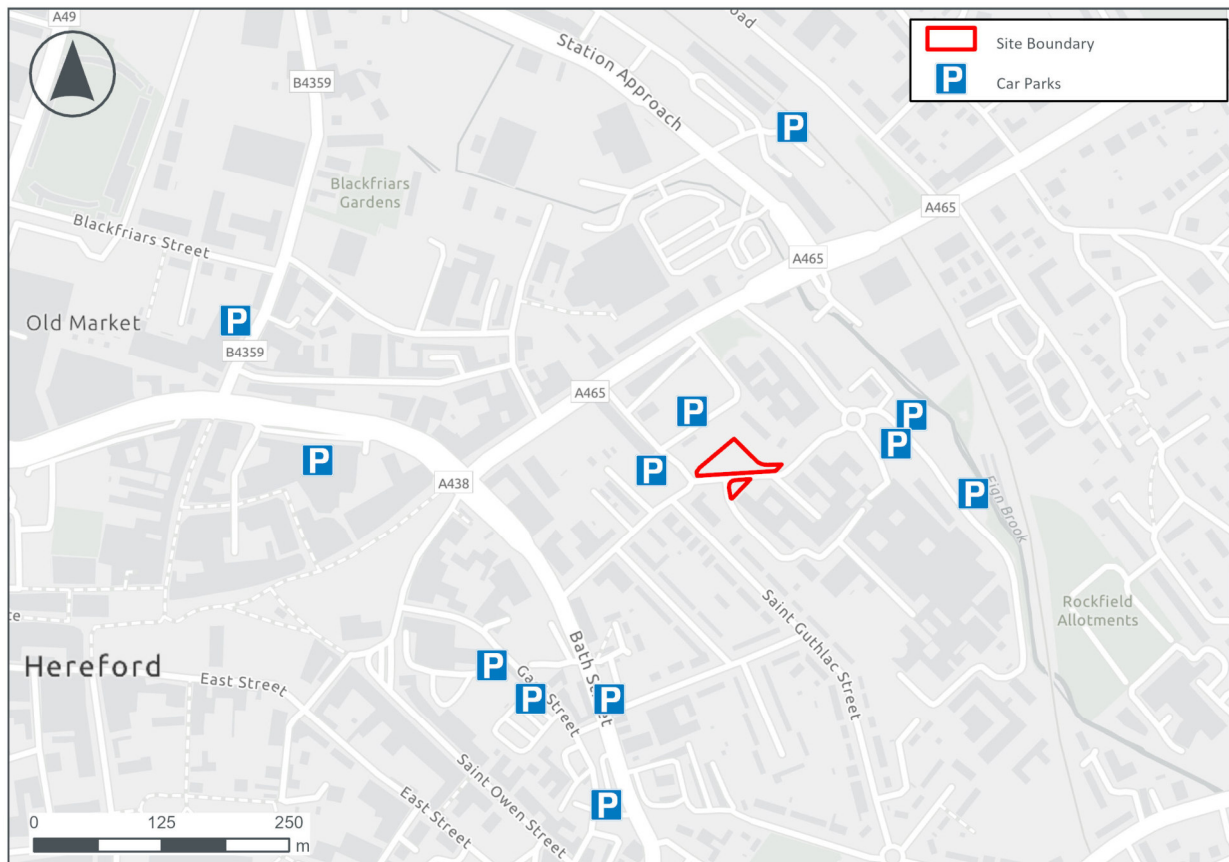


Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,

3.5.2 A review of alternative car parks has shown that extensive pay-on-exit and pay-and-display parking is available at the hospital including free parking for Blue Badge holders. Additional parking is available throughout the city either on-street or in car parks. The closest car parks available are shown in Table 3-5 and Figure 3-9:



Figure 3-9: Local Public Car Parks



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,

Table 3-5: Local Public Car Parks

Car Park Location	Distance from site	Walking time to site	Total Parking Spaces	Accessible Parking Spaces	Charging points	Daily Charges
Union Walk	100m	1 minute	27 + 1 motorcycle bay	1	0	£8
Bus Station	150m	2 minutes	991 + 1 motorcycle bay	2	0	£8
Hereford County Hospital Car Park 1	160m	2 minutes	38	Yes	0	Staff parking permit or £12 for 9 hrs
Hereford County Hospital Car Park 2	180m	2 minutes	105	Yes	0	Staff parking permit or £12 for 9 hrs
Hereford County Hospital Car Park 3	350m	4 minutes	23	Yes	0	Staff parking permit or £12 for 9 hrs
Venns Close	350m	5 minutes	75 + 1 motorcycle bay	1	2	£8
Shire Hall	400m	6 minutes	61 + 2 motorcycle bays	2	2	£14.40 for 8hrs
Gaol Street	400m	6 minutes	130 + 4 motorcycle bays	4	0	£14.40 for 8hrs



Car Park Location	Distance from site	Walking time to site	Total Parking Spaces	Accessible Parking Spaces	Charging points	Daily Charges
Bath Street	500m	7 minutes	76 + 1 motorcycle bay	1	0	£8
Maylord Orchards	500m	7 minutes	208 + 5 motorcycle bays	9	0	£14.40 for 8hrs
Garrick Multi-Storey	600m	8 minutes	399 + 4 motorcycle bays	12	2	£8
Hereford Station	600m	8 minutes	135	11	0 (charging points are available within Morrisons car park opposite the station)	£6.40
Total	-	-	2268 + 19 motorcycle bays	43 + additional in the HCH car parks	6+	-

3.5.3 Table 3-5 demonstrates that there are 12 car parks within 600m of the site. These provide a total of 2268 parking spaces + 43 accessible parking spaces. The maximum walking distance to a car park from the site is 600m or 11 minutes and the closest car park is within a 1-minute walk.

3.6 Local Highway Network

Union Walk

3.6.1 Union Walk is a single carriageway road which runs on a north-west to south-east alignment to the hospital entrance connecting to Kyrle Street/St Guthlac Street. The hospital is accessed via a priority junction off Union Street. Between the hospital entrance and Commercial Street the road is one-way northbound.

3.6.2 The carriageway measures approximately 7m in width between Commercial Road and Kyrle Street. Exceptions are a reduction to 3m where the footway widens to the south of the bus station, and an increase to 13m at the priority junction with the hospital road. It is subject to a 30mph speed limit. Lit footways are provided on both sides of the carriageway, varying between 1.5-5.5m in width.

