

2023

Ledbury Town Council  
Traffic Management Working Party report



A traffic management  
plan for Ledbury

# A traffic management plan for Ledbury 2023

A report produced for Ledbury Town Council by the Traffic Management Working Party

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## 1. Introduction

- Improving the way we travel in and around Ledbury is recognised by Ledbury Town Council as being important because we need to improve traffic flow and vehicle accessibility in and around the town to create a safer environment for all road users.
- We need to develop more sustainable traffic flow measures to help make us less reliant on vehicular use to reduce pollution and enhance our environment, so making the town a better place to in which to live, work and visit. We also need to make improvements to aid non-vehicle users - including the disabled and other vulnerable groups - to feel safe in accessing and moving about the town.
- The Traffic Management Working Party (TMWP) was set up by the Planning, Economy & Tourism Committee to take a 'whole-town' approach on traffic issues.
- The aims were to:
  - Identify key points of traffic and road safety concerns in and around Ledbury
  - Analyse input to produce a report with conclusions and recommendations
  - Include past traffic management issues raised and outcomes/conclusions.
- Residents should note when reading the report that Ledbury Town Council has limited powers and budget to implement recommendations. The key purpose of the report is to help the Town Council use its community voice to impress upon Hereford Council the priority actions we wish them to help us take.
- In reviewing submissions before drawing conclusions and recommendations, the working party has borne in mind the Ledbury Town Council public realm priorities:
  - Footpaths, cycle ways and disabled access
  - The need to provide additional parking
  - Improving access to the railway station including to both platforms.
- A first task was to produce a 'Terms of Reference' (ToR) which is summarised in Appendix 1. Notified traffic issues going back up to 4 years have been considered.
- A trawl through past records, such as traffic matters raised with the Town Council by letter or email which still merited further consideration, traffic related newspaper articles and social media discussions on traffic topics, were identified as existing 'submission' issues for the WP to consider.
- To engage with as many residents as possible to identify the issues that mattered to them, an invitation for submissions was widely promoted. This resulted in a wide range of issues that people felt needed consideration. These included key concerns about parking and speeding, non-vehicle matters such as pedestrian safety on narrow pavements, footpaths and cycleways around the town, including for disabled and vulnerable users, and an accessible railway station (see a summary list in the appendices). Three resident surveys have also been conducted.

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## 2. Conclusions and key recommendations summary

- Started in 2018, this report production lost a few years progress through the COVID pandemic and a resource prioritisation of producing the new Ledbury Neighbourhood Development Plan
- 92 resident submissions have been considered, categorised under 9 headings and scored to arrive at a priority list based on the most important need and the practicability of delivery (Appendix 2). The categories of greatest concern are:
  - traffic control and road safety
  - residents' parking and road access
  - speeding and speed limits
  - footpaths, cycleways, disabled and vulnerable access

### Key recommendations

1. Heavy vehicle traffic issues along New Street – liaise with Herefordshire Highways to implement measure 3.1(b)i, ii and iii and 3.4(b)v
2. Road safety concerns for pedestrians & cyclists – open discussions with Herefordshire Highways on how to proceed with measures 3.2(b)i, ii and iii
3. Visibility and road safety concerns – working with Herefordshire Highways to:
  - a. put together a new combined TRO (Traffic Regulation Order) request to include measures in 3.3(b)i and vi, 3.4(b)i, ii, iii and vi, 4.1(b)vii
  - b. include in the town maintenance funding, projects in line with 3.3(b)v
4. Speeding and speed limits:
  - a. Continue the LTC research into buying and managing our own SID devices as per 4.1(b)i ii, iii, v and viii
  - b. Liaise with Highways on:
    - i. Two proposed new SID site applications as per 4.1(b)iv
    - ii. Possibility of, and requirements to apply for new speed limit proposals as per 4.1(b)vi
    - iii. Continue discussions with the police to set up and support a Ledbury Community Speed Watch Scheme to take forward to discuss with residents

5. A

**(Note - to be completed)**



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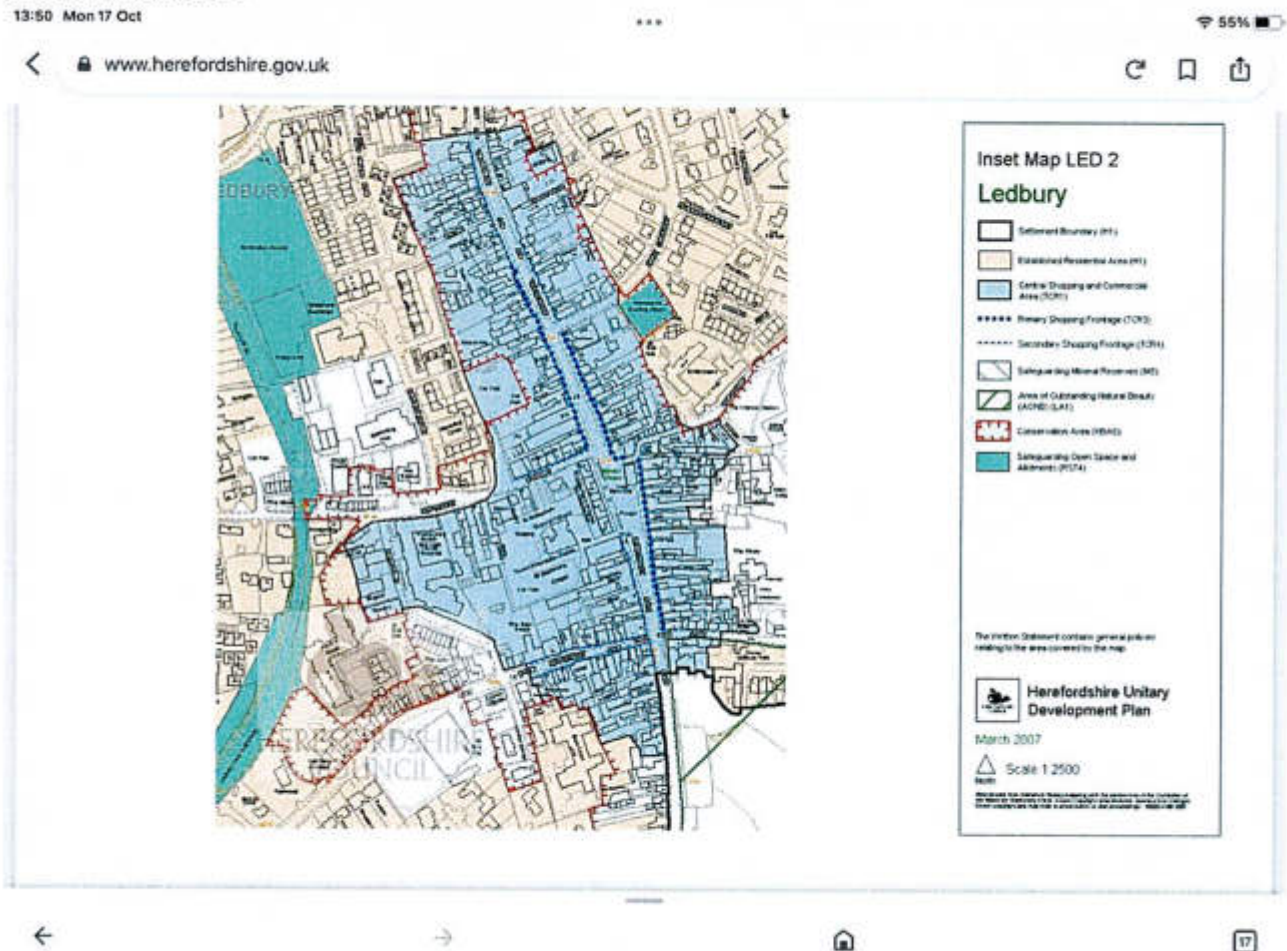
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## 3. Traffic controls, road markings and road safety

### 3.1(a) Heavy articulated vehicles traffic issues along New Street

**A resident report after 18 months of observation on heavy vehicles passing through the town**

This submission highlights the issue of heavy articulated vehicles communicating through Ledbury to Worcestershire via New Street. The attached map of Ledbury Town centre, as per the Herefordshire Unitary Development Plan of March 2007, highlights the curtilages of the town centre\*.



*New Street on the UDP March 2007 (bottom of pic, left to right – red lines indicate Conservation Area, blue area is the defined town centre as at 2007; \*increased in the Ledbury NDP 2023)*

Signage at the base of New Street and on all entrances to the Leaden Way/New Street roundabout, states 'No access to town centre for vehicles over 32 ft 6 inches in length'. Also signage advising traffic for Worcester to go via M50. These recommendations are being ignored by all/most heavy articulated traffic. The signage as per the attached pics state that the town centre starts in the High Street.



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*New Street entry sign by the Ross Road roundabout*



*Ross road sign coming up to the bypass roundabout from Ross*



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*Bypass sign approaching the Ross Road roundabout from the Gloucester Road*



*Dymock road approach to the Ross Road roundabout on the bypass*



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*New Street approaching the Top Cross traffic lights*



*New Street exit onto Top Cross up to Worcester Road*

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This signage is incorrect as per the Unitary Plan. In fact, the attached picture of New Street shows the sign stating that the Town centre is further along New Street to the left. This sign is actually sited in the defined Town Centre about 150 metres from the Cross junction. These vehicles are also already travelling through the Conservation Area as they approach the Cross, where issues of increased development in the town have been highlighted because of the increased traffic flow through this main arterial junction.

New Street is 0.7 mile long, with a thirty MPH speed restriction, which is in the main a residential area apart from the last 150 metres which is tertiary. Heavy vehicles increase speed past the Cemetery as New Street lies on a significant slope. Parking along New Street is on the whole NOT restricted, causing issues with these large vehicles passing parked motor vehicles on both sides of the road.

Where are these vehicles coming from? The direction of Hereford and Ross on Wye obviously, to access Malvern and Worcester. Other routes are available such as the A4103 from Hereford and the M50 from the direction of Ross on Wye and the A40 arterial road. Ledbury is being used as a short cut due to subjective and incorrect signage.

The submitter proposes that two enforceable mandatory 7.5 Tonne signs except for access to the town centre, be sited at the base of New Street and Lower Road. This would alleviate the town being used as short cut for such traffic and protect the town and its historic buildings.

Just to add, the two town centre signs, as highlighted, would need replacing and three new signs, denoting the town centre boundary as per the unitary plan\* on the Worcester Road, the Southend and New Street would also need to be installed.

