

TRAFFIC MANAGEMENT WORKING PARTY	18 JANUARY 2022	AGENDA ITEM: 6
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Report prepared by Angela Price – Town Clerk

JULY SID REPORT AND ANALYSIS – HEREFORD ROAD

Purpose of Report

The purpose of this report is to provide members of the Working Party with the report from Herefordshire Council in respect of the SID sited on the Hereford Road in July 2021

Detailed Information

Attached is a copy of the report received from Herefordshire Council in relation to the SID sited on the Hereford Road in July 2021.

Following receipt of the report, the clerk forwarded it to Councillor Bannister, Chair of the Traffic Management Working Party, to analyse. Councillor Bannister's analysis of the report is as follows:

- 85% of Incoming vehicles are < or = 40mph which is very good
- Approximately 70% of Outgoing are < or = 40mph

So this is a good result by most standards of observance.

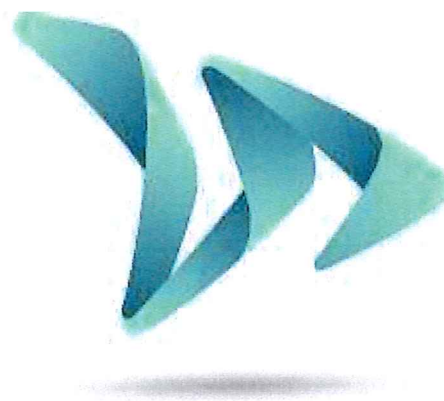
- The outgoing average speeds are higher than the incoming which is consistent with people wanting to get to the motorway quickly and driving more slowly when coming into the parish.
- Again we don't see much evidence of a change in average speeds between the beginning and then end, of the period so no evidence of the evolution of driver behaviour.
- There were 5 days when data was not collected ?

My comment would be that with this data, it might be difficult to build a case for any TRO for a change in the speed limit to 40 all the way to town from Parkway, (~ 70% observance) but gates could still be installed as this is not a TRO.

Recommendation

That members receive and note the report and analysis in respect of the SID sited at Hereford Road in July 2021, noting the comments raised by Councillor Bannister in respect of a possible change of speed limit to 40 miles p/h from Parkway to Ledbury town.

ÉlanCité

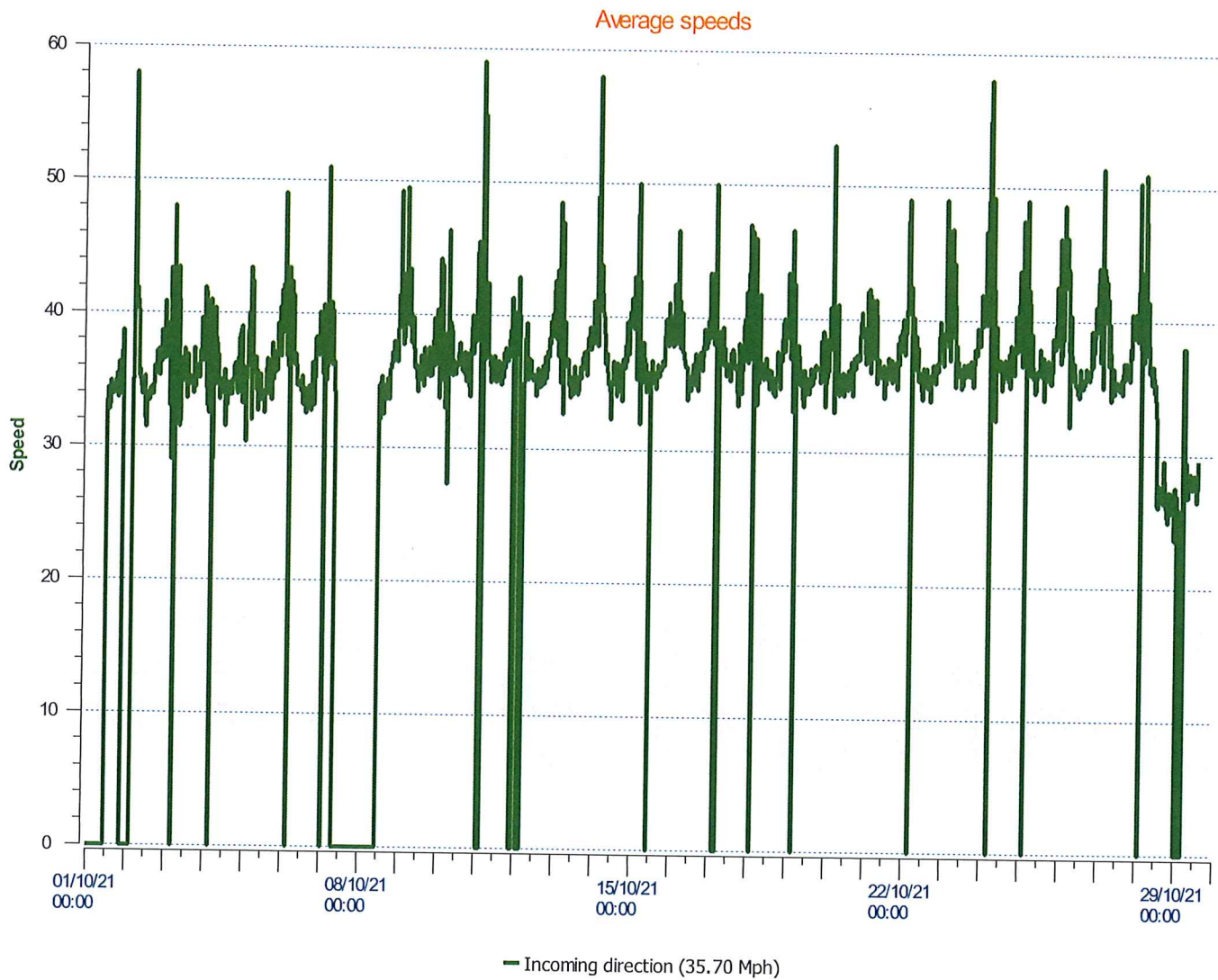


DÉTECTER • INFORMER • SÉCURISER

Start date: Friday, October 1, 2021 12:00 AM
End date: Friday, October 29, 2021 1:30 PM

Location:

Comments:

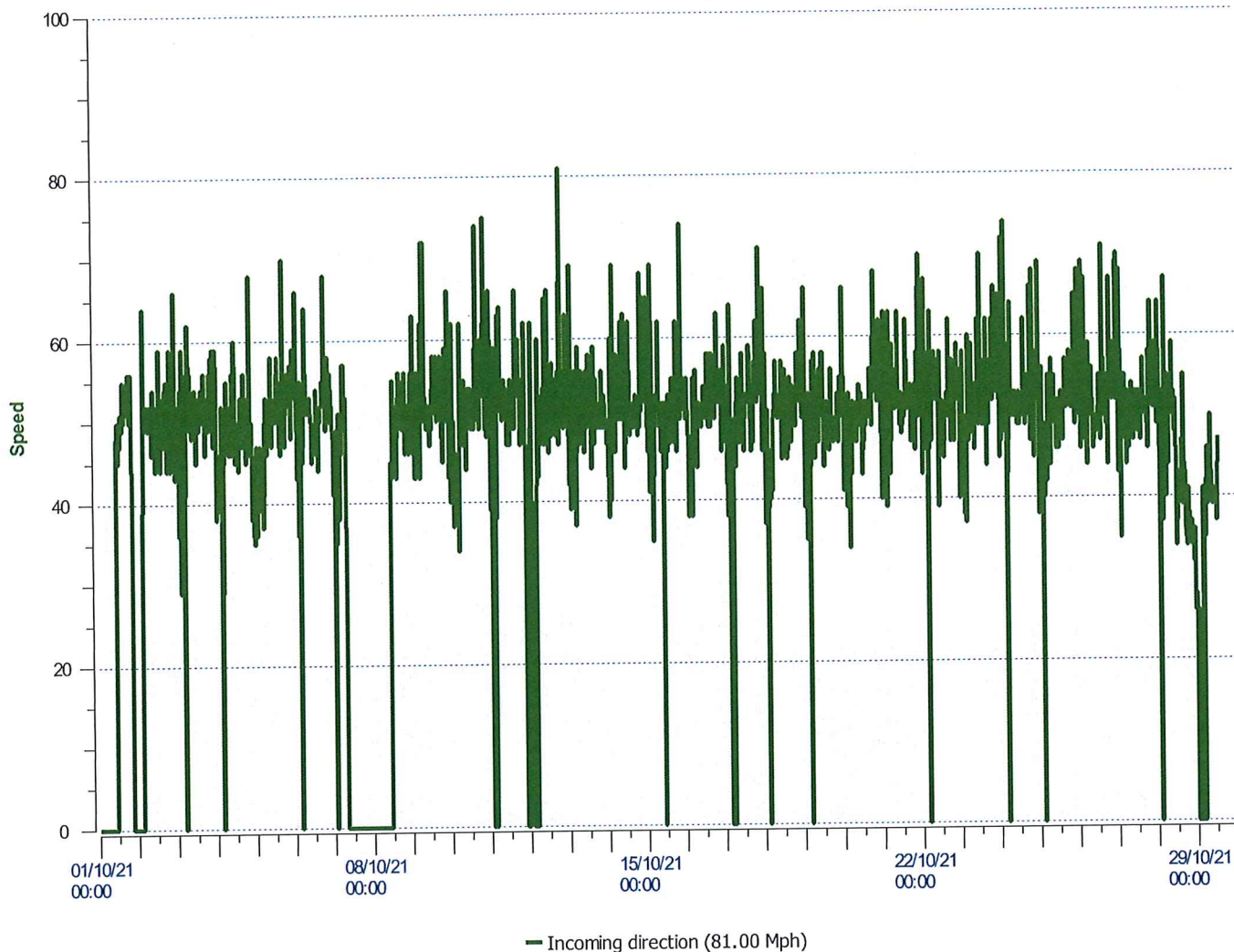


Start date: Friday, October 1, 2021 12:00 AM
End date: Friday, October 29, 2021 1:30 PM

Location:

Comments:

Maximum speeds

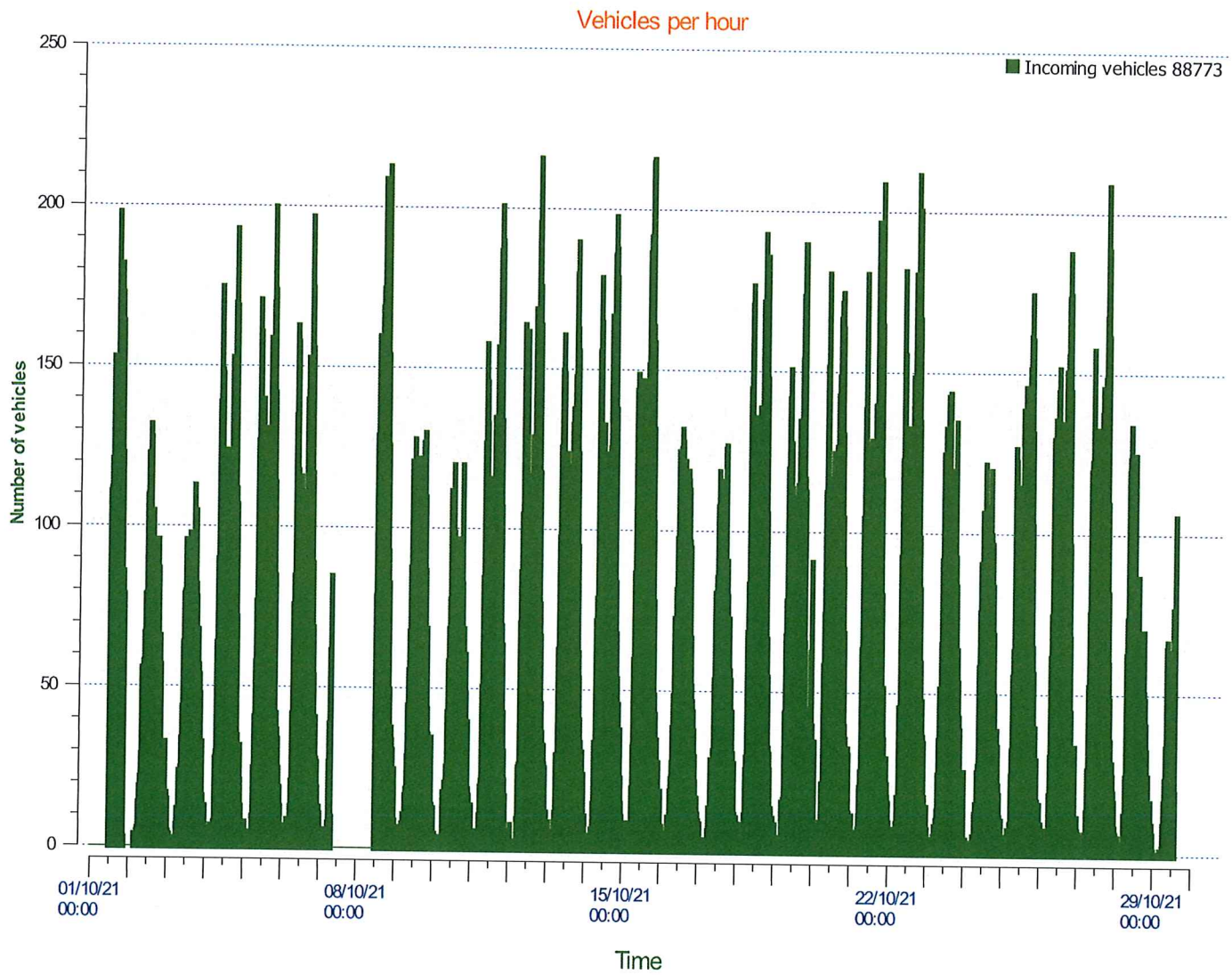


Start date: Friday, October 1, 2021 12:00 AM

End date: Friday, October 29, 2021 1:30 PM

Location:

Comments:

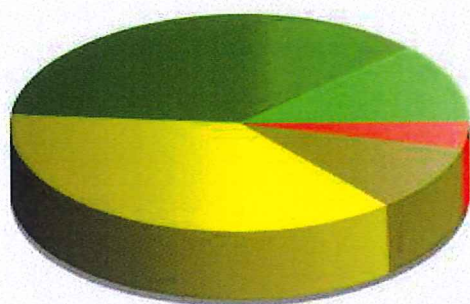


Start date: Friday, October 1, 2021 12:00 AM
End date: Friday, October 29, 2021 1:30 PM

Location:

Comments:

Incoming vehicles

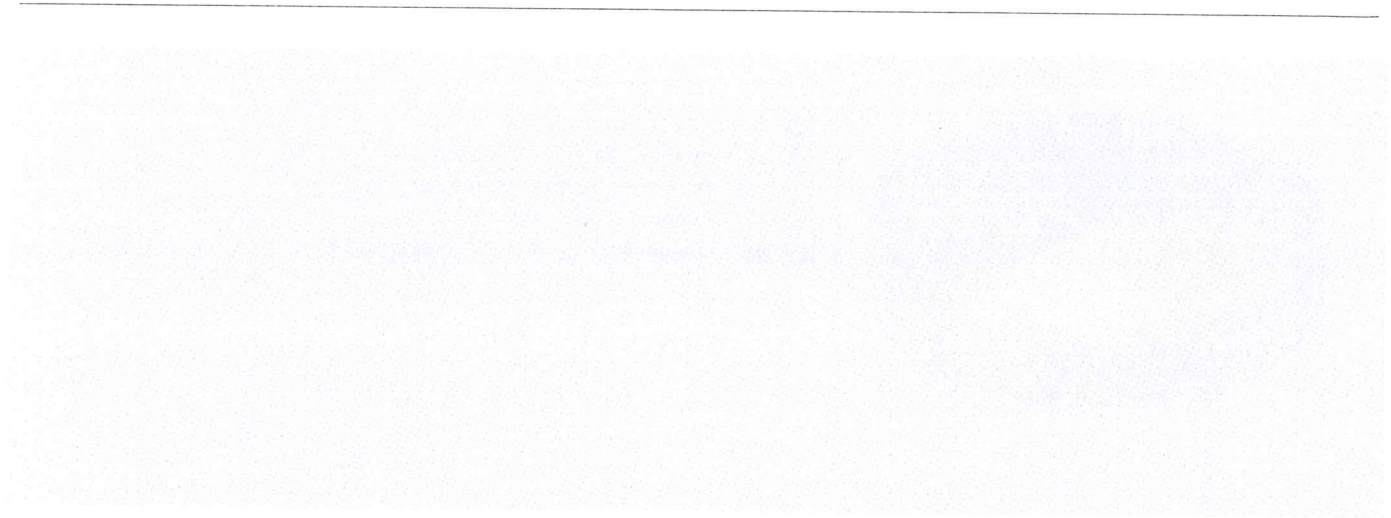


<= 30 Mph	: 10,447 - (11.77 %)
31 - 35 Mph	: 32,609 - (36.73 %)
36 - 40 Mph	: 33,348 - (37.57 %)
41 - 45 Mph	: 8,647 - (9.74 %)
46 - 65 Mph (et +)	: 3,722 - (4.19 %)

Start date: Friday, October 1, 2021 12:00 AM
End date: Friday, October 29, 2021 1:30 PM

Location:

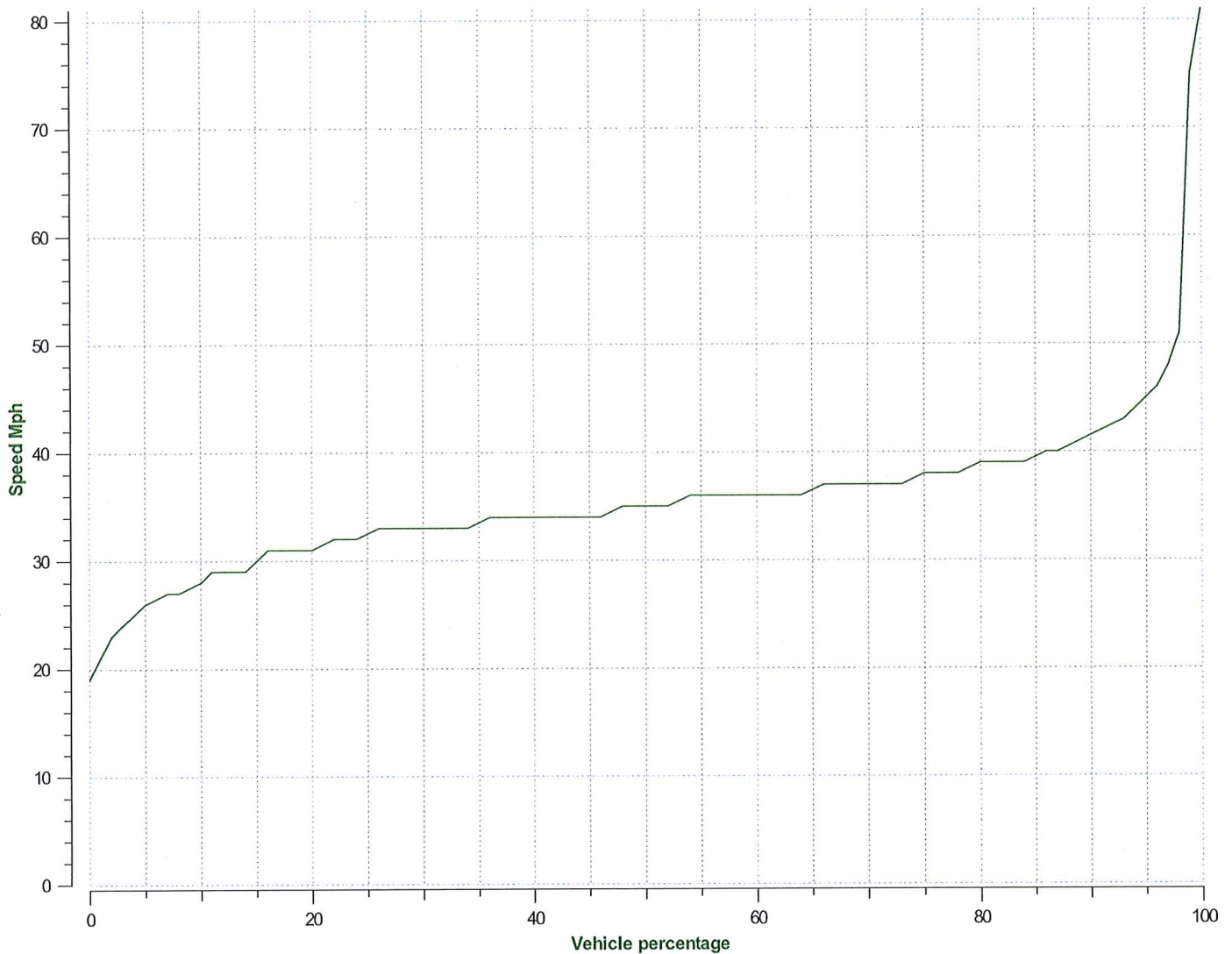
Comments:



Start date: Friday, October 1, 2021 12:00 AM
End date: Friday, October 29, 2021 1:30 PM

Location:

Comments:



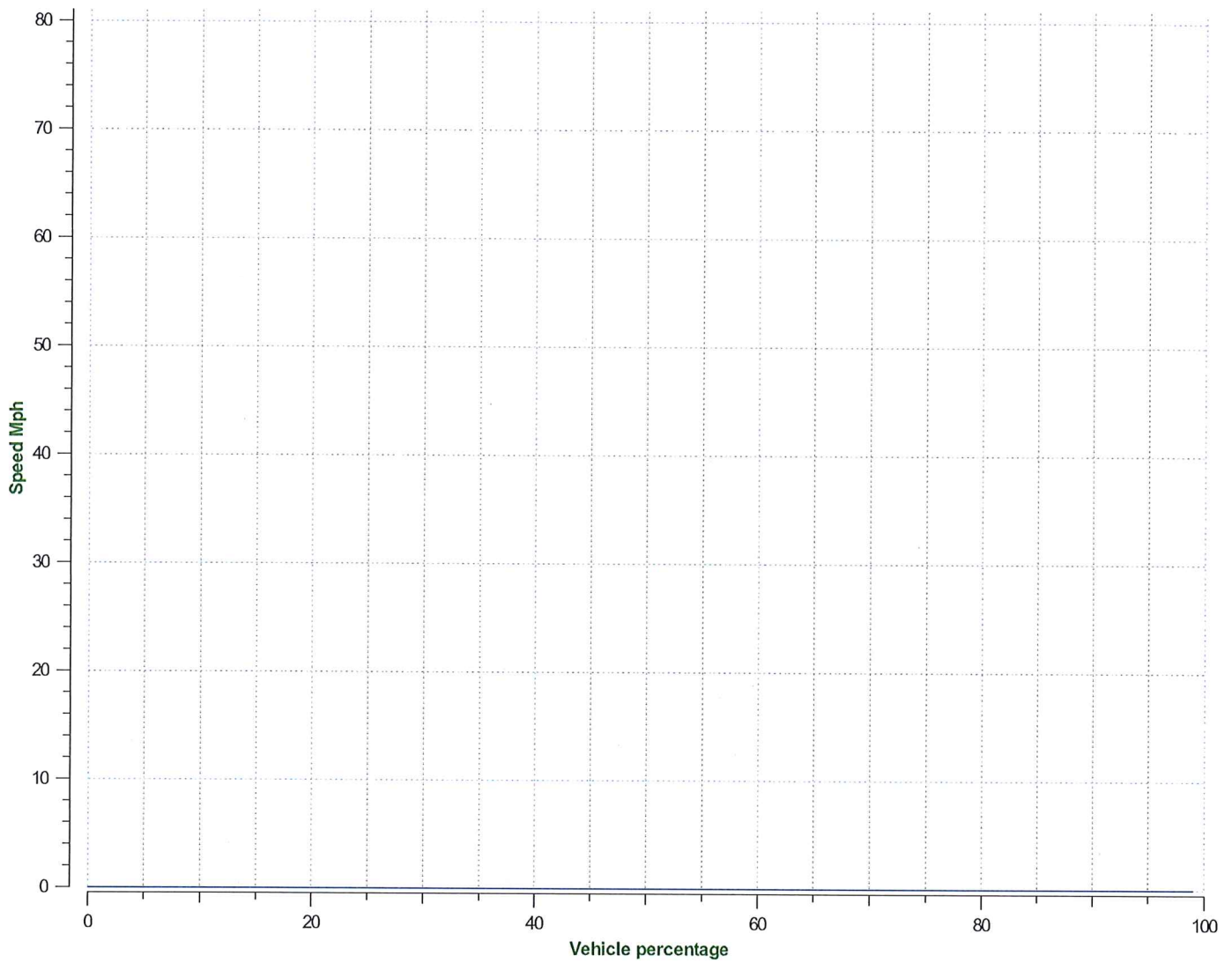
Speed percentiles (incoming)

V30: 33.00Mph V50: 35.00Mph V85: 39.00Mph

Start date: Friday, October 1, 2021 12:00 AM
End date: Friday, October 29, 2021 1:30 PM

Location:

Comments:



Speed percentile(outgoing)

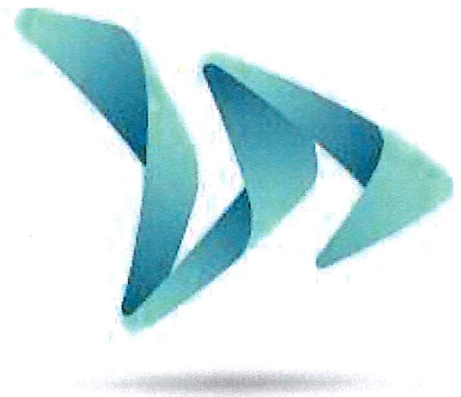
V30: 0.00Mph V50: 0.00Mph V85: 0.00Mph

Start date: Friday, October 1, 2021 12:00 AM
End date: Friday, October 29, 2021 1:30 PM

Location:

Comments:

ÉlanCité



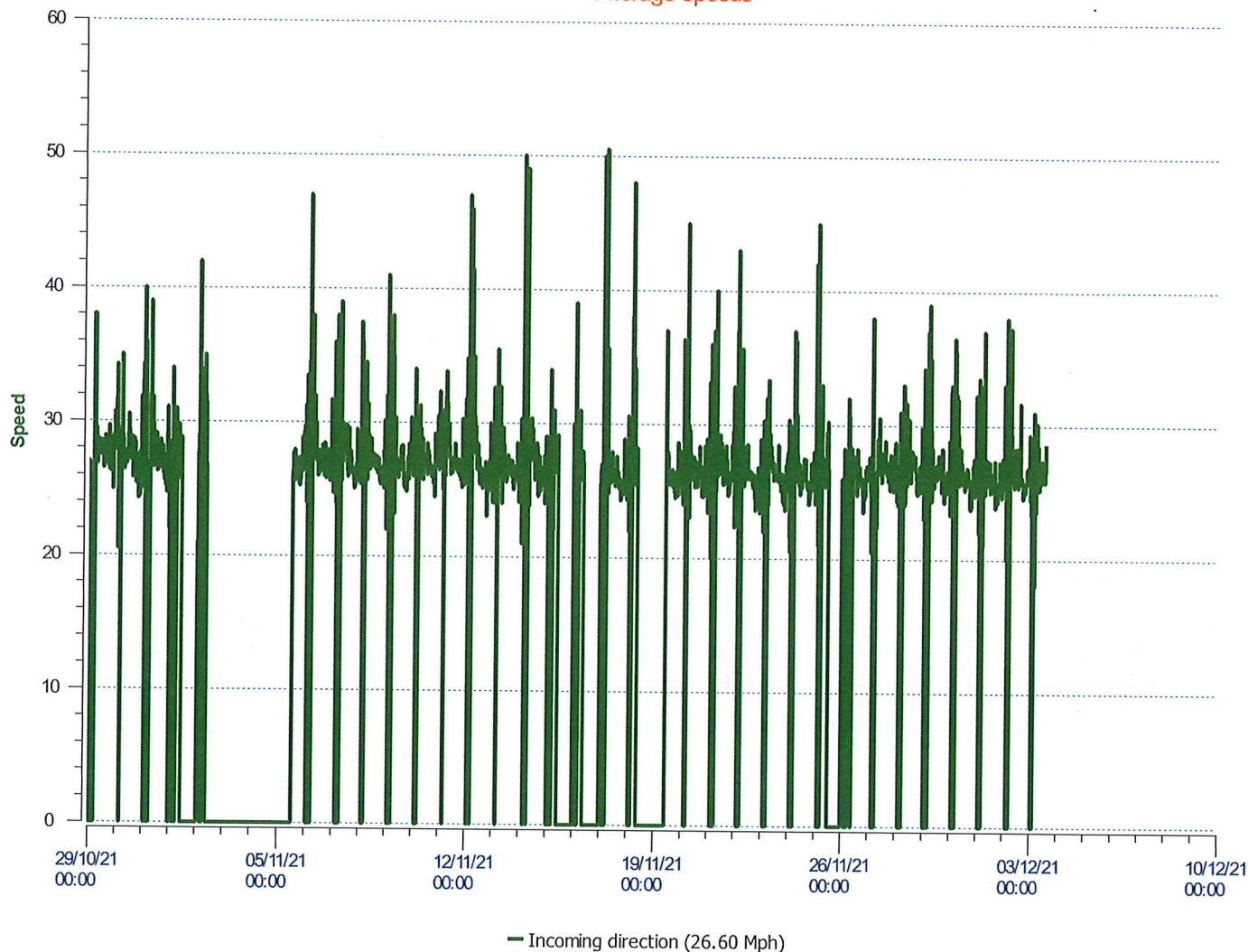
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Start date: Friday, October 29, 2021 12:00 AM
End date: Friday, December 3, 2021 1:30 PM

Location:

Comments:

Average speeds



Start date: Friday, October 29, 2021 12:00 AM
End date: Friday, December 3, 2021 1:30 PM

Location:

Comments:

*Invoice***Balfour Beatty Living Places Limited
acting as an Agent of Herefordshire
Council**

The Curve
Axis Business Park
Slough
SL3 8AG

Ledbury Town Council
Town Council Offices
Church Street
Ledbury
HR8 1DH
United Kingdom

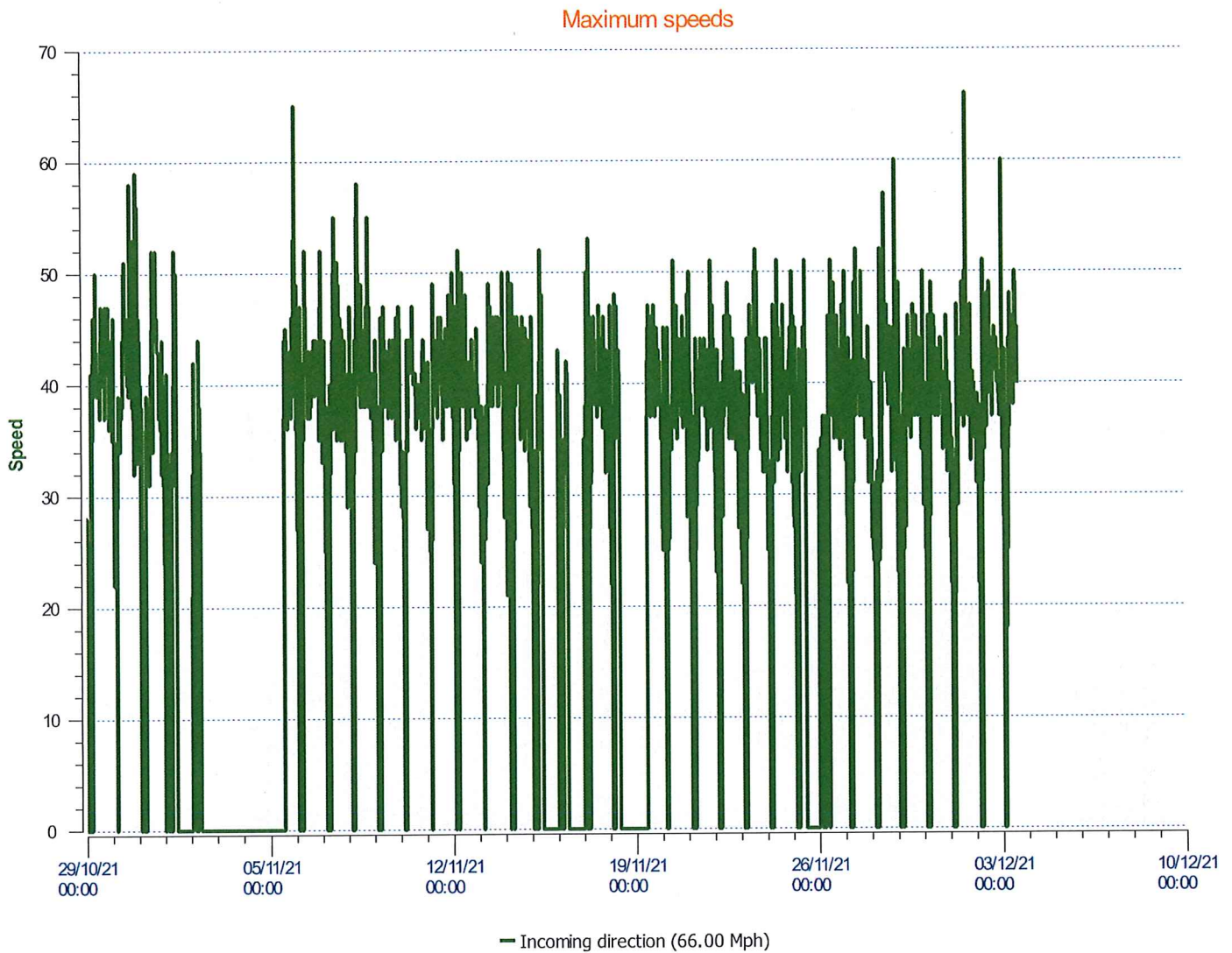
Invoice Number: CSUK OU/INV/118195
Invoice Date: 23-DEC-2021
Tax Point Date: 23-DEC-2021
Assessment Date: 23-DEC-2021
Customer Order Number: CRML0011/139
Customer VAT Number:
Customer Number: 12600
Reference: Angela Price