Union Road – Stonebow linking road

3.6.3 The linking road, and associated hospital roads, are single carriageways which connect Union Walk to Stonebow Road and the hospital main entrance. The junction at Stonebow Road is via a 4-arm roundabout, with the eastern arm accessing the main hospital car park.

3.6.4 The carriageway measures between 3m and 6m in width. This widens at the junction with Union Walk and Stonebow Road roundabout. It is subject to a 10mph speed limit. Lit footways are provided on both sides of the carriageway, varying between 2m-5m in width.



Stonebow Road

- 3.6.5 Stonebow Road is a single carriageway which connects the hospital to Commercial Street. The road ends in a turning loop for hospital drop-offs, whilst a service road routes south past the hospital and main car park.
- 3.6.6 The carriageway measures 6m in width. This widens to 13m at the junction with Commercial Street and hospital roundabout. It is subject to a 30mph speed limit. Lit footways are provided on both sides of the carriageway, varying between 2m-3m in width.

Kyrle Street

- 3.6.7 Kyrle Street is a single carriageway which connects the hospital and Union Walk to A438 Bath Street and the city centre. The road ends at a priority junction with the A438.
- 3.6.8 The carriageway measures 5m in width and is subject to a 30mph speed limit. Lit footways are provided on both sides of the carriageway, varying between 1.5m-2m in width.

Commercial Road

- 3.6.9 Commercial Road is a single carriageway road which connects the city centre and A465. The road forms signalised crossroads at each end and provides a main route out of Hereford to the north-east.
- 3.6.10 The carriageway measures between 10-17m and is at times formed of multiple lanes at key junctions. It is subject to a 30mph speed limit. Lit footways are provided on both sides of the carriageway, varying between 2m-7m in width. There are frequent signalised crossings along the road.

3.7 Summary

- 3.7.1 The review has demonstrated that:
- The site is located in a highly accessible location with the nearest bus stops located at the hospital entrance, and Hereford County Bus station adjacent to the site to the north. A range of local and regional buses available from the bus station, as well as other bus stops within 650m of the site as per BREEAM guidance (further detail on BREEAM guidance is provided in Section 4 of this report).
 - There is convenient access to a range of existing local facilities including eateries, shops and city centre amenities which staff and visitors may choose to use during break periods or visit as part of journeys to/from the site. This includes amenities which are within 500m of the site, which



are considered to be accessible under BREEAM guidance, further information regarding this is set out in Section 4 of this report.

- Facilities along the Commercial Road and into Hereford City Centre are accessible via a good network of walking and cycling routes, and public transport.
- There are a wide range of off-site parking opportunities in close proximity of the site.

4 BREEAM Compliance

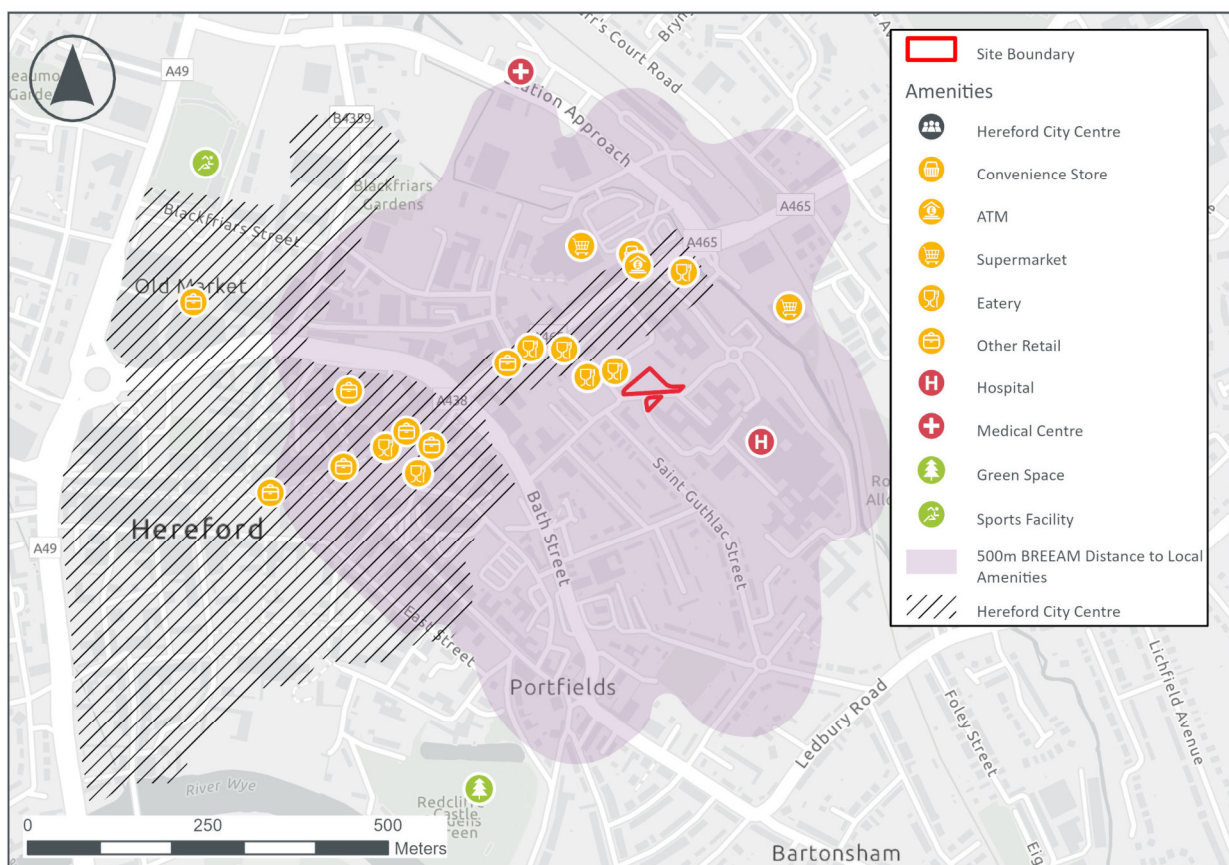
4.1 Overview

- 4.1.1 As outlined in Section 2, BREEAM is a sustainability assessment that evaluates the environmental credentials of a development.
- 4.1.2 To achieve BREEAM credits, an additional level of assessment has been undertaken, as set out below.

