

Traffic management

- 5.1.52 In order to deliver the strategic objectives outlined in Policy SS4 in the Spatial Strategy, development proposals will be expected to demonstrate how they have incorporated the traffic management and safety criteria set out in Policy MT1.
- 5.1.53 Herefordshire Council's *Local Transport Plan 2013-2015* (LTP) defines the following road hierarchy across the county:
- the strategic highway network - comprising the M50, A49, A465, and A40. The strategic highway links Hereford with the market towns and provides the principal routes into and throughout the county;
 - main distributor roads which comprise mainly A class routes that supplement the strategic network;
 - secondary distributor roads which comprise mainly B and C class roads that link movements to and from the main distributor network; and
 - local distributor roads that facilitate movement between rural settlements and parishes.

Policy MT1 – Traffic management, highway safety and promoting active travel

Development proposals should incorporate the following principle requirements covering movement and transportation:

1. 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;
2. 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;
3. 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;
4. 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;
5. protect existing local and long distance footways, cycleways and bridleways unless an alternative route of at least equal utility 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
6. 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.

Where traffic management measures are introduced they should be designed in a way which respects the character of the surrounding area including its landscape character. Where appropriate, the principle of shared spaces will be encouraged.

- 5.1.54 Development proposals should not inhibit the safe and efficient flow of the strategic network. The use of controls on access can positively contribute to the integration of sustainable modes of transport (walking,