## 3.1(b) Proposed measures to tackle heavy vehicle issues

- i. The submitter proposes that two enforceable mandatory 7.5 Tonne signs except for access to the town centre, be sited at the base of New Street and Lower Road. This would alleviate the town being used as short cut for such traffic and protect the town and its historic buildings.
- ii. The two town centre signs as highlighted would need replacing and three new signs, denoting the town centre boundary as per the unitary plan\*, on the Worcester Road, the Southend and New Street would also need to be installed. (\*In fact, the Town Centre signs need to be re-positioned to reflect the new actual boundaries of the Town Centre as defined in the revised Ledbury Neighbourhood Development Plan – the NDP).
- iii. Arrange a meeting and agree ongoing liaison with the police to help enforce the existing 7.5 tonne limit
- iv. Contact SatNav companies to update their information
- v. Express support for the proposed bill that heavy vehicles owners must supply commercial SatNav systems on their vehicles and not use cheaper versions not specific to heavy vehicle usage which inappropriately guide heavy vehicles into residential areas



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## 3.2(a) Traffic control – road safety concerns for pedestrians & cyclists

- Pedestrians crossing from Biddulph way onto opposite pavement
- Pedestrians and cyclists crossing Hereford Road from:
  - Crossing the Hereford Road by the Hereford Road roundabout (the Viaduct development will bring a cyclist and walkers path to this point under the viaduct to Hereford Road)
  - Saxon Way (to Golding Way opposite)
  - Ballard Close (to footpath opposite)
- Pedestrians and cyclists crossing from The Homend/Railway Station/Bromyard Road onto the Town Trail
- Pedestrians and cyclists coming from town along New Street or along the Town Trail:
  - Crossing the bypass to and from New Street onto the Ross Road and the Town Trail
  - Crossing the bypass opposite the Full Pitcher
  - Crossing from pavements to and from the east side of the Dymock Road and the north side of the Ross Road
- Pedestrians and cyclists crossing the Ross Road from the Rugby Club side to Pugh's and the cricket club
- Pedestrians (mainly students) and cyclists at the entrance to JMHS
- Pedestrians and cyclists crossing the bypass from Lower Road onto Lilly Hall Lane and to and from the Town Trail
- Pedestrians and cyclists crossing the bypass from the Hereford Road and New Mills Road onto the Town Trail
- Pedestrians and cyclists crossing the bridge at the top of Woodleigh Road onto New Street
- Pedestrians and cyclists crossing Bridge Street on the Town Trail in each direction

## 3.2(b) Proposed measures to address pedestrian & cyclists safety concerns

- i. Pedestrian crossings (different types depending on locations) at:
  - a. Biddulph Way/Gloucester Road (Toucan – will happen with Viaduct development)
  - b. Saxon Way/Hereford Road/Golding Way (Zebra)
  - c. Ballard Close/Hereford Road (Toucan - will happen with Viaduct development)
  - d. Across Bromyard Road from the Railway Station onto the Town Trail (Toucan - will happen with Viaduct development?)
  - e. Across the bypass
    - i. New Street/Bypass to Town Trail and Ross Road (Toucan)
    - ii. Full Pitcher/Bypass to pavement opposite (Toucan)
    - iii. Lower Road to Town Trail and into Lilly Hall Lane (Toucan - will become a major crossing with new football pitches and employment area development)
    - iv. Improve current crossing with pedestrian island from New Mills Road onto the Town Trail (Zebra)
  - f. Across the Dymock Road by the Ross Road roundabout (Zebra)
  - g. Across the Ross Road by the Ross Road roundabout (Toucan)

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- h. Across the Ross Road in the area by the Rugby Club to access Pugh's and the cricket club on the Leighton Road (Toucan) already a dropped kerb above the Rugby Club from the footpath across to Pugh's which could be extended into a formal crossing point)
    - i. Across Hereford Road by the Hereford Road roundabout (Toucan - will happen with Viaduct development)
  - ii. Revert bridge at the top of Woodleigh Road onto New Street to one way only with cyclist and walkers marked footpath as per the COVID lockdown, with no entry from New Street
  - iii. Install walkers and cyclists crossing warning signs along the bypass at each side of the points where such crossings could occur warning

## 3.3(a) Traffic control – visibility and safety concerns

- Parked vehicles reducing visibility when exiting from Knapp Lane onto The Homend
- Parked vehicles reducing visibility when exiting the petrol station by the signed exit
- Parked vehicles reducing visibility when exiting to, and also when entering Newbury Park from The Homend
- Parked vehicles reducing visibility when exiting from Churchill Meadow onto the Little Marcle Road
- Parked vehicles reducing visibility when exiting from Barnett Avenue onto Bridge Street and across the staggered junction onto Oatleys Crescent (currently a rat run from Long Acres to New Street) with a large vehicle recovery lorry regularly parked on Bridge Street very close the junctions exacerbating the visibility issues
- Residents living on Bridge Street opposite the Leaden Road access to the trading estate often unable to safely exit their driveways because vehicles parked near the junction on Bridge Street means that the exit turning circle required is insufficient for a clear turn in either direction
- Vehicles parking too close to the JMHS entrance and the turning into Mabels Furlong (and then onto Bray Avenue and Warren Drive which also have parking and access issues – especially for large delivery, services and emergency vehicles) off The Southend

## 3.3(b) Proposed measures to address visibility and safety concerns

- i. Extend existing or add new double yellow lines in relevant locations:
  - a. Knapp Lane and The Homend – lengthen in both directions on the Knapp Lane exit side, and especially towards the town and the petrol station to improve visibility when both exiting Knapp Lane and the petrol station
  - b. A resident suggested an option to improve the exit visibility from the petrol station was to consult with owners to reverse the exit and entrance routes/signs
  - c. Yellow lines needed both either side of the Newbury Park entrance onto The Homend and part way down each side of the Newbury Park entrance to make access to the road, and especially for large vehicles, safer
  - d. Yellow lines at the exit from Churchill Meadows to improve exit visibility
  - e. Yellow lines either side of the exit from Barnett Avenue onto Bridge Street ensuring not enough parking space is available on the west side for parking of the large breakdown vehicle which seriously impairs visibility



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- f. Review if remodelling of the whole staggered junction area merits more yellow lines or other traffic management measures
- g. Yellow lines towards the town from the Leadon Road exit from the trading estate onto the north side of Bridge Street to allow a safe turning circle for residents opposite to enter and exit their drives
- h. The Mabels Furlong resident survey (see Appendix 5) shows a clear majority support/request for yellow lines:
  - i. Both sides of the JMHS school entrance area, and especially on the last 30 yards or so leading into the gate to prevent parking in that area which restricts entry into the school
  - ii. Around the 'blind' sharp bend on the left when turning into Mabels Furlong
  - iii. Along one side (on the right?) of Mabels Furlong from the entrance up to the entrance to Bray Avenue, to prevent double parking
  - iv. Around the entrance to Bray Avenue from Mabels Furlong sufficient to ensure large vehicles can safely turn into Bray Avenue
  - v. An option to remodel the entrance into Bray Avenue to remove some of the grassed area to widen the entrance has also been discussed with mixed support (residents nearest are more in favour because of the difficulties) should also be considered
- ii. An option considered is to make Knapp Lane one way coming down from the Worcester Road or no left turn off The Homend onto Knapp Lane (but neither is recommended by the TMWP since this would increase through traffic in the town centre, already an issue of concern)
- iii. Install new/improved warning signs
- iv. Redesign exits/remodel dangerous junctions as above
- v. Resurface heavily damaged/pot-holed roads concerned to make safer (particularly Margaret Road, Queens Way and Barnett Avenue)
- vi. Also added to the proposed measures for a TRO, the following safety issues requiring safety management have been advised direct to the TMWP for considerations and noted from the TMWP meeting of 6<sup>th</sup> February 2023:
  - a. Parking on zig-zag lines around pedestrian crossings (especially outside One Stop and The Olive Tree) day and night (vehicles sometimes display blue badges but that is no reason to obstruct a pedestrian crossing – this and the next item may require police cooperation to try and identify culprits?)
  - b. Parking on double yellow lines for prolonged periods of 'loading' at the top of New Street (outside the Red Cross shop, European goods shop and Pot & Page)
  - c. The following may require more yellow lines to resolve:
    - i. Parking very close to and around the junction of Victoria Road and Lower Road
    - ii. Parking very close to and around the junctions of Albert Road and Little Marcle Road
    - iii. Parking very close to and around the junctions of Lower Road Industrial Estate (all around Linthwaite/Davant
    - iv. Lots of double parking/slalom-style parking on Bridge Street (between Victoria Road and Long Acres)

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## **3.4(a) Traffic management – other issues of road safety concern**

- Safety along the narrow Falcon Lane due to increased use by heavy vehicles and caravans
- Traffic light sequencing at Top Cross
- Parked vehicles along Lower Road severely restricting traffic flow, especially for larger vehicles, causing frustration, dangerous passing manoeuvres and increasing traffic holdups
- Increased and fast-moving traffic in the town centre along the Homend and High Street, with large and over-weight tractors and heavily loaded trailers often taking an illegal short-cut through the town, particularly at the most active farming times, also with increased noise and pollution damaging the atmosphere and ambience of the Conservation Area

## **3.4(b) Proposed measures to address other road safety concerns**

- i. Reduce weight limit on Falcon Lane
- ii. No entry other than for access signs on Falcon Lane
- iii. As in 4.1(b) below, impose lower speed limit of 30mph on Falcon Lane from the Hereford Road to the Lilly Hall Lane
- iv. Review/amend sequencing of traffic lights at Top Cross
- v. Improved signage - as for 3.1(b), but taking in Worcester Road and Gloucester Road entrances into town with improved early warning signage at the Gloucester Road roundabout and on the Worcester Road at the Eastnor Road junction for heavy vehicles (7.5 tonnes apart from access?), and then 'Must turn right' sign at Top Cross if coming from Gloucester, or 'Must turn left' if coming from Worcester)
- vi. As per 3.3(b) above, sections of yellow lines along Lower Street to create increasing traffic passing gaps (especially opposite the trading estate exit onto Lower Road)
- vii. This may be an appropriate point at which to remind the council that at one time the town had a Town Manager whose remit including issues such as traffic in the town it is believed. Given the increasing complexity of traffic and related matters in the town, as this report clearly illustrates, it is suggested council consider revisiting this role.
- viii. Securing quotations for commissioning the Town's own traffic management consultancy project would also seem an appropriate consideration to review this report and provide professional advice on options and priorities, including costs and potential funding sources for the council to implement its own traffic management projects.



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## **4. Speeding and speed limits**

### **4.1(a) Speeding locations of concern**

- Down the Gloucester Road and the Southend passing JMHS entrance
- Ross Road into Ledbury past Orlham Lane junction, the Rugby Club and Pugh's
- Through Parkway
- Along Orchard Lane and especially at the Primary School/Long Acres junction
- Down the Worcester Road into Ledbury
- Hereford Road (up and down) from the roundabout to the Bromyard Road
- 'Rabbit run' from Long Acres to Bridge Street via Margaret Road and Queens Way
- Along The Homend and High Street in both directions
- Bypass between the Ross Road and Gloucester Road roundabouts (A417)

### **4.1(b) Proposed measures to tackle speeding concerns**

- i. Ensure existing three SIDs (Speed Indicator Devices) locations in Parkway, Gloucester Road and Hereford Road are functioning on a regular basis (exploring LTC owned devices and not to rely on HC – which has advised they are unlikely to offer leased devices in future)
- ii. The clerk is investigating the cost of a simple SID device only showing the speed in green and red and that can be accommodated on existing poles in current base locations with a view for it to be rotated between the current three installed SID bases on the Hereford Road, in Parkway and on the Gloucester Road (with an option for SID poles - currently three - to be kept permanently in place to optimise rotation being considered)
- iii. Clerk exploring potential for funding being available from the Police & Crime Commissioner (PCC) to fund SID purchase
- iv. Explore possibility of new SID locations on the Worcester Road and Ross Road
  - a. The chicken and egg contradiction with the Ross Road is that being within a National Speed Limit (NSL) of 50mph, SIDs in this speed limit areas are considered on a case-by-case basis, SIDs can only be installed in 20,30 and 40mph speed limits. We were advised that installing road infrastructure such as cycle lanes and gates would then allow reconsideration of a different speed limit and so review of an SID being possible. To pursue this LTC objective (and those of both the Rugby Club and Pugh's) proposed measures for gates above the Leaddington Road entrance and improvement of cycling and walking paths up the Ross Road for businesses and sports club active travel access is proposed below and in chapter 10 (Footpaths).
- v. Installation of village gates at Parkway boundaries and on the Ross Road above Orlham Lane
- vi. Reduced speed limits:
  - a. 50mph to 40mph through Parkway and extended down the Ross Road from above the Orlham Lane entrance to the existing 40mph area on the bypass
  - b. 40mph to 30mph on the Hereford Road from the roundabout up to the Bromyard Road entrance
  - c. 30mph along the whole of Falcon Lane from Hereford Road to Lilly Hall Lane

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- d. 30mph to 20mph either: throughout the town as in the COVID lock-down and easily/most cheaply done since only seven entrances to the town are involved
- e. or: in selected locations and especially:
  - f. from the Gloucester Road as it descends towards town, to take in the entrance to JMHS, along Southend and extending along the High Street and The Homend up to the traffic lights at the junction with Orchard Lane
  - g. New Street from the Woodleigh Road entrance up to Top Cross
  - h. Bye Street from above the Long Acres entrance to the town centre
  - i. Worcester Road from the entrance to Horse Lane Orchard to Top Cross
  - j. Knapp Lane already 20mph in the narrow area, extend to The Homend
  - k. To complete 20mph in the Conservation Area, limit extended to Church Street and Bank Crescent to the Knapp Lane 20mph area
  - l. Orchard Lane from the entrance to Belle Orchard (included in 20mph zone) past Leadon Bank under the Ledbury Trail bridge and around the Primary School entrance bend up to and including the entrance to Queens Way.
  - m. At the entrance to Barnett Avenue off Bridge Street to then cover all of Barnett Avenue, Margaret Road and Queens Way (to discourage rat run use in this residential area)
- vii. Traffic calming (eg. as in New Mills Way)
  - a. Consider for Margaret Road, Queens Way and Barnett Avenue for same reasons as above
- viii. Ledbury Town Council is investigating cost and implications of purchasing a mobile speed camera
- ix. Discussion with the police on the Community Speed Watch Scheme asking for support, with a view to LTC taking it forward to discuss with residents



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## 5. Parkway

Parkway residents often feel 'left out' when Ledbury matters are being considered, so the TMWP were keen and determined to reflect resident's genuine concerns on traffic matters in this report.