4.2 Accessibility

- 4.2.1 BREEAM guidance states that a site-specific travel assessment shall cover accessible amenities within 500m. Table 4-1 demonstrates that there are a range of local facilities located within 500m of the buildings access, in line with BREEAM guidance.

Figure 4-1: Amenities located within 500m of site



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,

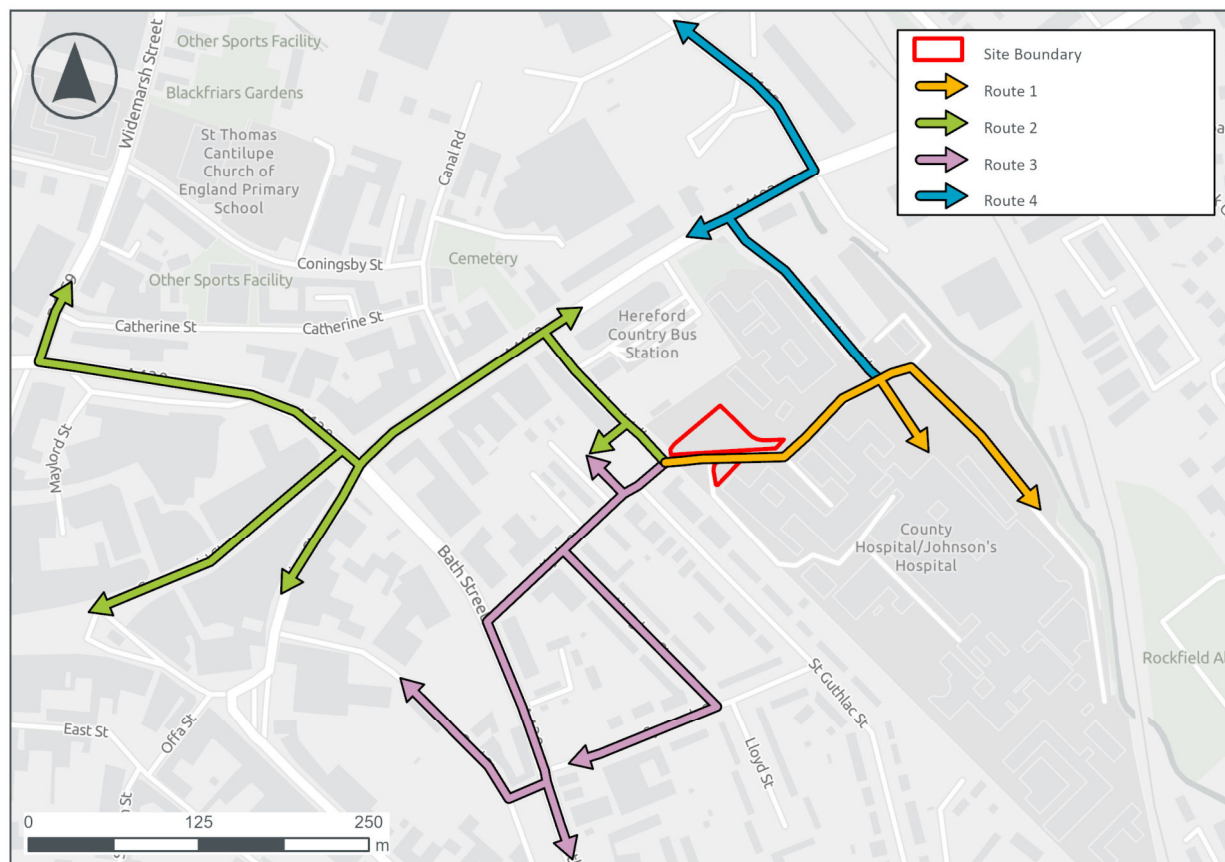
Table 4-1: BREEAM Walking Distance (500m) – Local Amenities

Amenity	Amenity Type	Distance from Site
Hereford Hospital	Medical	190m
Union Coffee Shop	Eatery	120m
The Bus Station Café and Takeaway	Eatery	140m
The Walk Café	Eatery	180m
Various Eateries – Commercial Road	Eatery	200m-300m
KFC Hereford Stonebow Road	Eatery	290
Various Eateries - Commercial Street	Eatery	400m-600m
Various - Union Street	Eatery	400m-500m
Londis – Texaco Service Station and ATM	Convenience Store	300m
Lidl Supermarket	Supermarket	400m
Morrisons Supermarket	Supermarket	500m

4.3 Key Walking and Cycling Routes

- 4.3.1 Based on the findings of a site visit and a desktop assessment, a series of routes have been identified between the development site and the local amenities, facilities and car parks noted in the previous sections of this chapter. The pedestrian and cycle facilities along each of these routes is summarised below in Table 4-2, and the routes shown spatially in Figure 4-2.

Figure 4-2: Key Walking & Cycling Routes



Credits: Contains OS data © Crown Copyright and database right 2023

Table 4-2: Pedestrian and cycle facilities on key desire lines

Route	Description	Pedestrian Infrastructure	Cycle Infrastructure
1	Provides access to: -Hereford County Hospital -Hereford County Hospital bus stop -Hereford County Hospital car parks 1, 2 and 3.	<p>Lit footways are provided on all sides of the unnamed roads within the hospital site with the exception of some department access and service roads.</p> <p>Pedestrian crossings with drop kerbs/tactile paving are provided at key locations up to the Stonebow Road roundabout. This provides a continuous route along the north side of the road with a crossing point opposite the Gwynda Downs building providing access to the south side of the road and hospital drop-off loop.</p> <p>There is no dedicated crossing on Stonebow Road to the north or south, although a pedestrian crossing with drop kerbs/tactile paving is available on the eastern and western arm.</p> <p>Pedestrian routes to the car parks are available via the hospital drop-off loop and internal footways within the hospital site.</p> <p>This includes a pedestrian crossing with drop kerbs/tactile paving across Car Parks 1 and 2 as part of a route through to the LIDL car park.</p>	<p>The link road from Union Walk to Stonebow road is marked in the Hereford walking and cycling map as a 'Suggested route on a quiet suburban road for the safest way through the city centre'.</p>