Key issues to have more info added:

A residents' survey was commissioned with the results to be included

The main concerns/issues for Parkway considered elsewhere already in the report are:

- An SID device already in place
- Entry gates being considered (need to confirm liaison with possible affected visibility access for Parkway residents to determine best/most safe location for village gates)
- A contiguous and usable footpath for walkers and cyclists is required from the town centre to the middle of the hamlet in the dip and up to the existing PRow leading away from Parkway to the south and west

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## 6. Resident parking and road access

### 6.1(a) Areas of on-road parking and resident access issues

The second of the three Public Realm improvement priorities for Ledbury Town Council, as stated in the TMWP Terms of Reference (ToR – see Appendix 1) is the need to provide additional vehicle parking.

Submissions to the Traffic Management Working Party have resulted in a number of areas in Ledbury where residents have particular on-road parking by non-residents issues with concerns about how that impacts on parking and access for the residents who live there. These are:

- Mabels Furlong/Bray Avenue/Warren Drive and the JMHS (John Masefield High School) entrance area
- Bank Crescent
- Homend Crescent
- Queens Court
- Belle Orchard and Belle Orchard Close
- Bridge Street
- Lower Road
- Biddulph Way
- Masefield Avenue
- The Southend
- The Langland road area complex and Newbury Park (mainly problems with railway station users unwilling to pay for the car park)

Mabels Furlong and JMHS both made submissions on parking problems relating to them both – individually and shared. This was the subject of a residents' survey amongst the residents of Mabels Furlong, Bray Avenue and Warren Drive, with a total of 35 responses received (see Appendix 5). Their issues, on very narrow roads not designed for modern car usage, were:

- Restricted access due to parking in the entry to Mabels Furlong, including along Mabels Furlong for school vehicles using the alternative school entrance at the (dead) end of Mabels Furlong
- Concerns of adequate access and turning points for large vehicles such as for delivery and emergency services, and especially on the turning into Bray Avenue from Mabels Furlong
- With restricted parking available, concerns that many residents had two cars and/or vans, with some up to 4 and often blocking pavements

Shared concerns were:

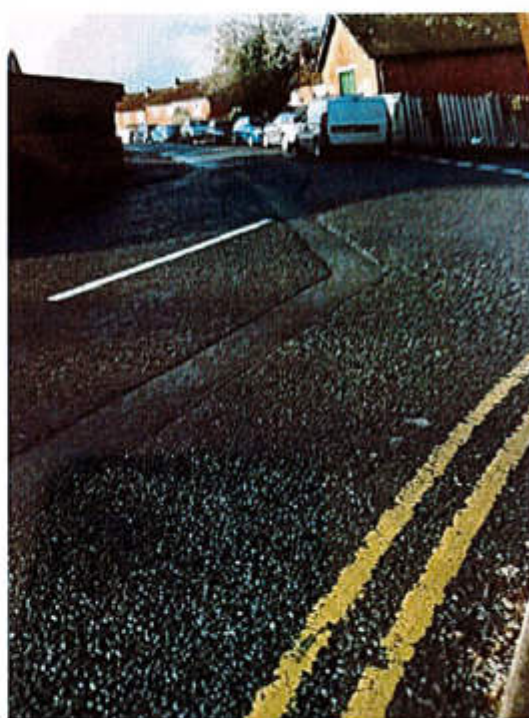
- Teachers and students parking in the already restricted area for residents in Mabels Furlong and the other roads
- Parking on the blind bend on the entrance to Mabels Furlong and the school off The Southend
- Inconsiderate parking right up to the school's main gate, restricting access and especially for large vehicles, and also a danger to students walking in and out from the school through the gate

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*Car parked on blind bend on turning into Mabels Furlong & JMHS from The Southend*



*Vehicles parked in the access to Mabels Furlong making the road very narrow so restricting access to and exit from the three roads*



*Cars parked right by the gate exit access area by JMHS*



*Exiting from Mabels Furlong and JMHS onto The Southend at 8.30am*



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At a meeting on 2<sup>nd</sup> December 2021 council approved a proposed TRO 'Prohibition of waiting at any time' scheme, HC Order 2012, by ADL Traffic & Highways Engineering Ltd to address these issues, but it appears nothing has been done on the work since?

Although it seems that some of the residents' parking schemes may not be possible practically, or secure the majority support of residents to enable them, there have been five schemes in addition to Mabels Furlong either implemented or still being questioned.

- Belle Orchard has a 'No access for unauthorised vehicles' scheme with notices at each end of the road
- There have been specific requests for, and some progress made, to establish if a residents parking scheme could be implemented in Queens Court, Masefield Avenue and The Southend.
- On a request for progress on these proposed schemes to the Herefordshire Council Traffic Management team by the clerk in July 2022, the response was:
  - At the moment the following residents permit parking schemes are in the system:
  - Queens Court at no 43 in the TRO list
  - Belle Orchard and Orchard Close at no 46 in the list
  - Masefield Avenue at no 51
  - New Street at no 66
  - The Southend not even on the list
  - The waiting time to come to the top of the list is likely to be at least 3-4 years, although LTC could pay for a TRO which could cover all of the schemes including The Southend at a cost of in excess of £10,000 to fast track their implementation
  - At recent meetings of the council, LTC has agreed not to prioritise resident parking schemes for the present

## 6.1(b) Proposed measures to improve resident parking

- Consider 'Access for residents only' signs:
  - The Llangland
  - Newbury Park
  - Mabel Furlong and related roads
  - Queens Court
  - Belle Orchard and Belle Orchard Close (already a restricted area but ignored by too many inconsiderate drivers, so need to consider what if any, other actions can be taken to restrict ask/discourage those tempted to ignore the signs?)
  - Masefield Avenue
- Parking restrictions – to discuss options when meeting with Herefordshire Council Highways Officer as below, but to include yellow lines as in 3.3(b)
- LTC to enquire of the progress of the TRO order for Mabels Furlong and why it has not happened yet
- It should be noted that JMHS would not like to see access only/resident only parking on Mabels Furlong, maintaining that it does not seem to be a problem between the school and residents that some teachers/students park there (although this conflicts with what residents say)

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- However, car parking issues with the number of available places should be relieved somewhat with plans to extend car parking facilities in the school as part of planned development
- Explore viability of/support for Resident's Parking schemes for each area; this seems problematic in most cases, but with no other obvious ways to alleviate parking concerns it is agreed by the TMWP to meet with Herefordshire Council Highways Officer to discuss the issue of residents parking permit schemes including the criteria for approving them, and review by each area identified

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## **7. Business and visitor parking**

The subject of improving business and visitor parking for review was referred to the TMWP by the Planning, Economy and Tourism Committee

### **7.1 Ledbury Traders' response to LTC TMWP consultation**

**This is the (then) LTA (Ledbury Traders Association) view on aspects of traffic management in Ledbury that affect the town's traders/businesses in Traffic Management terms (submitted in March 2019 and in response to one of several proactive consultations to a key stakeholder by the TMWP, and still largely relevant)**

Comments made were:

- There is a need for more parking spaces with the possibility of multi-storey car parks in one or more of the existing car parks (certainly needed somewhere in the centre of the town)
- A re-examining of parking restrictions needs to be undertaken for around the Market House so as not to penalise shoppers when market stalls have gone
- Little thought seems to have been given in the ToR for the impact of the report recommendations on businesses in the town
- Huge new developments will mean more people using limited spaces, which needs more consideration
- Too much emphasis on cycling – need to be realistic
- Any proposals to reduce the number of car parking spaces would be fiercely objected to
- Cheaper car parking for workers in the town would alleviate parking on side streets
- Bringing ownership of car parks back into LTC control would generate income (over £300k per annum) to enable all of the above

### **7.2(a) Other issues with Business parking**

To be completed

### **7.2(b) Proposed measures to improve business parking**

To be completed



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## 7.3(a) Issues with visitor parking

- Signage for visitors/tourists to easily find and access car parks is felt to be inadequate throughout the town. Four areas have been identified as possible locations for new/improved signage:
  - The end of New Street near the Full Pitcher pub
  - At Top Cross on the Worcester Road coming from the Malvern direction
  - Just after Top Cross into High Street going past The Feathers Hotel
  - At the Bromyard Road end as it approaches the Ledbury Railway Station

To be considered

- Car and coach parking
- Park and ride scheme

## 7.3(b) Proposed measures to improve visitor parking

To be completed

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## 8. Railway station and public transport

### 8.1(a) The need and issues to address in improving public transport

Ledbury is fortunate in having one of the only four railway stations in Herefordshire which provides rail access east and west, and, via Hereford and Worcester, to all areas of the UK. It could and should be a vital component of Ledbury's economy in providing commuter and visitor sustainable and environmentally friendly transport services, but is currently limited in use because of poor access to the north-side, eastbound platform.

It needs to be fully functional as an essential transport hub in which train and bus services and active travel networks of walking and cycling are integrated to deliver on the environmental need for more sustainable transport, to improve health and well-being and to relieve the growing car usage (whether fossil or renewable energy driven) and related parking problems in a town not designed for, and essentially non-adaptable to, an unsustainable vehicular-driven local economy.

The third of the three Ledbury Town Council public realm priorities identified in the TMWP ToR is for moving people to and from Ledbury by improving access to the railway station, including to both platforms. In particular, the current access to the eastbound platform is over an exposed bridge which is unsuitable for the disabled, the elderly, parents with prams or child buggies, mobility vehicles and others who are less mobile; the very groups for whom accessible public transport is most needed.

The latent demand for improved public transport is clearly evidenced - in a recent National Travel Survey 3 in 4 respondents said they would consider increased use of public transport for the sake of the environment. In surveys in Ledbury, the demand for much improved bus and public transport services is one of residents' top priorities.

The Government introduced a 'Bus Back Better' scheme after COVID which provided the impetus for Herefordshire Council's (HC) 'Bus Services Improvement Plan' (BSIP). In February 2021 Herefordshire Council voted in favour of prioritising the improvement of public transport and active travel and less roadbuilding.

There is an effective local pressure group, 'Rail and Bus for Herefordshire' whose vision is to put pressure on HC and the train companies to deliver on their plans to improve public transport - the HC's BSIP and the West Midlands Rail Executive's 'Access for All Improvements at Ledbury Stations' policy - so that residents and visitors have access to a modern, attractive and affordable integrated public transport network extending throughout Herefordshire and beyond.

The new, revised Ledbury Neighbourhood Development Plan (NDP), has specific policies developed through extensive public consultation, on the priority need to improve railway station access and (integrated) public transport services in general.

The NDP builds on the Herefordshire Local Plan (the 'Core Strategy') which states that the policy approach for movement in Ledbury is based on reducing the need to travel by private car. It goes on to say that 'This will be achieved by locating new development within walking and cycling distance of existing and new facilities (including the railway station) and improving and extending sustainable transport routes. The issue of car

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parking supply and demand at the railway station and in the town centre will be addressed through a Neighbourhood Development Plan. With regards parking to serve the railway station, the opportunity may exist for an underground overspill car park on land north of the railway line which could be funded through community infrastructure (or S106) development levy monies, subject to landowner agreement'.