Route	Description	Pedestrian Infrastructure	Cycle Infrastructure
2	Provides access to: -Local amenities along Commercial Road, the A438 and the city centre -County Bus Station -Bus stops along Commercial Road -Union Walk car park -Bus Station car park -Maylord Orchards car park -Garrick Multi Storey Car Park	Union Walk south of the hospital access towards the A438 is a segregated lit footpath. North of the hospital access, lit footways are provided with a shared footway/cycleway on the east side of the road. Drop kerbs are provided at the entrance to the bus station and bus station car park. Elsewhere, drop-kerbs are generally provided with some gaps. Signalised pedestrian crossings are provided where Union Walk forms junctions with the bus station and Commercial Street. An alternative route is available via a cut through to Coningsby Street which links to the Old Market or Morrisons Car Park and alternative route to the railway station. Signalised pedestrian crossings are provided at the Commercial Road/A438 junction and opposite Widemarsh Street. Much of the city centre is 20mph and pedestrianised which offers a safe alternative walking/cycling environment.	Union Walk and a route through the bus station is marked in the Hereford walking and cycling map as a 'Suggested route on a quiet suburban road for the safest way through the city centre'. Much of the city centre is 20mph and pedestrianised which offers a safe alternative walking/cycling environment. Cyclists may use the cut-through to Coningsby Street but must dismount and navigate a short set of stairs.
3	Provides access to: -Local amenities to the south of Hereford -Venn Street, Gaol Street and Shire Hall car parks	Lit footways are provided along all roads with intermittent drop kerb provision. Junctions along Bath Street have intermittent drop kerb provision. Along Bath Street a signalised pedestrian crossing is provided south of Symonds Street/Gaol Street. This is the only dedicated crossing facility.	Union Walk/St Guthlac Street is marked in the Hereford walking and cycling map as a 'Suggested route on quiet suburban road for the safest way through the city centre'.
4	Provides access to: - Local amenities along Commercial Road and the A465 -Hereford railway station -Hereford railway station car park	Lit footways are provided on both sides of Stonebow Road, Commercial Road and the A465. Signalised pedestrian crossings are available at the following locations: -Stonebow Road/Commercial Road -A465/Commercial Road -A465/Station Approach junctions.	Stonebow road is marked in the Hereford walking and cycling map as a 'Suggested route on a quiet suburban road for the safest way through the city centre'. The A465 has a shared footway/cycleway along its length with crossing provision at drop kerbs and several signalised junctions at key locations such as outside of the railway station and supermarket.

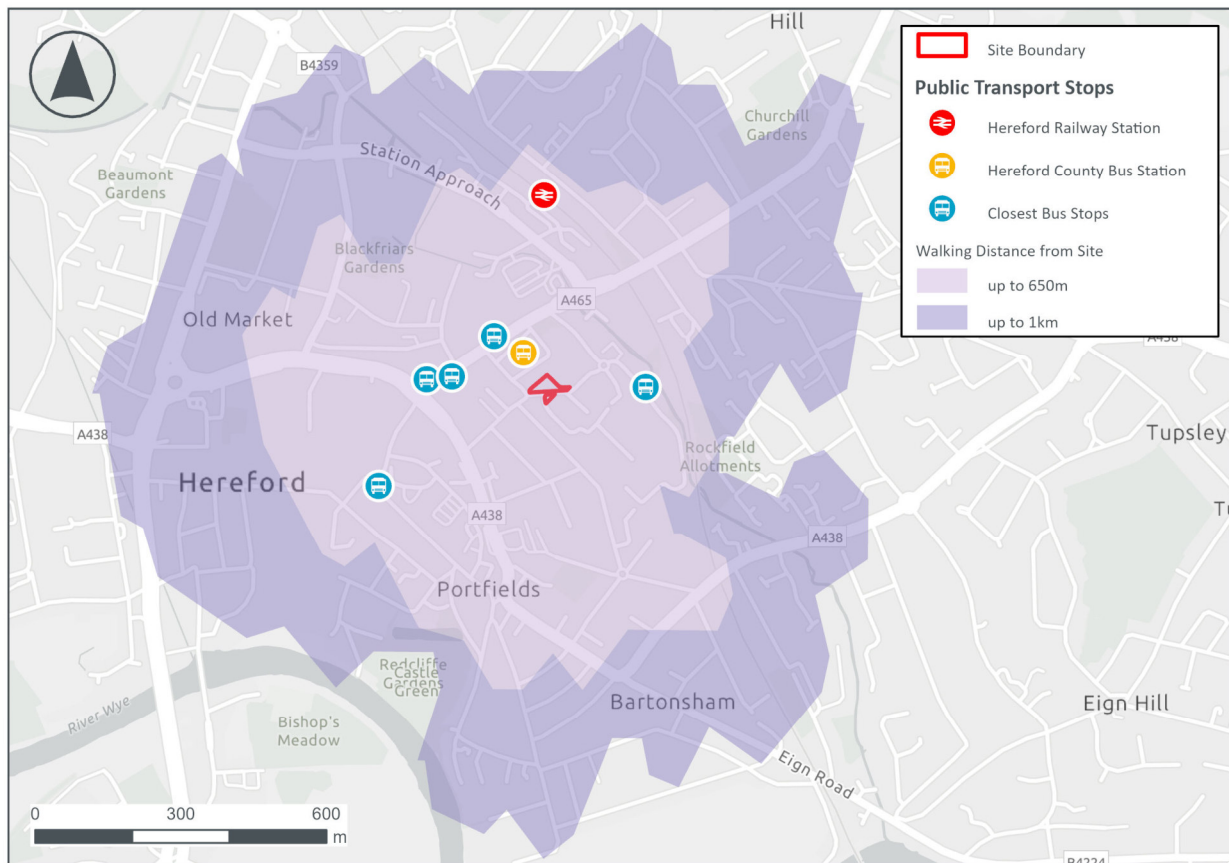
4.4 BREEAM Accessibility Index

- 4.4.1 Within the BREEAM guidance, a compliant transport node is any bus services with a stop within 650m and any railway stations within 1km of the main entrance, measured via a safe pedestrian route. The service must provide transport from, or onward travel to, either an urban centre, major transport node or a community focal point. Tables 3-3 and 3-4 and Figure 4-3 demonstrate that several nodes are within a compliant distance.
- 4.4.2 Only local services should be assessed, and any national public transport services should be excluded, unless such a service can also provide a local commuter service. Within Hereford many 'Market Day' bus routes operate, and as such only frequent/daily services have been assessed.