Other options that have been considered for improving access in both directions are to provide a lift and to implement a travel loop either side of the station so that all trains stop at the easily accessible and current westbound platform.

## **8.1(b) Measures LTC could take to deliver full railway station access**

- Pro-actively support the local organisations 'Rail and Bus for Herefordshire' (RBfH) and the 'Beyond the Hills Community Station Partnership (CSP)' incorporating 'The Ledbury & Colwall Community Station Partnership' in applying pressure both HC and West Midlands Rail Executive to deliver on the improvements required and promised in their reports in the earliest possible timescale. (The contact for both local bodies is Gareth Davies, Lead Manager for Rail & Bus Herefordshire)
- Support RBfH in campaigning against reduced services to London, especially the peak services for business and leisure travel – the thin end of the wedge?
- Ensure that when scrutinising major development planning applications that they fully comply with the Ledbury NDP 'Transport and Related Infrastructure' policies TR1.1, TR1.2 and in particular, TR2.1, which has the objective to 'encourage the use of Ledbury Railway Station as a transport hub for Ledbury and district by improving access and facilities with additional parking'
- Pursue opportunities to secure project feasibility studies funding to evaluate and determine the best options for improved station accessibility and facilities; the likely cost, and the timescales in which it could be delivered. The 'Capital Hubs Project Funding Scheme' which the Council recently reviewed at a full council meeting and agreed to follow up for this objective, could be one means of commissioning a feasibility study.



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## **9. Travel schemes for non-drivers**

This is included as a section yet to be developed, but envisaged to include suggestions that LTC could implement its own local, small electric bus scheme, for example.

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## 10. Footpaths, cycle ways, disabled and vulnerable access

The first of the three Ledbury Town Council public realm priorities in the TMWP ToR is to address footpaths, cycle ways and disabled access throughout the town and to neighbouring parishes and beyond. This chapter deals with submissions that relate to this issue.

### 10.1 Major problems for cyclists in Ledbury

**An active Ledbury cyclist report on issues of safety affecting him and other cyclists in the town (first raised in July 2019, but often repeated since – especially the Orchard Lane yellow lines)**

I would like to bring to your attention two big problems for cyclists in Ledbury

#### 1. The Town Trail

With the demise of Ledbury Greenspaces Liaison Group (which came about because Balfour Beatty never attended meetings, rendering these a waste of time), the Town Trail has steadily become very neglected. I marshalled the Poetry Festival Bike Ride to Aylton yesterday, part of which was along the section from Bye Street to Little Marcle Road. I warned participants about the deteriorating surface and stinging nettles: when at Aylton, a few asked to be led back to Ledbury via a different route (ie. Lower Road) because it was so bad. The surface of the entire Trail is now so bumpy owing to wear it is (at best) uncomfortable on a road bike, and in Oatleys Meadow is verging on being dangerous. In particular:

- The section between Bye Street and Little Marcle Road has become narrowed, in some places to less than 300mm. The original width was 2 metres. In addition, the section between Bye Street and Woodleigh bridge is very overgrown, including with stinging nettles.
- The gas board recently dug a trench across Oatleys Meadow, including across the path. Reinstatement was appalling, using large and sharp stones. The worst place is near Little Marcle Road, on the descent to the barriers, which presents a serious skid risk (see photo).



The only long-term solution is tarmac: anything else deteriorates quickly and is thus a false economy. Tarmac can look quite 'natural' if it is dressed with fine beige chippings - after a relatively short time this weathers, further enhancing the appearance. Such surfaces have been used to good effect on canal towpaths in the Dudley area and a disused railway track (similar to the Town Trail) near Wolverhampton (see photo).



I would remind you that the Town Trail was built by the late Hereford and Worcester



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A report produced for Ledbury Town Council by the Traffic Management Working Party Council in 1998 using match funding from EU '5b' project funds, with the proviso it must be open to cyclists, pedestrians, wheelchair users and electric buggies. It is now unfit for purpose since the last two groups can no longer use it (thus contravening the '5b' remit). It is also unsuitable for bikes apart from mountain bikes.

## 2. Dangerous double yellow lines near the primary school.

Orchard Lane is narrow, so it is appropriate to use double yellow lines to prevent dangerous parking. However, there are two places near the primary school where there is a gap: one of these is on the outside of the bend where the road goes past the Rec. (see photo).



I was returning home from Tesco last week when I was overtaken by a car near the (legally) parked car in the photo. Another car came in the opposite direction: the car that had just overtaken me couldn't get through the gap and it abruptly cut in front of me and stopped.

Fortunately, I was able to get up the dropped kerb (far left in photo) to avoid a collision. There is no doubt it was the overtaking car driver's fault, through overtaking on a blind bend - but had the double yellow lines been contiguous, the parked car would probably not have been there. Please treat as a matter of urgency instatement of a contiguous length of double yellow lines on this road.

## 10.2 LACF response to LTC TMWP consultation

**This is the LACF (Ledbury Area Cycling Forum) view on aspects of cycling in Ledbury that affect cyclists in Traffic Management terms (submitted in March 2019 and in response to one of several pro-active consultations to a key stakeholder by the TMWP, and still largely relevant)**

In view of national, county and local policies to prioritise active travel, LACF welcomed the very many references in the Terms of Reference to encourage active travel by improving existing and providing additional infrastructure. In addition, the following points should be considered:

1. Regular maintenance of existing paths and cycle ways – cutting back encroaching vegetation, sweeping pathways, repainting/repairing worn pathway signage to clarify space-sharing arrangements (to reduce conflict).
2. On street parking, as well as obstructing large vehicles, causes significant risk to cyclists who are forced out into the road to avoid 'car-dooring' accidents, and are then threatened by impatient drivers trying to overtake too close. The risk of accident is exacerbated where road surfaces are seriously defective, eg. between Tesco and the station.



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3. All new dwellings to include generously sized enclosed cycle storage, with power supply to recharge electric bikes and mobility scooters. The same standards to apply when garages are converted to habitable spaces.
4. Expansion of the new 'test before you invest' electric bike scheme launched by the LACF end of 2018. Waiting list for trials now 3 months long.
5. Support for car-share schemes (provision of parking space etc)
6. Provision of advanced stop lines for cyclists at all light controlled junctions
7. Cycle contra-flow arrangements along one-way streets.
8. Cycle lockers at station to ensure tamper/theft-free storage.
9. Upgrade of Town Trail to include widening bridge over Orchard Lane to a min 3 m.
10. Continuation of the Town Trail to the station at track level, by means of, eg. a cantilever bridge.
11. Increased public transport provision to give greater travel choices and reduce car dependency

## 10.3 JMHS response to LTC TMWP consultation

**A further March 2019 pro-active consultation was held with a key stakeholder by the TMWP. This was with the Business Manager of John Masefield High School, which raised several issues of road safety importance for pupils in particular.**

The agenda was:

- Footpath to the Cooperative Supermarket in New Street to and from the school and why it is not used/is not open
- Access routes for pupils and vehicles
- Car parking
- Yellow lanes by the gate/entrance from off The Southend

Comments:

- The Coop path would be useful and a safe way from the school avoiding The Southend narrow pavements, but the problem is manning and supervising the gate entrance into the school from the footpath at the times needed (morning, lunchtimes and evening) to ensure only those entitled leave or enter. Felt not practical (Cllr Bradford has already discussed this option and suggested a rota of Councillors and teachers combined may be possible, but the school feels this is impractical and unsustainable long term), so this access/exit option is regarded as one that cannot be practically used so is not normally opened, but kept locked and secure
- The two official and open access routes to the school for pedestrians and vehicles are the main entrance off the Southend and the top gate at the end of Mabels Furlong. People park inconsiderately on both sides of the main entrance including

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right up to the main gate and even parking on the pavement since there are no restrictions. This is unsafe and yellow lines both sides of the entrance road would be preferred to prevent inappropriate parking and increase safety of access for pupils and staff (most people are considerate and the school does not feel there are any problems as far as it is concerned with access along Mabels Furlong, but these measures are necessary to prevent the few inconsiderate people causing problems)

- Car parking issues with number of spaces should be relieved somewhat with plans to extend parking facilities in the school as part of planned development
- The school would not wish to see resident only access/parking on Mabel's Furlong.

Other submissions on this subject were also received about safe access routes to the school for pupils and for vehicles

- Particular concerns are for pedestrians (mainly students of course) having to walk along the narrow pavement on The Southend to and from JMHS and the Top Cross. Several other submissions were made on the same issue; 'an accident waiting to happen' being a phrase used more than once by drivers when dropping down to the school entrance from the Gloucester Road. In the morning going to school and the evening returning home, large numbers of students use the pavement, often stepping into the road to get around other users, made worse by fooling around and pushing each other into the road.

## 10.4 Other active travel submissions (some also referred to in the revised NDP):

- A number of dropped kerb requests have been made to aid mobility and safe movement around town for vulnerable residents:
  - By a mobility scooter user resident at 48 Queens Court
  - At the exit from Horse Fair Orchard to aid safe crossing across the Worcester Road
  - Change current format of a staggered dropped kerb Across Orchard Lane from the tarmacked cycling and walking footpath along the top of New Mills estate parallel to and below the Town Trail to cross over safely to access the footpath continuing along the Rec. Felt to be dangerous and straight across dropped kerbs a bit higher up Orchard Lane would be much safer
  - Dropped kerbs needed along the west side of Long Acres over Margaret Road and Queens Way; it is currently very difficult for mobility scooter users to get along Long Acre when coming from New Mills into town as an alternative to the danger of crossing Orchard Lane and the using the not very mobility-user friendly path along the Rec.
- The need to widen the current footbridge on the Town Trail going over Orchard Lane to make it wide enough for mobility scooters/vehicles to pass over it and for cyclists and walkers to pass and to improve the surface to remove potholes at each end to make access smoother
- The need to widen and improve the surface of the foot path along the rec from Orchard Lane to enhance active travel routes from there, going left up to Fox Lane and The Homend; past the skate park and into Lawnside; on towards Bridge Street and into town, and further to the Bridge Street crossing and the Town Trail towards Little Marcle Road. The footpath from the Rec going across to The Brewery Pub

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towards town, used a lot, is particularly bad, often flooding and with big potholes as it exits onto the road.

- Going from Ballard Close across the Hereford Road (a new active travel cycling and walking path coming under the Viaduct will happen with Viaduct development, but there is a need to ensure this extends to widening/tarmacking the footpath opposite to join the existing the cycle/footpath below the Town Trail and along New Mills to Orchard Lane).
- There have been several requests by residents for lighting on the footpath that connects Barnett Avenue with the Lower Road Trading Estate road. This is a very well maintained and wide path which is also a part of the important 154-mile Herefordshire Trail, a county circular walk visiting all the market towns. However, it is particularly poorly lit for a footpath in the town, being pitch black and 'unsafe' at night with not even any close local lighting to mitigate the darkness. It is well used so ought to be a priority to provide lighting.
- There is no safe and contiguous footpath/cycle way from Town to Parkway to encourage active travel options. In particular, from the Gloucester Road roundabout nearly to the hamlet entrance, a muddy and narrow path created when the road was developed is pretty well inaccessible to all but the fittest and most determined. An aspiration to ensure there is a well-connected walking and cycling pathway from the town into the centre of Parkway along the east side and up to the dip to the PRow (Public Right of Way) opposite, is an NDP aspiration.
- Resident requests (a new one raised literally as this document was being written), also already raised by the Ward Councillor some time ago, but ignored by Herefordshire Council when the steps were repaired after vandalism and an opportunity existed to ensure all-user access all along the Riverside Walk, is to provide a ramp/slope to allow cyclists, mobility vehicle users, prams, etc, access to the Riverside Walk on the north side of the Lilly Hall Lane towards Little Marcle as well as the steps. At the moment the full length of Riverside Walk is literally inaccessible to this type of user.

## Some notes on Public Rights of Way developments

- In 2022, the delivery and management of PRowS was managed on behalf of Herefordshire Council by Balfour Beatty Living Places (BBLP), but the decision was taken to take this back in-house in January 2022 (along with managing Traffic Regulation Orders - TROs). Unfortunately, the resources to manage both internally did not materialise as hoped, so PRow management and 'getting things done' on the PRow network, and delivering TROs, is currently much slower than previously
- The good news is, that although the PRow Definitive Map (in which all recognised public footpaths are defined) was for some years given a deadline to be updated by 2026, after which any paths, even if used for many years, not on the map by then, would lose any PRow status they might have had. The deadline for drawing up a Definitive Map has now been removed (and at least deferred until further notice) by the government.

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## 11. Development site access

The particularly relates to the key issue of a second access onto the Viaduct development site under the Viaduct. This was always regarded from early days as the main and obviously more practical and sensible access option from the days when this site was recognised as the prime one for Ledbury's housing development growth (defined 'strategically' at the time as being to the north of the town).

However, the landowners and developers appealed against this access route being enshrined in the then finalisation of the Herefordshire Local Plan (or Core Strategy). An independent examiner decided not to rule on an access to the site, simply deciding it should be agreed on a planning application.

When the development application was received, to everyone's dismay and surprise, the access route was proposed as being on to the far less practical and minor Bosbury Road some 2 miles from the town centre, with no access other than for walkers and cyclists being proposed for under the Viaduct.

Herefordshire Council refused the application after strong representations from Ledbury Town Council and Ward Councillors. Bloor (the developers) appealed and Ledbury Town Council acted alone as a 'Rule 6' participant to defend the refusal decision (in line with the 98% objections to the new access proposal from residents and so defending the democratic mandate after Herefordshire Council refused to do so.

The Examiner did not recommend a second access under the Viaduct as being a requirement and the Secretary of State ruled that the appeal be upheld, so the development application is now only for the Bosbury Road access,

The current battle is therefore lost, but we all know a second access under the Viaduct will be necessary at some point (as similarly happened with the Deer Park estate) so the public purse will have to pay for it rather than the landowners and developers:

A number of submissions have been received to the TMWP about preserving the future possibility of a Viaduct access, so it remains a major issue that should always be taken into account when considering Ledbury traffic management matters and this is why this section is included in the report.



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## 12. Discussions/meetings to assess viability of requests

### 12.1 Ledbury walk-around

**Report on the BBLP Locality steward and police adviser input walk around Ledbury on 25<sup>th</sup> May 2022 – Cllrs Phillip Howells and John Bannister, Ian Connolly (Traffic Management Advisor, West Mercia Police), Neil James, Locality Steward, Herefordshire Council**

This walk around was organised to get advice on the viability and practicality of responding to the residents' traffic management submissions to gauge how possible it was to implement them. There was not time for a complete Town tour so the itinerary was organised to review some of the most important submissions. Route was LTC Office - Homend - Bank Crescent - Knapp Lane - Homend/Railway Station - Orchard Lane - Long Acres - Office

The agenda was:

- Advice on items that could be subject of a new TRO (Traffic Regulation Order) application or to change an existing TRO
- Input on requests for yellow lines
- Knapp Lane area issues
- Speed limits and traffic calming advice
- Resident parking schemes advice
- Drop kerbs request advice
- Comment on other questions residents had raised

Feedback (in order of discussion):

- Several residents had commented on the parking of cars (not residents) either side of Bank Crescent up from Homend Crescent to Knapp Lane, making it very narrow and not safe or suitable for large and emergency vehicles in particular. Yellow lines on one side for at the least the first 100 yards up from Homend Crescent had been requested. The advice was this was 'not a reasonable request' and very unlikely to be agreed.
- The advice was that the existing yellow lines on the north side of Homend Crescent either side of the Bank Crescent entrance should be protected to reflect what is already happening on that corner and were adequate already.
- Agreed rest of Homend Crescent was narrow, but in their view, not a problem – and it should be noted that on-street parking was regarded as a traffic calming measure anyway.
- Knapp Lane – it would be a no to being one way on grounds of safety, the environment and because the slow turn in off The Homend acts as a safety slowing measure
- Re a question for a convex mirror at the bottom of Knapp Lane – Ian does not disagree with the suggestions, but it would be a County Council decision and would need evidence from others being used; suggested look at Google street views, eg. on hedgerows to see how used. He advised that if a convex mirror is placed on private property it would not be the responsibility of LTC, but if on council property it would be.

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- More yellow lines on the garage side of the Homend from Knapp Lane – ask for a review on how good the sight is coming out of Knapp Lane, left and right, could the garage exit be either side (but it's a business so their decision); review should include if yellow lines the other side of the road would help improve visibility
- Newbury Park – there is a case for yellow lines either side (include in visibility review), but also ask for hedge across the path to be cut back to help with visibility - at The Hollies? – suggests a softly-softly approach from LTC)
- Re-introducing 20mph speed limits – overall advice would be to leave to a county appraisal of where best introduced (going to happen anyway as suggested by the Welsh experiment results)
- On a 20mph limit applied around the Primary School entrance road – would need some convincing, would imagine traffic is already doing 20 anyway around the bend; asked if flashing lights at access and exit times work? Implementing 20mph limits is a costly exercise, so would be better to have a 20mph limit only when the lights flash. Signing with lights should be up on Orchard Lane and at Margarets Road entrance along Long Acres with lights flashing for in and out times only (cost an issue?).
- Question of extending yellow lines all along north side of Orchard Lane opposite the rec from the overhead bridge (so there would then be no length without yellow lines, as requested by cyclists)? The logic for the present staggered yellow line sections is that it slows traffic, the 2 blocks fit this classic logic and there has only been this one complaint about them. Ian and Neil sympathised with the reason for the request, but the changes asked for would not make the situation better or safer.
- Discussed drop kerb requests:
  - Request from disabled vehicle users to make drop kerbs from the cycling/footpath from New Mills to the rec not staggered as at present since this means it takes longer to cross the road by a bend so exposing them to longer periods when they could be in danger of being hit when crossing. Would want to see the request justified by more disabled saying they would use it more? If felt needed, suggest the Bloor S106 development money could include providing this dropped kerb improvement.
  - Similarly, would need evidence for requests from disabled for drop kerbs across Margaret Road and Queens Way along Long Acres (mobility vehicle users have complained access along Long Acres for them is difficult, when preferring to go along Long Acres and access town from that road because that feels safer than crossing Orchard Lane onto the Rec)
  - Also discussed requests for dropped kerbs on the Worcester Road and in Queens Court, which are being considered. They were felt to be viable suggestions although the Queens Court mobility scooter drop-kerb resident request (as for others with the same reason) does not come under the TRO regulations and should therefore be raised in a different manner.
- Talked about traffic calming measures like gates in Parkway and on the Ross Road, which were felt to be practical ideas. Also discussed calming measures for streets such as Margaret Road and Queensway currently used too much as rat runs, with no real consensus on that (other than the calming effect of road-side parked cars already mentioned)
- Reviewed concerns at the Barnett Avenue/Bridge Street/Oatleys Crescent staggered junction which is part of the well-known rat run. Vehicles parked too close to the Barnett Avenue exit both up and down Bridge Street felt to be very dangerous

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with bad visibility, especially with a large breakdown lorry regularly parked by a resident on Bridge Street immediately on the right when attempting to turn right off Barnett Avenue and taking up almost the full section of road between Barnett Avenue and Oatleys Crescent - felt to be 'an accident waiting to happen'. Agreed, a review of this junction for maybe remodelling/yellow lines was appropriate.

- Talked about resident parking schemes:
  - Masefield Avenue – felt to be questionable any traffic management solution needed, all houses have their own drives anyway, so would need evidence that the bend at the top of the road really does cause a problem; single or double yellow lines are a possibility, but double yellow in residential areas seen as a problem, with residential parking schemes a more likely/preferred option
  - Queens Court – a very congested road already with allocated disabled parking areas, hard to see how a residential parking scheme could be made to work given these areas exist; would owners give them up for an overall scheme?
  - Mabels Furlong and The Southend – mentioned, but no particular comment made on either; although known that a yellow line scheme was in hand for the Mabels Furlong/JMHS access area, possibly instead of a resident parking scheme?
  - White line marking in Bye Street across the drive entrance to a car sales yard and a repair workshop behind it (and opposite Lawnside), since people regularly parked too close to the access to make it unsafe. Yes, felt to be viable – requester would have to apply and pay, possibly £100/£150, business owner advised.

## 12.2 Discussions with Herefordshire officers

**After an LTC request, a discussion with Callum Bush (HC Highways Officer) and Bruce Evans (HC Engineering Manager) on viability of solutions to issues raised in this report, took place at the TMWP meeting on 27<sup>th</sup> February 2023**

The agenda subjects for discussion were:

- Speed Indicator Devices
- Traffic Calming Gates – Parkway
- Finger signs in Ledbury Town Centre
- TRO's
- Dropped Kerbs
- Residents' parking permits

The meeting was curtailed because the mix of Zoom and physical meeting proved unsatisfactory, so only one item on the agenda was discussed – SIDs. Officers advised the following:

- HC is still formulating its policy on SIDs now taken back in house from Balfour Beatty Living Places (BBLP)
- Existing SID devices owned by the council are in poor condition, with inadequate battery life anyway, so the decision has been made that no SIDs will be available in future for rental
- Role of HC is now to facilitate local councils to provide their own, but approval of sites and installation of bases still has to be obtained on application to HC

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- LTC can install in more locations (2 potentially proposed) but they need to be agreed with HC
- We then own the existing bases and mounting poles, but will need to buy our own SIDs and pay for any new base installations
- LTC could buy sufficient devices (3 at present) for permanent installation at each current location, but HC advise against this because impact on speed reduction decreases with permanence. That's why they recommend the past policy of 1 month on, 2 months off, which means on LTC owned device would be adequate for our current base locations
- When purchasing new devices, LTC need to ensure they check current bases and poles spec will accommodate them. Not felt to be problematic, but wish to confirm.
- Installation of devices on lamp posts or other signs is not recommended or allowed, so specific bases are needed
- Support for a Worcester Road device was given by a resident concerned that the approach to the Town from Malvern was not regulated in any way until nearly reaching the traffic lights before Top Cross. There is a relatively blind corner on the approach to town which drivers typically take at up to 60mph and then have to slow dramatically on seeing the 30mph sign/traffic lights.



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## Appendices

### Appendix 1: TMWP Terms of Reference (ToR)

Aims:

The overall aims of the working party are:

- To identify key points of concern in traffic flow and road safety in and around Ledbury
- To analyse feedback and produce a report with recommendations to present to Ledbury Town Council for approval to submit the report to Herefordshire Council
- To include as part of the report appendices on past traffic management issues and outcomes/conclusions in the past, such as by the police on investigations into speeding complaints

Scope:

- To include access routes into Ledbury that are also in the parish
- To refer to past reports and documentation relating to traffic management issues as part of the information gathering (going back up to 4 years)
- To reflect the content of the Balfour Beatty 'Ledbury Public Realm' report (which includes traffic management) and Ledbury's response as part of the information gathering; also to review 'Rail and Bus for Herefordshire' (RBfH) responses

*Note: The Town Council response priorities to the Public Realm report are:*

1. Footpaths, cycle ways and disabled access
2. Need to provide additional parking
3. Improving access to the railway station including to both platforms

- To identify and consult with relevant stakeholders to help locate specific concern areas
- To consider areas of concern known to exist and already referred to the working party
- To invite submissions and promote the opportunity as widely as possible

Key stakeholders:

- Local police, Herefordshire Council, Balfour Beatty, Ledbury Town Council, John Masefield High School, Ledbury Primary School, Network Rail, Ledbury Traders, Ledbury Residents, Ledbury Community Groups

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## Appendix 2: Traffic issues submissions list