4.4.3 In line with BREEAM guidance, only the services which occur within the building's 'hours of operation' are included in the AI. The proposed development falls under the 'Healthcare' category outlined in Tra01.2 of the BREEAM guidance. The hours of operation for this use are 07:00-20:00.

4.4.4 The BREEAM AI tool elicits an accessibility index for this site of **9.21**.

Figure 4-3: Public Transport – BREEAM Distances



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/ NASA, USGS, Contains OS data © Crown Copyright 2023, Open Government License

With Bus Station Relocation

4.4.5 As part of HC's Levelling Up Fund (LUF) bid, the relocation of the County Bus Station is a priority. Whilst details are emerging, this would see the bus station moved adjacent to the railway station. There is therefore a possibility that the index described above will become outdated.

4.4.6 As such, an alternative accessibility index has been calculated which puts any services associated with the County Bus Station at 600m away, in line with the station. This assumes that all services will move to the new location and service patterns will remain the same.

4.4.7 The potential future BREEAM AI tool elicits an accessibility index for this site of **8.69**.

4.4.8 The results of the BREEAM Accessibility Index Tool are available in **Appendix A**.



4.5 On-Site Facilities

- 4.5.1 A total of 24 BREEAM compliant cycle parking spaces are to be provided on site to encourage access to the site by bike.

4.6 Summary

- 4.6.1 Whilst this report has demonstrated that the development is considered to be in an accessible location in accordance with IHT guidance, as outlined in Section 3 (Baseline Conditions), a review of BREEAM compliance has demonstrated that there are accessible routes available for all users, including disabled users, to access the site.

5 Development Proposals

5.1 Overview

- 5.1.1 The development will provide a new 1,800m² Education Centre adjacent to the Gwyndra Downs building, located within the wider Hereford County Hospital site area.
- 5.1.2 The development will consolidate existing teaching spaces across the hospital into a purpose built education centre. The centre will continue to accommodate training facilities for staff at Hereford Hospital itself, as well as other hospitals and/or universities across the region.
- 5.1.3 The proposed development is to include:
- A state of the art simulation ward area with the ability to run a four patient scenario for fully immersive high fidelity MDT training;
 - An IT suite co-located with library and information services;
 - A 182 seater lecture theatre with flexible layout to allow large plenary and smaller breakout sessions;
 - Several large clinical skills rooms equipped with clinical models and simulation equipment for examination and procedure training plus all the requirements to deliver Resuscitation Council courses for adult and paediatric care;
 - Classrooms sizes suitable for large and small groups as well as study pods and smaller rooms for educational supervision, coaching and feedback; and,
 - Administration areas and office space for the education team including hot desks and a dedicated welcoming reception facilities for refreshments and toilets.
- 5.1.4 The education centre will predominantly accommodate staff already on site and would not generate the demand for additional parking. It is pertinent to note that the building will result in a loss of 15 car parking spaces, including three accessible spaces.

5.2 Access Strategy

Vehicular/Emergency Access

- 5.2.1 Vehicles requiring access to the site will be limited to service and emergency vehicles, given that no car parking spaces are to be provided on site. Access will continue to be made via the existing hospital access road off Union Walk.
- 5.2.2 Access will be maintained for the Gwyndra Downs building, where car parking will continue to be provided for users of this building.



Servicing

- 5.2.3 Refuse collection is to continue to operate under the current situation, using a tug train to collect refuse from various buildings on the hospital site and to consolidate refuse in a central location for collection.
- 5.2.4 In addition, deliveries to the on-site café will be carried out using the tug train, whereby deliveries will be distributed across the hospital site from a centralised location.

Pedestrian and Cycle Access

- 5.2.5 Pedestrian access to the site will continue to be provided via the hospital access of Union Walk. Existing pedestrian priority crossings are located at the access road and at the vehicular access junction itself to accommodate pedestrian desire lines.
- 5.2.6 In order to ensure that the windows of the proposed building do not obstruct the adjacent footway on Union Walk, it is proposed that the footway at the northern side of the carriageway on Union Walk (southern boundary of the site) be reduced to 2.0m wide. The proposed extent of footway to be reduced is shown at **Appendix B**.
- 5.2.7 The access road is subject to a 10mph speed limit, combined with a change in road surfacing to block paving, indicating to drivers that they are entering a pedestrianised area and thus encouraging lower vehicle speeds.
- 5.2.8 It is therefore considered suitable for cyclists to be on carriageway, mixed with vehicles in accordance with section 7.6 of LTN 1/20.

Parking Provision

Cycle Parking Standards

- 5.2.9 Section 2 of HCC '*Highways Design Guide for new development*' outlines parking criteria for the county and provides the following cycle parking standards for places of further education:
- One space per six staff
 - One space for 20% of pupils (visitors)
- 5.2.10 In addition, BREEAM guidance requires a minimum of four compliant cycle parking spaces.

Cycle Parking Provision

- 5.2.11 A total of 32 cycle parking spaces are to be provided on site to accommodate staff and visitors who may choose to cycle to the venue. This includes 24 covered cycle spaces and 8 uncovered cycle hoops.
- 5.2.12 The use of the cycle parking on-site is to be monitored as part of the measures outlined in the Travel Plan, should demand exceed supply, the provision of additional cycle parking spaces shall be investigated.

Car Parking Provision/Management

- 5.2.13 The development will consolidate existing teaching spaces across the hospital into a purpose built education centre. The facility will therefore predominately accommodate staff already on site. As such, no additional dedicated car parking spaces will be provided.
- 5.2.14 It is therefore reasonable to conclude that there is already a high level of off-street parking within the immediately surrounding area, which could accommodate the parking demand associated with the site and any reductions in existing parking provision. Prices for public parking are likely to be higher than that for staff who have parking permits (which range per band but are typically 1% of staff's salary), however, this may further encourage staff to travel by more sustainable modes if they are able to do so.



6 Travel Plan Management and Coordination

6.1 Introduction

- 6.1.1 The management and implementation of the Travel Plan will form an integral part of the development process.

6.2 Travel Plan Coordinator

- 6.2.1 A Travel Plan Coordinator (TPC) who will be responsible for the implementation, administration and monitoring of the TP will be appointed three months prior to the occupation of the development and will likely be a member of the hospitals existing Sustainable Transport Committee (STC) which steers and monitors the hospitals wider Travel Plan and all associated actions.

6.3 Timescales

- 6.3.1 When appointed, the contact details of the TPC will be supplied to Herefordshire Council within one month of appointment. In the event of a change in TPC, the updated details will be provided as soon as possible.
- 6.3.2 The TPC role will be required for an initial period for 5 years from first occupation and will be managed in accordance with the Action Plan in Section 7. Following this period, the Travel Plan measures within Section 5 such as public transport information will continue.

6.4 Roles and Responsibilities

- 6.4.1 The TPC's role is to ensure that the actions given in the TP are implemented and the targets are met. The main responsibilities will be:

Table 6-1: Roles and Responsibilities

Role	Tasks
Overall Plan Management	Managing implementation of the TP; Acting as a main point of contact for employees and visitors with queries regarding sustainable transport; and Acting as a main point of contact with Herefordshire Council to inform on progress of TP.
Travel Initiatives	Initiating measures contained within the TP; Promoting Travel Plan measures through a Welcome Pack for staff or Information Pack for visitors, as well as other marketing measures; Liaising with public transport operators and other local stakeholders; and Promoting the plan to the outside community.
Engagement and Consultation	Facilitate ongoing consultation with employees and visitors through a number of means including; during staff meetings, notice boards, events etc.
Monitoring and Review	Undertake initial travel survey of employees; Monitor the effectiveness of TP measures in accordance with the strategy laid out later in this report; and Provide monitoring report to the local authority upon request.



Role	Tasks
Implementing Additional Measures	Liaising with local authorities and other stakeholders to identify additional sustainable travel measures should they be required.

6.5 Travel Plan Liaison

- 6.5.1 The TPC will liaise regularly with Herefordshire Council to ensure the Travel Plan is implemented successfully. If there is a change in TPC, updated details will be shared with HC.



7 Targets, Review and Monitoring

7.1 Introduction

7.1.1 The management and implementation of the Travel Plan will form an integral part of the development process. Targets have been set in line with the wider Travel Plan for the hospital.

7.2 Targets

7.2.1 The primary aim of the Travel Plan is to promote sustainable methods of traveling to and from the site. It is not required to reduce the number of single occupancy car journeys to and from the site due to its accessible location and lack of parking being provided. This chapter provides an indication as to the overall impact that this Travel Plan could have on reducing car trips.

7.2.2 Targets are used to monitor whether the Travel Plan is meeting the above objectives. These targets are 'SMART' in nature, in line with the HCH TP:

- **S**pecific, to say precisely what is being achieved;
- **M**easurable over the duration of the target;
- **A**ppropriate and linked to the overall objectives of the local authority accessibility strategy;
- **R**ealistic in terms of the potential for being achieved; and
- **T**ime bound – the target must define a date by which it is expected to be achieved.

7.2.3 The site sits within the wider HCH site and as such the targets may be similar to the HCH Travel Plan. Due to the site's low level of car parking, accessible location and the likely travel patterns of existing employees, these targets should be adjusted to reflect the sustainable nature of the site.

7.2.4 As the details of staff who will be based at the site are currently unknown, the TPC will issue a baseline survey to all employees within six months of initial occupation. From this survey, modal splits and specific targets can be derived.

7.3 Consultation Methodology

7.3.1 A successful Travel Plan ultimately relies on the commitment from the people for whom it is intended. Therefore, a key element of any Travel Plan is consultation with key stakeholders to establish how they currently travel, and, if they travel in a single occupancy car, what incentives would be required to encourage them to travel by more sustainable modes of transport.

7.3.2 The TPC will be responsible for monitoring travel patterns and undertaking consultation for the site. It is recommended that this is undertaken with staff in two stages:



- **Stage 1** – Upon occupation, all staff will receive an updated Welcome Pack specific to the new building. Similar Travel Packs for visitors will also be provided. The Welcome/Travel Pack will introduce the concept of a Travel Plan, the associated benefits and how they can get involved, and sustainable travel options for the site. Information on nearby car parks will also be provided.
- **Stage 2** – Within 6 months of first occupation, a baseline travel survey will be supplied to all employees specific to this building which will feed into the wider hospital travel plan. This can be electronically or in-person as appropriate. This will be replicated annually for a period of at least five years. This will be used as a monitoring tool and to gather the following information:
 - Specific details on all frequent journeys made, including the location, origin, destination, distance travelled, time travelled, and mode of transport used etc.;
 - Reasons why the current modes are used, including health, environmental, time, financial, and comfort etc.;
 - Willingness to use alternative modes;
 - Incentives to use more sustainable modes; and
 - Any transport related issues staff wish to raise.

Visitor surveys

- 7.3.3 Any visitors will receive an Information Pack. The Information Pack will introduce the concept of a Travel Plan, the associated benefits and how they can use sustainable travel options to the site. An accompanying questionnaire could also be investigated to gather thoughts and opinions to feed into the above methodologies.

7.4 Monitoring

- 7.4.1 Monitoring the Travel Plan is essential in gauging the success of any adopted measures and the progress towards targets. The HCH Travel Plan, whilst not formally adopted, targeted frequent reviews and monitoring to ensure measures stay up-to-date. Following on from the 2022 review, the next revision is scheduled for 2025. Similar monitoring and review timescales can be targeted for this TP.

Baseline Surveys

- 7.4.2 A baseline attitudinal survey will be issued to employees within six months of first occupation of the development. An incentive will be provided to complete the survey, such as a free prize draw, which will help sustain interest and result in a higher return rate. Surveys will be offered online or via paper surveys depending on viability and operation of the site.



- 7.4.3 The results of these surveys will be collated within a baseline monitoring report, which will be sent to HC within three months of the monitoring surveys finishing. The baseline monitoring report will also include proposed targets for agreement by HC, based on the findings of the baseline surveys.

Future Monitoring Surveys

- 7.4.4 Following the baseline survey, attitudinal surveys will be undertaken biennially (i.e. Years 1, 3 and 5) to review the effectiveness of the TP against agreed targets. As per the baseline survey, surveys will be offered online or via paper surveys depending on viability and operation of the site.
- 7.4.5 The results of these surveys will be collated within a monitoring report, submitted to HC within three months of the surveys finishing. It will summarise the following information:
- Survey methodology e.g., survey dates, number of staff surveys, response rate etc;
 - Progress against agreed targets;
 - Take-up of travel plan measures, including personalised travel planning; and;
 - Details of remedial measures should targets not be met.
- 7.4.6 Monitoring will continue to be undertaken annually for a period five years after the baseline surveys are undertaken. Should the targets not be achieved within this timescale, requirements for further monitoring will be discussed and agreed with HC.