Submission action analysis scoring key		Concern categories		Code	No	%age	Number	Priority
Points allocated to each assessment criteria where 1 = low, 5 = high		Traffic control, road markings and road safety		1	35	26%	24	1
Criteria:		Speeding and speed limits		2	15	63%	58	2
1. The submission has urgent safety issues		Parkway		3	2	11%	10	3
2. The submission has a probable short term action fix		Residents parking and road access		4	16	100%	92	Total
3. The resident(s) see the submission as a high priority for them		Business and visitor parking		5	6			
4. Volume of submissions on a particular issue		Railway station and public transport		6	5			
5. Any submission action is within (reasonable) Ledbury control		Travel schemes for non-drivers		7	0			
6. There is a realistic likelihood that the submission issue can be resolved		Footpaths, cycleways, disabled & vulnerable access		8	9			
Priority rating allocation:		Development sites access		9	3			
Score 0-15 = 3 (low)								
Score 16-20 = 2 (medium)								
Score 21-30 = 1 (high)								
				Total	92			

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## Ledbury Town Council - Traffic Management Working Group submissions and issues raised/supported record

Ref	Dated	Submitted by or source of issue identified	Method of submission or receipt	Sent to	Date received
S1	08/08/2018	Resident - name redacted	Handwritten letter	Office	10/08/2018
S2	02/09/2018	Resident - name redacted	Typed letter with paper article on SIDs	Office	06/09/2018
S3	27/08/2018	Resident - name on email	email	Office	27/08/2018
S4	14/10/2018	Resident - name on email	email	Office	14/10/2018
S5	29/10/2018	Resident - name redacted	email	Office	28/10/2018
S6	16/11/2018	Ledbury Reporter front page article	Newspaper	Bought	15/11/2018
S7	20/11/2018	Petition by residents of Mabels Furlong area	Typed letter and signed petition	Office	21/11/2018
S8	27/11/2019	Unknown resident and unreferenceed	Handwritten letter	Office	18/11/2019
S9	07/12/2018	Ledbury Reporter front page article	Newspaper	Bought	07/12/2018
S10	07/12/2018	email - name on email	email	PH	07/12/2018
S11	10/12/2018	email from Cllr Whittier	email	PH	10/12/2018
S12	14/12/2018	Ledbury Reporter reader letter	Opinion letter to the Editor	Bought	14/12/2018
S13	11/12/2018	Resident - name redacted	email	Office	10/12/2018
S14	03/01/2019	Resident letter - name given	Typed letter by email with FOI info on PCNs	BBLP	03/01/2019
S15	04/01/2019	Ledbury Reporter front page article	Newspaper	Bought	04/01/2019
S16	08/01/2019	Voice of Ledbury Facebook posts	Facebook	Copied	08/01/2019
S17	09/01/2019	Voice of Ledbury Facebook posts	Facebook	Copied	09/01/2019
S18	11/01/2019	Deputy Head of JMHS	email	Office	11/01/2019
S19	09/01/2019	Voice of Ledbury Facebook posts	Facebook	Copied	09/01/2019
S20	11/01/2019	Voice of Ledbury Facebook posts	Facebook	Copied	11/01/2019
S21	11/01/2019	Ledbury Reporter front page article	Newspaper	Bought	11/01/2019
S22	20/01/2019	Resident - name on email	email	PH	20/01/2019
S23	20/01/2019	Resident - name on email	email	PH	20/01/2019
S24	20/01/2019	Resident - name on email	email	PH	20/01/2019
S25	23/01/2019	Resident - name on email and sent a letter	email + letter	PH/Office	23/01/2019
S26	21/01/2019	Resident - name on email	email	PH	21/01/2019
S27	25/01/2019	Resident - name on email	email	PH	25/01/2019
S28	20/01/2019	Resident - name redacted	email	Office	20/01/2019
S29	28/01/2019	Residents - names on email	email	PH	28/01/2019
S30	08/02/2019	Ledbury Rugby Club - Director (name on email)	email	PH	08/02/2019
S31	12/02/2019	Resident - name on email	email	PH	12/02/2019
S32	25/02/2019	Resident - name on email	email	PH	25/02/2019
S33	14/02/2019	Business Manager, John Masfield High School	email with attached submission document	Office	14/02/2019
S34	25/02/2019	Residents - names on email	email	PH	25/02/2019
S35	22/02/2019	Ledbury Reporter front page article	Newspaper	Bought	25/02/2019
S36	27/02/2019	Resident - name on email	email	PH	27/02/2019
S37	27/02/2019	Resident - name on letter	Letter	Cllrs	02/03/2019
S38	27/02/2019	Town Talk Ledbury Politics/email	Facebook and follow up email	Copied	07/03/2019
S39	15/06/2022	Resident - name on email	email	Cllrs	15/06/2022
S40	01/03/2019	Resident - name on email (same name as S29)	email	PH	01/03/2019
S41	14/02/2020	Resident - name on email	email	PH	14/02/2020
S42	01/03/2019	Resident posts on Voice of Ledbury	Facebook	Copied	07/03/2019
S43	05/02/2021	Resident - name on email	email	PH	05/02/2021
S44	14/05/2020	Resident - name on email	email	PH	14/05/2020
S45	10/03/2021	Resident - name on email	email	Office	11/03/2021

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S46	08/03/2019	Resident - name on email	email	PH	12/03/2019
S47	15/03/2019	Resident - name on email	email	PH	15/03/2019
S48	07/03/2019	Resident - name on email	email	Office	15/03/2019
S49	04/03/2019	Resident - name on email	email	PH	15/03/2019
S50	05/03/2019	Resident - name on email	email	PH	15/03/2019
S51	15/03/2019	Resident - name on email	email	Office	15/03/2019
S52	15/03/2019	Resident - name on email	email	PH	28/02/2019
S53	28/02/2019	Resident - name on email	email	PH	16/03/2019
S54	28/02/2019	Resident - name on email	email	PH	16/03/2019
S55	05/03/2019	Resident - name on email	email	PH	16/03/2019
S56	08/04/2019	Rugby Club submission - name on email	email	PH	08/04/2019
S57	11/04/2019	Resident representative - name on email	email	PH	12/04/2019
S58	05/03/2019	Resident - name on email	email	PH	14/04/2019
S59	22/03/2019	Resident - no name	email	Office	23/03/2019
S60	23/03/2019	Facebook post on Voice of Ledbury	Facebook	Copied	23/03/2019
S61	12/06/2019	Cllr email to press	email	Press	12/06/2019
S62	30/06/2019	Resident - name on email	email	PH	15/06/2019
S63	19/08/2019	Resident approach to the office	Handwritten letter 2015 then emails	Office	21/05/2019
S64	01/07/2019	Resident - name on email	email	Office	01/07/2019
S65	07/01/2019	Resident - name on email	email	PH	07/07/2019
S66	15/07/2019	Resident - name on email	email	PH	15/07/2019
S67	13/08/2019	Resident approach to the office (also Aug 2021)	email	Office	14/08/2019
S68	21/08/2019	Facebook post on Voice of Ledbury	Facebook	Copied	21/08/2019
S69	08/12/2019	Resident - name on email	email	Cllrs	08/12/2019
S70	20/01/2020	Resident approach to the office	Visit	Office	20/01/2020
S71	28/01/2020	Resident email, no name	email	Office	28/01/2020
S72	09/03/2020	Resident - no name on email but on report	email + written report	Office	09/03/2020
S73	09/03/2020	Resident approach to the office	email	Office	09/03/2020
S74	26/06/2021	Resident letter - name given	Letter	Office	19/07/2021
S75	28/07/2020	Letter from residents of Church Lane	Letter	Office	28/07/2020
S76	15/09/2020	Report from: office to include more items on TRO	Office report to meeting	Office	15/09/2020
S77	14/01/2021	Letter to the Ledbury Police Station	Passed on by the police to the office	Office	14/01/2021
S78	08/07/2021	Resident approach to the office	email	Office	08/07/2021
S79	08/07/2021	Resident - no name on email	email	Office	08/07/2021
S80	13/07/2021	Resident - name on email	email	Office	13/07/2021
S81	08/01/2022	Report by office of resident: garage exit concerns	Office report to meeting	Office	09/01/2022
S82	22/02/2022	Report by the office on Queens Court parking	Office report to meeting	Office	22/02/2022
S83	22/02/2022	Report by the office on speed limit request	Office report to meeting	Office	22/02/2022
S84	22/02/2022	Report on Woodleigh Rd bridge to be 1-way	Office report to meeting	Office	22/02/2022
S85	01/05/2022	Business request for white line on drive access	Verbal request	PH	01/05/2022
S86	09/05/2022	Resident email - name given	email	Office	11/05/2022
S87	24/04/2022	Resident email - name given	email	Cllrs	24/05/2022
S88	31/05/2022	Report by the office on drop kerb request	Office report to meeting	Office	31/05/2022
S89	22/08/2022	Resident email - name given	email	Cllrs	07/09/2022
S90	13/10/2022	Report by the office of resident SID request	Office report to meeting	Cllrs	13/10/2022
S91	09/01/2023	Report by the office on yellow line requests	Office report to meeting	Cllrs	09/01/2023
S92	27/01/2023	Resident email - name given	email	Office	27/01/2023



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Ledbury Town Council - Traffic Management Working Group submissions and issues raised/supported record										
Ref	Topic	Code See list	Safety urgency	Short term	Resident priority	Response volume	Ledbury control	Ability to resolve	Total	Priority rating
S1	Queens Court parking issues	4	1	3	5	2	3	2	16	2
S2	Speeding on the Southend	2	5	3	4	3	3	4	22	1
S3	Double yellow lines between the garage and Knapp lane	1	4	3	3	3	3	3	19	2
S4	Phasing of traffic lights at Top Cross	1	2	2	2	1	2	2	11	3
S5	Double yellow lines at exit to Churchill Meadow	1	3	3	3	3	3	3	18	2
S6	Supports residents concerns over Parkway accident black spot	3	5	4	5	5	3	4	26	1
S7	Problems with parking and request for 'Access Only' signs	4	3	3	5	4	3	3	21	1
S8	Car parking situation at my Mum's house	4	1	1	1	1	1	1	6	3
S9	Supports residents concerns over Viaduct site access route	9	4	3	5	5	3	4	24	1
S10	Cycleway and footpath New Mills to Aldi extension + cycling	8	3	3	4	2	2	3	17	2
S11	Speeding on Orchard Lane	2	4	2	5	3	3	3	20	2
S12	Objecting to Viaduct site Bosbury Road access proposal	9	4	3	5	5	1	4	22	1
S13	Parking at and around the railway station	6	3	3	5	5	2	3	21	1
S14	Drop kerbs attracting PCNs (parking notices); request for yellow lines	1	4	2	4	3	2	3	18	2
S15	Supports resident letter re drop kerb	1	4	2	4	3	4	3	20	2
S16	Resident comments on need for better railway station parking	6	3	3	3	3	2	4	18	2
S17	Concerns over new roundabout on Leaden Way to development	1	4	3	5	3	2	3	20	2
S18	Concerns over traffic and pedestrian walkways to the school	8	5	3	5	4	2	3	22	1
S19	Continuation of concerns over railway station parking & access	6	3	3	3	5	2	4	20	2
S20	Concerns over Falcon Lane access off Hereford Road after accident	1	4	2	4	2	2	3	17	2
S21	Traders request to relax parking rules to encourage more customers	5	3	2	3	4	3	3	18	2
S22	Need to address parking issues around Mabels Furlong	4	2	2	5	5	2	3	19	2
S23	Need to address parking issues around Mabels Furlong	4	2	2	5	5	2	3	19	2
S24	Resident concerns re access to the Viaduct site	9	4	3	5	5	2	4	23	1
S25	Homend parking blocking access by Newbury Park; need yellow lines	1	4	2	4	3	3	4	20	2
S26	Parking issues in Belle Orchard despite 'Access Only' signs	4	4	2	4	3	3	3	19	2
S27	General points on parking throughout the town with proposals	5	3	2	4	3	2	3	17	2
S28	Bray Avenue resident querying parking jutting out over pavement	4	4	3	3	2	3	3	18	2
S29	Ledbury car parking issues with proposals	5	3	2	4	3	2	2	16	2
S30	Speed limit concerns on the Ross Road past the club	2	5	2	5	3	3	4	22	1
S31	Double yellow lines at exit to Churchill Meadow	1	3	3	4	3	3	4	20	2
S32	A number of parking related issues throughout the town	5	3	2	3	4	2	2	16	2
S33	School entrance, parking & safety of children on pavements issues	1	5	3	5	4	3	3	23	1
S34	Parking/safety issues - Bank Crescent, Homend Crescent, Knapp Lane	1	4	2	3	4	2	3	18	2
S35	Concerns over safety and lighting at the Hawk Rise roundabout	1	4	2	3	2	1	2	14	3
S36	Knapp lane turning and suggestion to make it no L turn going south	1	3	2	3	4	2	3	17	2
S37	Urgent attention requested for parking concerns in Maselfield Avenue	4	2	3	5	3	3	2	18	2
S38	Speeding traffic on Gloucester Road and The Southend	2	5	3	5	3	3	3	22	1
S39	Request to consider a residents parking scheme along The Southend	4	3	2	3	2	2	2	14	3
S40	Parking reorganisation needed to allow for electric car charging points	4	1	1	2	1	1	2	8	3
S41	Request for domed mirror at the bottom of Knapp Lane	1	3	3	3	3	3	3	18	2
S42	Concerns about platform access at the Railway Station	6	2	2	4	3	2	3	16	2
S43	Concern over excess speeding over 30mph limit on Lower Road	2	3	2	4	2	2	2	15	3
S44	Concern on visibility on leaving the Ledbury petrol station - yellow lines	1	4	3	4	3	3	3	20	2
S45	Yellow lines at the Victoria Road/Lower Road junction for safe exit	1	4	2	4	3	2	3	18	2