Visitor Surveys

- 7.4.7 Any information gathered from visitors can be fed into the wider reporting and monitoring of surveys.



8 Travel Plan Measures and Initiatives

8.1 Introduction

8.1.1 This section details measures and initiatives that are deemed relevant and practical in relation to the development proposals to ensure the success of the TP. Given the nature of the development, the TP for the education centre will primarily focus on the travel modes of employees using the site, with some measures providing benefit to staff and visitors. In order to meet the aims and objectives set out in this TP, a number of measures will be implemented. The proposed measures are split into the following categories:

- Site Layout and Design;
- Measures to promote and encourage cycling and walking;
- Measures to promote and encourage the use of public transport; and
- Measures to promote and encourage car sharing;

8.1.2 Details are also provided in this section regarding the proposed marketing and promotion strategy.

8.2 Site Layout and Design

8.2.1 The site will have a relatively small footprint within the parcel of land as part of the wider hospital site. The site will result in a net loss of parking and will not provide any additional parking facilities. This will encourage journeys to/from the site by foot and by public transport.

8.2.2 This site will integrate with existing footway networks around the wider hospital site and will offer seamless connections to wider walking and cycling networks.

8.3 Measures to promote and encourage cycling and walking

8.3.1 The following measures will be implemented to promote and encourage all staff/visitors at the site to travel on foot or by bike for local trips:

- Local maps, such as the Hereford City Centre Mini Map for cycling and Hereford Walking and Cycling map, showing walking and cycling routes and journey times to key local facilities and public transport infrastructure to be disseminated through the Welcome/Information Pack and other marketing material.
- Information about apps and websites that allow walking and cycling route planning, such as Strava and Cycle Streets.
- Information on local and national walking and cycling events, such as Walk to Work Week, published in the marketing regime.



- Website links to national websites such as Sustrans and local sites such as HC's dedicated walking/cycling page, to be advertised through the marketing regime.
- Information on the economic, social, environmental and the health benefits of walking and cycling, to be included within the marketing regime
- Links to pages such as HC's Park and Cycle/Rail and Cycle initiatives, cycle lessons, walking and cycling events.
- Information on local Bicycle User Groups, to be included within the marketing regime.

8.4 Measures to promote and encourage the use of public transport

8.4.1 The following measures will be implemented to promote and encourage all staff/visitors at the site to use public transport:

- Direct pedestrian links to existing public transport infrastructure north and south of the site with clear information on how to reach these.
- TPC will investigate discounts on bus and rail tickets with service providers and include details of any discounts available in the Welcome/Information Pack and other marketing material.
- Links to journey planning websites and apps such as Traveline, Stagecoach, West Midlands Railway, Great Western Railway and Transport for Wales as well as local operators, published as part of the marketing regime.
- Maps such as the Herefordshire County and Hereford City bus maps, timetable and fare information from the HC/individual operator websites and service changes to be included within the marketing regime.
- Information on the benefits of public transport use to be included within the marketing regime.

8.5 Measures to promote and encourage car sharing

8.5.1 The development proposals will result in a total loss of 15 parking spaces. Furthermore, existing Traffic Regulation Orders (TROs) are in place on the surrounding highway network, ensuring that access to the hospital remains clear and that on-street parking spaces are restricted. This would prevent any vehicles associated with the site operation or loss of parking as a result of the proposals being displaced on local streets.

8.5.2 As demonstrated at Figure 3-9 and Table 3-5, there are a number of publicly available car parks within close proximity of the site, that visitors and staff may choose to use via car sharing.

8.5.3 Car sharing can be an effective means of easing traffic congestion and facilitating the achievement of sustainable travel objectives. Whilst car journeys to the site are expected to be minimal, for those who do need to drive, car sharing can represent an effective mechanism for reducing the volume



of trips to and from work. The following measures will be implemented to promote car sharing at the site:

- 8.5.4 Distribute information on free to use public car sharing websites and schemes such as HC's Park and Share initiative and Liftshare (<https://liftshare.com/uk/search/from/hereford>) and Liftshare For Work (<https://www.mobilityways.com/liftshare-for-work/>).
- Information about what car sharing is and its benefits will be included within the marketing regime.
 - Information on car sharing events such as Liftshare week be included within the marketing regime.

8.6 Marketing and Promotion

- 8.6.1 To ensure that car use is minimised in and around the site, it is important to make staff/visitors aware of the alternatives available to them. Information provision and publicity is therefore an important part of the Travel Plan. The following channels of information dissemination are proposed:

Welcome/Information Packs

- 8.6.2 An updated Welcome Pack will be prepared by the TPC for all staff at the site immediately on occupation. Any visitors will be provided with a similar Information Pack.
- 8.6.3 This pack will give details of travel options in an informative and appealing format, using maps and text. The content of this information pack will likely include:
- Walking and cycle maps to show routes in relation to nearby amenities.
 - Information on the health benefits of walking and cycling.
 - Site specific public transport information, with timetables included.
 - Information on HC's Park and Share initiative.
 - Information about the Travel Plan and other services supporting sustainable travel.
 - Contact details for the TPC and other contacts for travel information.

Links to the existing Travel Plan

- 8.6.4 This TP will feed into the wider HCH Travel Plan. Any copies of the original/updated HCH Travel Plan will be provided along with contact information for the HCH TPC is available.



Newsletters

- 8.6.5 The TPC will organise for the provision of newsletters and posters that will inform staff/visitors of updates to active travel and public transport routes and upcoming events. These could either be shared electronically, or displayed in suitable locations onsite. Each of these will be provided every 6 months.

Smartphone Apps

- 8.6.6 Employees and visitors will be made aware of numerous smartphone apps such as National Rail Enquiries, National Cycle Network and MapMyRide. These apps can help plan/map out journeys via foot, cycle and public transport within the local area.
- 8.6.7 Links and QR codes to download these apps from the relevant App Store would be provided on a travel information card to be prepared by the TPC.

National Rail Enquires



This app gives real time departure and arrivals at any Railway Station in the UK. Select your favourite stations and plan your rail journey.