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S46	Speeding on the Southend after Top Cross - his car hit and damaged	2	4	2	5	3	2	3	19	2
S47	Concerns on more traffic using Knapp Lane/pedestrian & walker issues	1	4	2	5	3	3	3	20	2
S48	Sign on Market Street to stop vehicles - danger to pedestrians/elderly	1	4	2	5	2	2	3	18	2
S49	Concerns about Knapp Lane traffic and Bank Crescent parking safety	1	3	1	4	3	3	2	16	2
S50	Concerns about Knapp Lane traffic and Bank Crescent parking safety	1	3	1	4	3	3	2	16	2
S51	Visitor parking on Bank Crescent blocking residents' parking	4	2	1	4	3	2	2	14	3
S52	Concerns on more traffic using Knapp Lane/pedestrian & walker issues	1	4	2	5	3	3	3	20	2
S53	Visitor parking in the town - make parking free/low cost season ticket	5	2	3	4	2	2	3	16	2
S54	Knapp Lane disabled resident concerned about access problems	8	5	2	5	2	3	3	20	2
S55	Concerns about emergency services access throughout Ledbury	1	4	2	4	2	2	3	17	2
S56	Request to reduce speed limit from 50mph to 40mph on Ross Road	2	4	3	5	3	3	3	21	1
S57	Concerns about traffic speed on the Worcester Road	2	4	3	5	3	3	3	21	1
S58	Upgrading pathway from the town to Parkway	8	3	2	4	2	2	3	16	2
S59	No entry sign bottom of Church Street needs repainting - safety issue	1	5	3	5	4	3	4	24	1
S60	Martins Way roundabout on bypass - too small for safe lorry manoeuvre	1	4	1	4	1	2	2	14	3
S61	Regarding residents' parking scheme in Masfield Avenue	4	2	2	4	3	3	3	17	2
S62	Seats at bus stops and throughout town for less able residents to rest at	8	2	2	4	2	3	3	16	2
S63	Resident pressing for a parking permit scheme in Masfield Avenue	4	2	2	4	3	3	3	17	2
S64	Resident concerns over vans parking in New Street blocking drive access	4	2	2	4	3	2	3	16	2
S65	Concerns about resident parking on The Southend	4	2	2	5	3	3	3	18	2
S66	Problems for cyclists on the Town Trail and yellow lines on Orchard Lane	8	4	2	5	2	3	3	19	2
S67	Concerns about traffic speed on the Worcester Road	2	4	3	5	3	3	3	21	1
S68	Concerns about inadequate visitor coach parking space in Ledbury	5	1	2	3	1	2	2	11	3
S69	Various points on traffic control and road markings	1	4	2	4	3	3	3	19	2
S70	Concerned about speeding traffic, no 30mph signs on Hereford Road	2	4	3	4	3	3	3	20	2
S71	Concerns about dangerous visibility exiting Elgar Close onto New Street	1	4	3	5	1	3	3	19	2
S72	Proposal to reduce visitor parking and lorries on overcrowded Bridge St	1	3	2	4	2	3	3	17	2
S73	Orchard Lane resident concerned about speed limit on Worcester Road	2	3	2	4	3	3	3	18	2
S74	Development & traffic in Ledbury - the need for an electric bus network	6	2	2	4	1	3	3	15	3
S75	Request to enforce 'Cycling Prohibited' sign on Church Lane	1	5	3	5	1	3	3	20	2
S76	Additional items from residents to include in a TRO request	1	4	3	5	3	3	3	21	1
S77	Resident concerns on speeding along Biddulph Way and The Southend	2	4	3	5	3	3	3	21	1
S78	Traffic signage changes needed for lorries using New Street	1	4	3	5	2	3	4	21	1
S79	Request for traffic management gates in Parkway	3	4	3	5	3	3	4	22	1
S80	Poor parking Oatleys Crescent/Bridge St/Barnett Ave impeding visibility	1	4	3	5	3	3	3	21	1
S81	Concerns about exit from the petrol station on the Homend poor visibility	1	4	3	5	3	3	3	21	1
S82	Request for residents parking permit scheme for Queens Court	4	2	2	4	3	3	3	17	2
S83	Resident request to bring back the 20mph speed limit in the town	2	3	3	5	4	3	3	21	1
S84	Resident request to reinstate Woodleigh Road bridge 1-way for vehicles	1	4	3	5	3	3	3	21	1
S85	Bye Street car workshop white line on drive access to stop obstruction	1	2	4	4	1	3	4	18	2
S86	Request for convex traffic mirror at The Homend/Knapp Lane junction	1	3	3	4	1	3	4	18	2
S87	Request for cycling contraflows bottom of Church St/top of New St	8	2	3	4	1	3	3	16	2
S88	Resident request for a drop kerb on Queens Court for mobility scooter	8	3	3	5	1	3	3	18	2
S89	Resident drop kerb request from Horse Lane Orchard across Worcs Rd	8	4	3	4	1	3	3	18	2
S90	Resident request for an SLD/speed restrictions on the Worcester Road	2	4	3	4	3	3	4	21	1
S91	More requests for yellow lines/visibility issues (same author as S32)	1	4	3	4	3	3	3	20	2
S92	Speeding concerns of resident on the Ross Road by the roundabout	2	5	2	5	1	3	3	19	2

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## Appendix 3: Other information and traffic related reports of relevance

Ledbury Town Council - Traffic Management Working Party relevant information documents and reports				Relevant pages	
No	Date of report	Name of report			
R1	July 2018	Balfour Beatty Living Places report: Ledbury Public Realm & Transportation Appraisal		Traffic Management issues, page 46	
R2	Adopted January 2019	Ledbury Neighbourhood Development Plan 2018-2031		Chapter 11 - Transport & Infrastructure, page 45	
R3	April 2017	Speed Indication Devices Application Toolkit		Whole document	
R4	September 2018	ADL Traffic and Highways Engineering - Briefing note for A417 Parkway		Whole document	
R5	2016	Ledbury Town Plan		Getting around - Traffic, Transport & Access, page 38	
R6	6th July 2018	ADL Traffic and Highways Engineering - Briefing note for Falcon Lane		Whole document	
R7	16th August 2018	Ledbury Town Council Response to the Public Realm report		Whole document	
R8	11th August 2018	Context Paper - Ledbury Public Realm Draft Report by Cllr Harvey		Whole document	
R9	1st August 2018	Rail & Bus for Herefordshire response to the Ledbury Public Realm & Transportation Appraisal		Whole document	
R10	29th January 2019	Hereford Transport Package (HTP) Walking, cycling, bus and public space improvements consultation Full info available at: <a href="https://www.herefordshire.gov.uk/info/200196/roads/252/herford_2020/4">https://www.herefordshire.gov.uk/info/200196/roads/252/herford_2020/4</a>		Applies to Hereford but may be useful Ledbury guidance	
R11	Unknown	How to object to planning applications		Useful guidance on effective objection	
R12	January 2017	Traffic regulation orders application toolkit		Whole document	
R13	January 2017	Town Council S106 wish list as at 17.01.2017		Transport/Highways section	
R14	02/10/2018	Senior Engineer, Network Regulation, Balfour Beatty		Southeast speeding data	
R15	01/01/2019	Traffic Engineer, Balfour Beatty		Location of current SID bases in Ledbury	
R16	17/05/2018	Grass land Mabels Furlong/Bray Avenue		Report on options by the Locality Steward	
R17	4/12/2018	Ledbury Rugby Club - speeding issues on the Ross Road		Whole document	
R18	08/01/2015	Rich Hadley Traffic Management Paper 8 Jan 15		Whole document	
R19	1992	A review of current traffic calming techniques		Whole document	
R20	2019	Current Ledbury Traffic Regulation Orders		Whole document	
R21	2009	Traffic calming measures - review and analysis - available as a pdf online at: <a href="https://www.researchgate.net/publication/305487107_TRAFFIC_CALMING_MEASURES_-_REVIEW_AND_ANALYSIS">https://www.researchgate.net/publication/305487107_TRAFFIC_CALMING_MEASURES_-_REVIEW_AND_ANALYSIS</a>		Whole document	
R22	30/04/2015	Wellington Heath Transport Sub-group report on safer access routes between the village and Ledbury		Whole document	
R23	17/06/2016	LTC response to the Wellington Heath safer routes to Ledbury paper produced by Phillip Howells		Whole document	
R24	2016?	Parish Councils and Public Rights of Way		Whole document	
R25	2019	Community Commissioning Toolkit		Whole document	
R26	2019	Electric Cars don't reduce congestion but bicycles can		Whole document	

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## Appendix 4: Parkway resident survey

LTC TMWP Parkway Resident Survey March 2019 No of resp: 7		
	Yes	No
Do you think there is too much traffic through the village?	7	
Do you think traffic in the village has increased in the last 10 years?	7	
	Increase	Decrease
Do you think the new housing developments will increase or decrease the traffic?	7	
There will always be a few drivers who break the speed limits but do you feel that too many drivers are breaking the 40mph speed limit?	7	
If you answered yes above:		
Do you think there should be more police enforcement of the speed limits	6	
Do you think there should be reminders of the speed limits such as electronic speed indication devices?	7	
Would you like to see the speed limit reduced to 30mph?	6	1
If you answered yes to the above:		
Would you still support a 30mph speed limit if that involved major change such as street lighting?	5	2
Research has shown that drivers are more cautious when they know they are entering a village. Gates have been shown to be effective at reminding drivers of the existence of a village. Would you like to see gates installed at parkway?	7	
If you answered yes to the above:		
Gates have shown to be most effective when they look well cared for, usually with flower planters at their base. Would you be prepared to volunteer your time to plant or water these?	4	1



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## Appendix 5: Mabels Furlong resident survey