West Midlands Railway (WMR)/Transport for Wales (TfW)/Great Western Railway (GWR)



The official apps by WMR/TfW/GWR which provide timetable and stop information for train services across the UK. It provides information about how to purchase tickets, integrated with mapping apps and is location aware. You can use electronic tickets and pay using several payment methods.

Cycle Streets



Cycle journey planner that enables you to plan routes anywhere in the UK, with a choice of three routing modes to suit a range of cyclists from beginner to regular commuter.

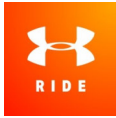
Strava



Track your rides. See your progress. Compare your performance against others, disaggregated by age and weight. Join sponsored challenges. Register with www.strava.com.



Map My Ride



Live route map with distance, elevation, calories burnt and Voice prompts. Search common rides and post times and records to social media. Register with www.mapmyride.com to join sponsored challenges, connect with other riders and win prizes for riding.

Map My Walk



Mobile walk tracking experience, backed by the world's largest digital health and fitness community.

Liftshare Companion



Instant messaging service for Liftshare members to request and confirm trips as driver or passenger.

9 Action Plan

9.1.1 The measures outlined in this Travel Plan have been organised into an action plan, clearly identifying the timescales for each measure and the party responsible.

Table 9-1: Action Plan for Travel Plan Measures

Action	Target Date	Method of Monitoring	Responsibility	Method of Publicity
Management				
Appointment of TPC	Three months prior to first occupation	N/A	Developer	N/A
Production of Welcome Pack	One month prior to first occupation	N/A	TPC	N/A
Marketing, Promotion and Awareness				
Distribution of Welcome/Information Pack	On occupation	N/A	TPC	N/A
Promotion of public transport and cycling & walking (static information.	On occupation/upon visiting the site and ongoing	N/A	TPC	Welcome Pack and Marketing Regime
Measures to Promote Public Transport				
Investigate discounts on bus and rail tickets with service providers	On occupation/upon visiting and ongoing	N/A	TPC	Welcome Pack and Marketing Regime
Links to journey planning websites	On occupation/upon visiting and ongoing	Public transport mode share/questionnaires	TPC	Welcome Pack & Marketing Regime
Provision of public transport information (benefits, frequency, bus stops, train stations, information on fares)	On occupation/upon visiting and ongoing	Public transport mode share/questionnaires	TPC	
Measures to Promote Walking and Cycling				
Provision of information on the health benefits of walking and cycling	On occupation/upon visiting and ongoing	Walking/cycling mode share/questionnaires	TPC	Welcome Pack
Provision of information on local footways and cycle routes	On occupation/upon visiting and ongoing	Walking/cycling mode share /questionnaires	TPC	
Promotion of annual events (Bike to Work Week etc)	On occupation/upon visiting and ongoing	N/A	TPC	Marketing Regime

Website links to national websites (such as Sustrans)	On occupation/upon visiting and ongoing	Walking/cycling mode share/questionnaires	TPC	Welcome Pack
Information on local Bicycle User Groups (BUG)	On occupation/upon visiting and ongoing	Cycling mode share/questionnaires	TPC	Welcome Pack
Measures to Reduce Car Use				
Staff and visitors to the site are to be clearly informed prior to arrival that there is no car parking provision available on site.	On occupation/upon visiting ongoing	N/A	TPC	Welcome Pack
Information on surrounding car parks (capacity, charges etc.) for those who still need to travel by car.	On occupation/upon visiting and ongoing	N/A	TPC	
Information on what car sharing is and its benefits	On occupation/upon visiting and ongoing	N/A	TPC	
Information on car sharing events such as Liftshare Week	On occupation/upon visiting and ongoing	N/A	TPC	
Monitoring Strategy				
Baseline Monitoring Survey	Within 3 months of 50% occupation	N/A	TPC	Marketing regime / by paper copy or email as required
Baseline Monitoring Results Report	Submitted to local authority within 3 months of completion of the baseline survey	Submission to Local authority	TPC	Marketing regime
Biennial Monitoring Survey	Annually for a period of five years from final occupation.	N/A	TPC	Marketing regime / by post or email as required
Biennial Monitoring Results Report	Submitted to local authority within 3 months of completion of each survey	Submission to local authority	TPC	Marketing regime
Questionnaires for visitors	Upon visiting or signing up to events	Feeding into mode share/survey data	TPC	Marketing regime / by post or email as required



Appendix A Accessibility Index Tool Results

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type:

No. nodes required:

Select

Hereford County Bus Station (part 1)

Public transport type	Bus									
Distance to node (m)	600									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.5	0.9	0.5	0.3	0.3	0.1	0.3	0.2	0.5	0.5

Hereford County Bus Station (part 2)

Public transport type	Bus									
Distance to node (m)	240									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.5	0.8	0.1	0.5	0.5	0.2	0.1	0.4	2.8	

County Hospital

Public transport type	Bus									
Distance to node (m)	600									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.7									

Merton Hotel

Public transport type	Bus									
Distance to node (m)	240									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.5	0.7	0.4	0.2	0.8					

Yates (formerly The Hop Pole)

Public transport type	Bus									
Distance to node (m)	280									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.9	0.8	0.8							

Hereford Railway Station

Public transport type	Rail									
Distance to node (m)	600									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	0.5	0.2	1.1						

NODE 7

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 8

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

Accessibility Index 9.21

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

Hereford County Bus Station (part 1)

Public transport type	Bus									
Distance to node (m)	600									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	0.5	0.9	0.5	0.3	0.3	0.1	0.3	0.2	0.5	0.5

Hereford County Bus Station (part 2)

Public transport type	Bus									
Distance to node (m)	600									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	0.5	0.8	0.1	0.5	0.5	0.2	0.1	0.4	2.8	

County Hospital

Public transport type	Bus									
Distance to node (m)	600									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	0.7									

Merton Hotel

Public transport type	Bus									
Distance to node (m)	240									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	0.5	0.7	0.4	0.2	0.8					

Yates (formerly The Hop Pole)

Public transport type	Bus									
Distance to node (m)	280									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	0.9	0.8	0.8							

Hereford Railway Station

Public transport type	Rail									
Distance to node (m)	600									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1	0.5	0.2	1.1						

NODE 7

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

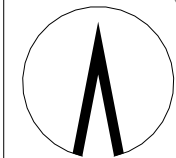
NODE 8

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

Accessibility Index 8.69



Appendix B Site Location



1 : 1250

Internal Project Reference
0359