### LTC TMWP - House no anonymised Mabels Furlong and area residents parking survey March 2019

Road	Resp	Do you think there is a parking problem in and around these three roads?	If yes - reason	Do you want a resident parking Scheme?	Do you have any ideas on how to manage parking and access for the 3 roads?	Do you think an 'Access Only' or 'Residents Only' sign at the entrance of MF would be sufficient to address the parking problem?	Would you be in favour of some sort of protected parking/p-ermit parking?	What would you suggest we do with the grass verges such as along MF and at the turning into BA?	Do you have any thoughts on it and when double yellow lines or single yellow lines should be painted?	Do you have any issues with Drop Kerb parking?	How many vehicles are there in your household that regularly park in the area?	Do you anticipate increasing or decreasing the number of vehicles in the future?	Would you be prepared to pay for CCTV coverage to monitor access?
MF = 14 BA = 13 WD = 8 TOTAL = 35													
MF	M1	Yes	Cars are parked anywhere.	-	-	No	Yes	Should be protected	-	No	1	1 increasing	See later
MF	M2	Yes	Town visitors / Workers	Yes	-	Yes	Not really	Leave it be	Beginning of MF	No	2	decreasing	No
MF	M3	Yes	People park for hours for shopping or work instead of using car parks also school use it for parking	-	Access only	Access only - Yes - If not give parking fines	Not really	-	1. On entering MF. 2. Outside electric shed	No	1	No	
MF	M4	Yes	Access in and out of MF is hazardous due to the many vehicles parked in and around the access. School time is worst.	Not willing to pay to park, pay enough to - taxes	1. Difficult as there are too many vehicles on the road and we live by the school and close to town and the houses along MF were built with no parking. 2. People who are not residents need to avoid parking around the area and be more considerate to residents BUT also residents need to be more considerate to each other and reduce the number of cars and park more considerately	Yes - definitely worth a go at least it backs us up when we tell non residents not to park on these roads. We want non residents to be more considerate and think about not parking as it causes inconvenience. It's frustrating when you have shopping and a little one.	Not willing to pay, already pay enough in taxes.	Some of the grass verges could be turned into extra parking for RESIDENTS and VISITORS	Yes - in hazardous areas	Not sure what the question is asking but if someone was to put a drive and paid the Council to drop the kerb then no-one should park next to it blocking access unless that resident gives permission. But this restricts off-road parking which isn't a good thing for other residents and visitors.	2	No	-
MF	M5	Yes	None resident parking	Yes	No	No	Yes	Remove it	No	No	1	No	Yes

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	Yes	People in and around Ledbury who work, using the road as a free car park and parents dropping and collecting children from school, looking both ways of the road. Plus car parking on corner of	Not willing to pay to park, pay enough in taxes	yes	No	It would be a shame to lose all the grass but it would help the parking problems if the road was widened, perhaps to the same width as existing layby.	1. Main school entrance 2. Southard and Gloucester Road entrance	Always understood that drop kerbs meant no parking in front of entrance	1 No	No
MF M6	yes	People parking in the roads all day while they go to work so when residents come back from school runs or shopping there is no where for them to park and nowhere for parents picking up children to park, forcing double parking at school at pick up time.	No - don't think this would work because of the school, a lot of elderly residents who	1. Access only sign 2. Traffic wardens patrolling the road.  I think access only sign would help then only people who have business in the road need to come down as it is a no through road. Would make people think twice about parking down here.	No	I think the areas should be dug up and replaced with gravel	1. Double yellow lines at the entrance to MF on both sides.	No	2 No	No
MF M8	Yes	People parking all day going to work in town, unable to park at all	-	Access only - we are no through road	No	Make the bottom of Bray Avenue wider, take out compactly.	On entrance into MF from the main road.	No	1 - disability badge holder	No
MF M9	Yes	People leaving their cars here and going into town. Poor dropping kids at school, parents waiting to collect kids after school.	Yes as long as there is no cost	No - as people ignore it	No as we pay enough to the Council	arking	Double lines from main road onto BA up to the turn	Yes as people park in front of our off road parking we think people will ignore it, as happens now.	2 Inc. Our son will have a car in the future	No
MF M10	Yes	Very congested	No	Access Only	No			No	2	No
MF M11	Yes	Parking in our area is nothing short of horrendous. Very rarely can we park outside our		It would be a good start	No - I'm a pensioner	Remove grass on BA/WO corner	Off main road - come into MF	No	1 No	No

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	Yes	Parking at the entrance of MF can pose a problem for school and emergency vehicles. People living and working in the Southend use MF as a car park, stopping residents from parking.	No	1. Access only signs at entrance of MF 2. Parking restrictions from Southend to entrance of MF and entrance of JMHs	Yes - Access only	No	All missing concrete posts along verge in MF should be replaced with concrete or metal posts to stop parking on verges. Should widen entrance to BA to allow better access to replacing missing posts with concrete or metal posts in stop parking.	1. Double yellow lines should be painted on left hand side as you enter MF from the Southend	Yes - we have a drop kerb and occasionally we have had people park in front of it	3	No	No
MF M12	Yes	There is a lot of cars parking from the road for the school	No		Yes	No	Leave grass verges as they are		No	1	No	Yes
MF M13	Yes	There is never space for residents of the homes on the street	For	1. Resident only signs 2. No waiting / access for non residents (long term)	Yes - it would sort the problem		Keep the verges	At the entrance of the turn into MF	No	1	No	Yes
BA 91	Yes	People dropping off kids for school. People with deliveries bring letters post to those that done, e.g. neighbour moves his work van off. His drive in my spot on side of road when we go out so he can fit his 2 cars on his drive	Good idea but whether school grounds after all: how long does it take to drop off a child	Maybe but I'm thinking people will just ignore it	Yes	Depend on cost but yes good idea	Well they should mark them with marked out parking spaces. People park on the grass anyway.	1. On entrance off main road into MF 2. On entrance to BA	Yes - people with dropped kerbs with 2 or more cars should park in front of their dropped kerbs if other people need to park on side of the road	1	No	Yes
BA B2	Yes	Quite often unable to park outside or even near the property		How about allocated and marked bays for each property	Yes - plus additional signs on the entrance to BA and WD	Yes	Post it off to prevent parking	No	No	1 possibly	Yes	Yes
BA B3	Yes	Problems coming home as residents from lower area have parked in our spaces	Yes		Yes	Yes	Widen the entrance	Yellow lines	No	1	No	No
BA B4	Yes	Parking on pavements and near road junctions. People using the roads as an overflow for JMHs parking.	No		Yes, it would help	No	Round off corner of verge into BA to give better access for HGVs and use rest of space for resident parking	1. At entrance to Gloucester Road 2. Entrance to MF and BA	No	0	No	No
BA B5	Yes	People parking and walking into town, people picking up from JMHs		BA - remove grassed area and replace with parking spaces	No	Yes if affordable	Remove them, no need for them, including grass verges on BA	Junction of MF and BA	No	2	No	No - Council should say

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BA B6	Yes	Many people who do not live around here think it's okay to park by our houses all day leaving us nowhere to park	Yes, we would like a scheme	1. Traffic warden: 2. Allotment parking zones for residents and visitors only 3. 2 parking spaces for each house, not including driveway	Yes, numerous signs along this road	Yes	Terminate and make more car parking spaces	Only directly outside the school, outside where the cars come out of the school and in the school	No	1	Increasing with son driving in future	Yes
BA B7				No	No	No	Turn into small car parks	Turning onto MF from main road corner turning into BA	No			No
BA B8	Yes	Cars everywhere blocking my drive's dropped kerb	Yes - would need monitoring	1. Small car park in grass banks 2. Limit how many cars per household on road 3. Provide council properties with private drive each	No	Yes	Turn into small car parks	Turning onto MF from main road corner turning into BA	Yes	3 - 2 cars on drive, 1 on road	Yes	No - have own installed
BA B9	Yes	People parking in MF and going into town to work/shopping	Yes		Residents only sign is a start but a more permanent solution is needed	Yes	Lorries are always turning the corner into BA and leave the grassed area in a mess removing the grass and lamnading would make more sense and give more parking spaces	On the bend into MF as this is a blind bend	No	1	No	Yes
BA B10	Yes	People park all day going to work in town. School traffic parking of staff and sixth form		1. Give more parking to residents by taking grass areas but but the grass outside my house take this out and widen the road for access up to BA/WB which would stop people parking there and blocking the view when come down from WB/BA to turn to go out	I would hope so but this needs to be monitored	No	Take the grass away and make it easier to turn and allow vision better coming down, which is dangerous when vehicles are parked on grass	On the entrance off the main road, this is a blind bend coming into MF and BA	No	2	No	No - pay enough taxes
BA B11	Yes	Our road are used as a public car park during term time	Not sure	None	Yes	No	Leave it as it is	On entrance off main road	No	2	No	No
BA B12	Yes	Ton many vehicles and not enough space			No	No	Remove grass to create extra parking and in the process create better access to BA	No	No	1	No	No



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BA	B13	Yes	People park all day and go to work			Yes	No	Take out large grass area on corner to BA and widen turning point, better view coming down BA to road	On entrance from Southend into MF/BA on left. Right hand spot on bend very dangerous	No	1	No	
WO	W1	Yes	Road entry to BA gets very congested. Also making it difficult to approach the junction to the main road	No	Cut out grass verge off the entrance to BA	Access only	No	Remove	Into BA but allowing residents to be able to park alongside their property. Double yellow or immediate entry to MF	No9	1	No	No
WD	W2	Yes	Too many cars parking wherever, upon grass verges, pavements etc, preventing people walking with pushchairs	Good idea	1. 30 Minute wait times during school pick up, traffic wardens to monitor. 2. Provide more parking facilities, could JMHLS be used in the evenings. 3. Remove grass areas that are not used to provide adequate parking for residents	No, people would just ignore this, for example when JMHLS closes, parents often park wherever they can	Yes, depend on the cost	Turn these into resident parking spaces, they are being churned up by vehicles due to lack of space to pass cars.	1. On the corner as you turn into MF, very dangerous when cars park there, double yellow lines. 2. Single yellow lines as you turn into BA, Lorris and delivery vehicles struggle to manoeuvre	Yes. Dropped kerbs have been implemented to induce parking in the road and the town money to make this happen that will ensure they have access to their property	2	No - own driveway to remove our vehicles from road	No
WD	W3	Yes	Immediately off the Southend into MF people park there. It is dangerous	Not really	1. Double yellow lines between Southend and the start of MF. 2. On left hand side as turning into JMHLS	Access only would be nice for BA and WD, VFT too	No	Remove grass and turn into extra parking for residents only	Double yellow lines between Southend and start of MF	No9	2	No	No

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	Yes	Yes	It would improve matters by limiting parking of non residents and reduce traffic, however, it would not resolve all the problems	yes, depending upon the cost	Remove them. Also remove verges along BA and at the top of BA where it meets WD so that cars can safely park and pass one another	1. At entrance/exit to main road from MFE to prevent cars/ vans parking there causing poor visibility. 2. If grass verges are removed create areas where cars cannot park and where it is for passing only	No	2 No	Yes
WD	With the number of cars parked on the road at all different times of the day/night there is not enough space to safely manoeuvre or let cars past. This is particularly bad at the bottom of BA where it meets MFE. It is also very difficult when cars are driving up and down BA to WD as drivers then must reverse up and down a hill which is very dangerous. In WD residents and visitors parking in turning corner make it very difficult and sometimes impossible for me to turn my car around. My drive has been blocked in the past by visitors parking. Residents are frequently having to turn into my drive and other people's drives. Cars are often parked on grass verges near the entrance off	Yes	1. Residents Parking Zone and Access Only to limit the number of visitor cars, parents of children and people walking into town parking and dropping off in the area. 2. Removal of grass verges including at the bottom of BA along BA and at the top of BA where it meets WD which do not serve any purpose and possibly some of the verges along MFE. Doing so would drastically improve the parking situation as there would be space for cars to pull in and manoeuvre to let passing traffic flow. It would make the biggest difference in dealing with the issue of there not being enough space for residents and their own cars. It could provide additional space for residents to park as there is not enough parking space at the moment. 3. Measures put in place to stop vans/cars parking near the main road entrance/exit	Yes	Widen the corner. No parking on the grass signs. No parking signs. Residents and visitors at the top of WD	No	1 No	No	No
WD	People leaving cars when they come live here	Yes	No - people ought to be able to park outside their houses	No					

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WD	W6	Yes	Car parking on the corner by school entrance		No	Always in a bad state, tamat them	Yellow lines on corner from Southend to 3A	No	Note	No	No
		Yes	MF seems to be the worst as people park and leave car to go to work	1. Take out grass verges 2. Signle yellow lines (no parking after a certain time)	Possibly but would they take notice of it	No just because I'm not able to afford 74,000 just to park my car outside my house	MF	No		2	No
WD	W7										
WD	W8	Yes	Nowhere to park outsiders use it to go into town	1. Stop people parking. No permit a fine. 2. Give empty garages to the people who live in those roads	Yes	Yes	1. All the entrance to MF by the school and on the corner	No		1	No