Description	Period Value GBP
SID Deployment - October 21 & November 21 Location: Oct - Parkway Nov - Ledbury, South End	460.00
TOTAL	460.00
VAT@20% 460.00	92.00

Project Details	
Project No:	CRML0011
Project Name:	Herefordshire Billing Only
Due Date of Payment:	22-JAN-2022
Final Date of Payment:	22-JAN-2022

Sub Total GBP	460.00
VAT	92.00
Total GBP	552.00

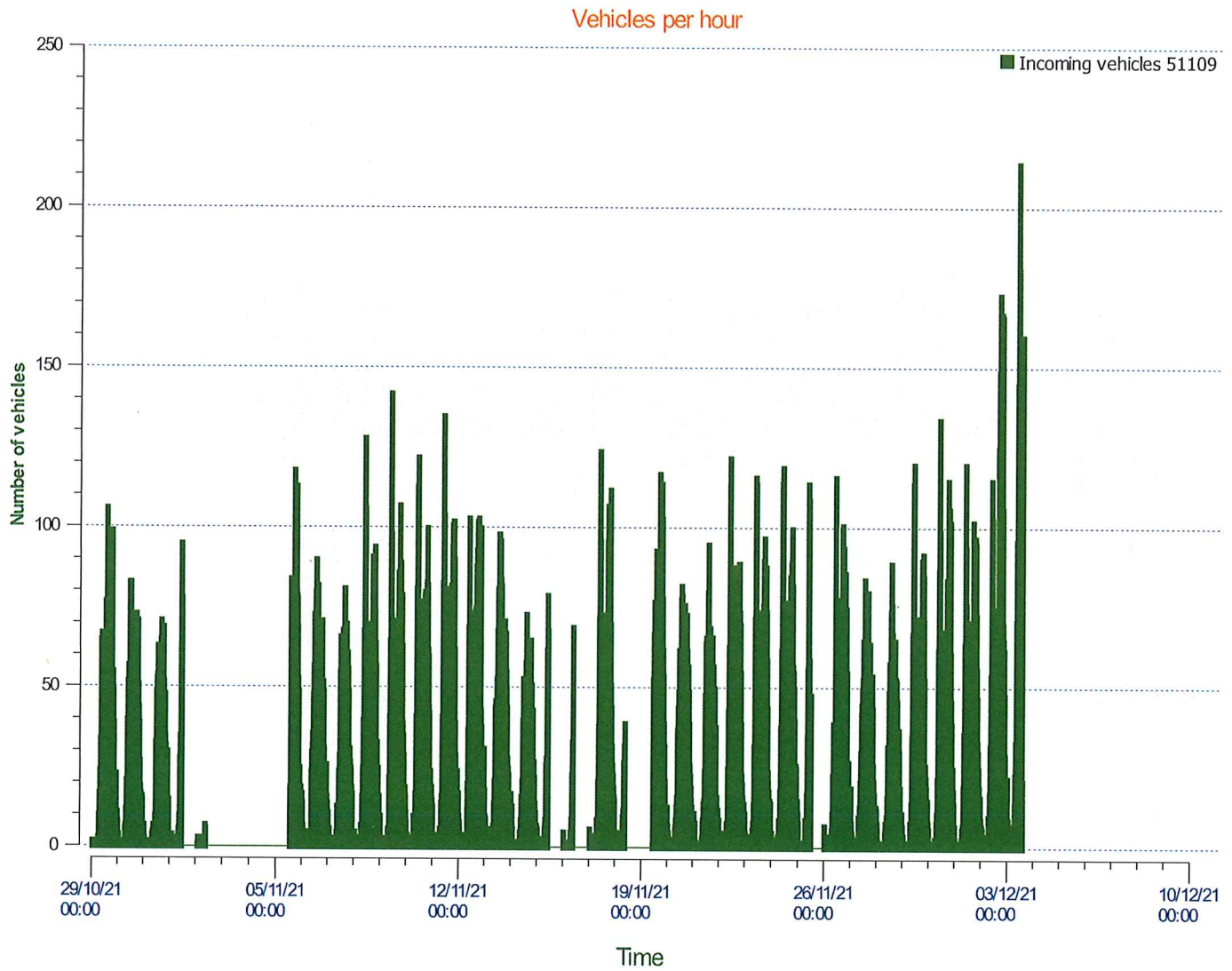
Pay To	
Electronic Payments To: HSBC Sort Code: 404170 Account No: 10018503	
Remit To: Accounts Receivables (CSUK) PO Box 313, NEWCASTLE UPON TYNE, NE12 2ER UNITED KINGDOM	
Contact Name: AR Team - CSUK Email: AccountsReceivable@balfourbeatty.com	Tel: 08443814733 Fax: 01912282910



Start date: Friday, October 29, 2021 12:00 AM
End date: Friday, December 3, 2021 1:30 PM

Location:

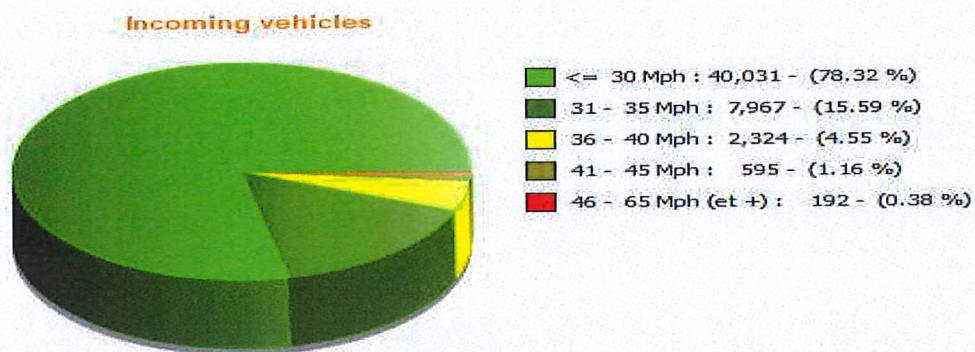
Comments:



Start date: Friday, October 29, 2021 12:00 AM
End date: Friday, December 3, 2021 1:30 PM

Location:

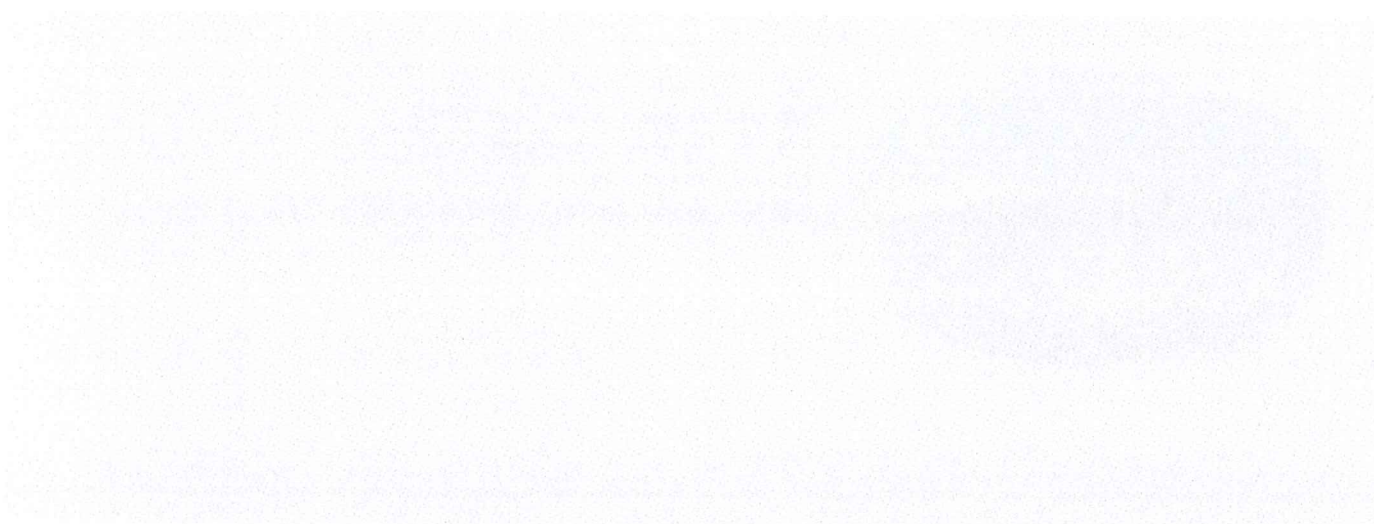
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Start date: Friday, October 29, 2021 12:00 AM
End date: Friday, December 3, 2021 1:30 PM

Location:

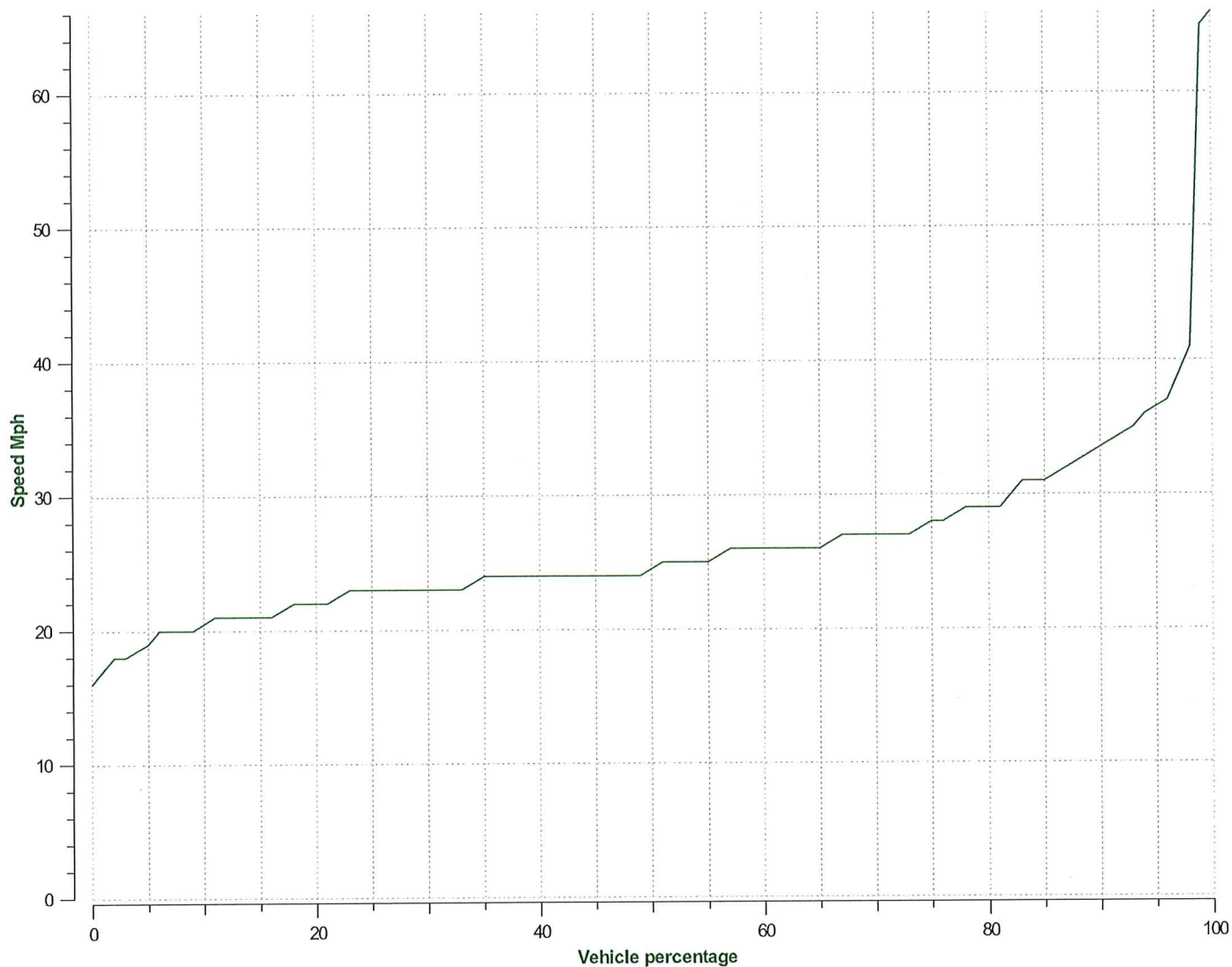
Comments:



Start date: Friday, October 29, 2021 12:00 AM
End date: Friday, December 3, 2021 1:30 PM

Location:

Comments:



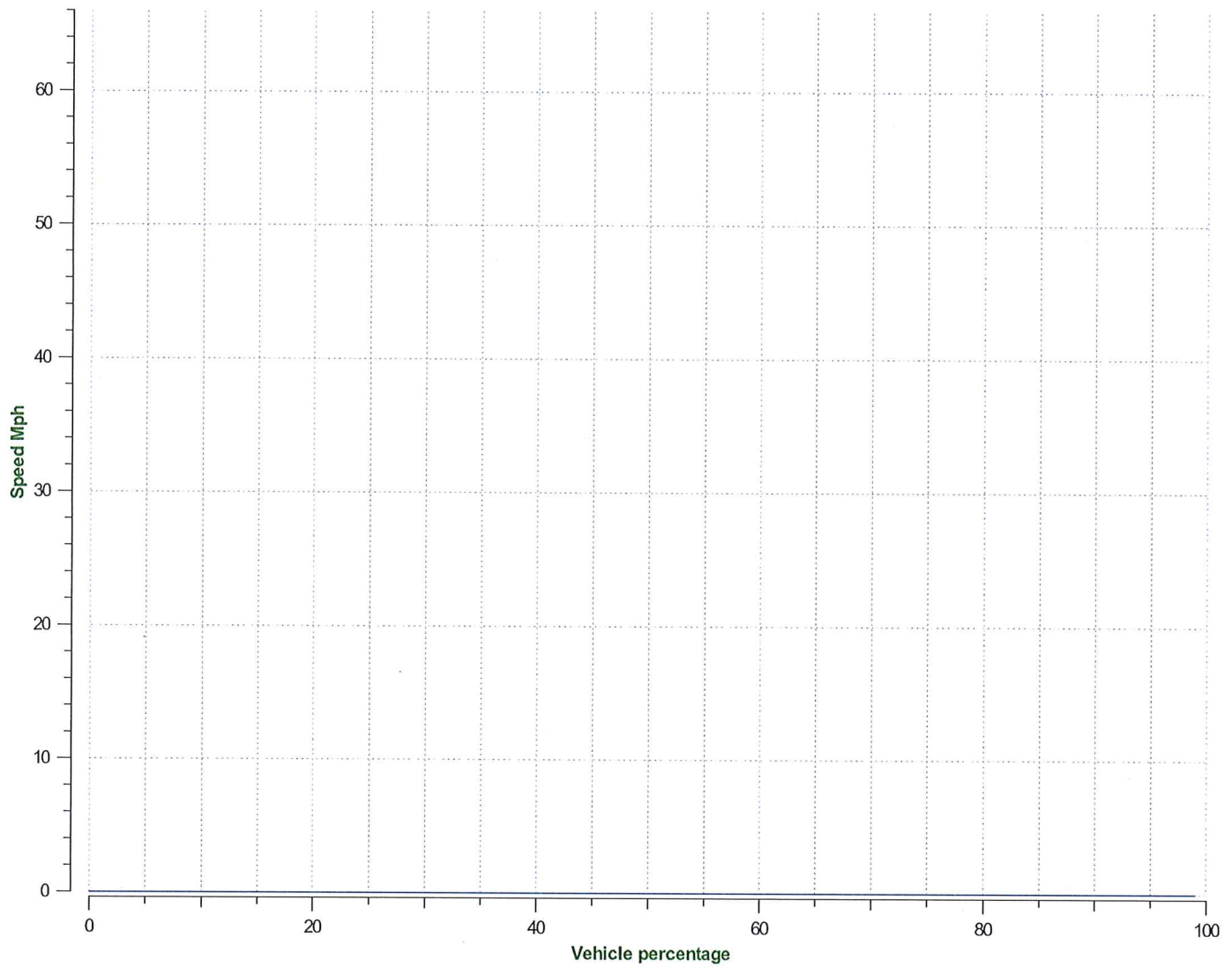
Speed percentiles (incoming)

V30: 23.00Mph **V50:** 24.00Mph **V85:** 31.00Mph

Start date: Friday, October 29, 2021 12:00 AM
End date: Friday, December 3, 2021 1:30 PM

Location:

Comments:



Speed percentile(outgoing)

V30: 0.00Mph V50: 0.00Mph V85: 0.00Mph

Start date: Friday, October 29, 2021 12:00 AM
End date: Friday, December 3, 2021 1:30 PM

Location:

Comments:

LTC Clerk

Subject: FW: New Street Ledbury

ent: 10 November 2021 10:30

To: LTC Clerk <clerk@ledburytowncouncil.gov.uk>

Subject: RE: New Street Ledbury

Hello Angie,

I know we spoke a few weeks ago with regards the on-going issue of HGVs travelling along New Street, through the Cross this being part of the town centre. Is there any update with regards potential signage as this issue would appear to be getting worse.

Regards

From: LTC Clerk [<mailto:clerk@ledburytowncouncil.gov.uk>]

Sent: 24 June 2021 17:29

To: Subject: RE: New Street Ledbury

Thank you for this addition Matt, I will certainly put this in front of the relevant committee at its next meeting.

Kind regards

Angie

Angela Price PSLCC, MICCM, MIWFM

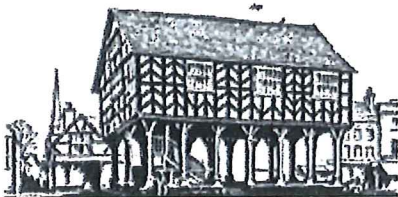
CiLCA (England & Wales)

Town Clerk

Ledbury Town Council

Tel: 01531 632306

Mobile: 07734966926



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From:

S 15

Sent: 24 June 2021 12:32

To: LTC Clerk <clerk@ledburytowncouncil.gov.uk>

Subject: RE: New Street Ledbury

Angie,

Thank you for your reply. Having read the recently published Ledbury Neighbourhood Development Plan 2021-2031. I note that the Town Centre is defined in Herefordshire's Unitary Development Plan 2007 and is highlighted in the red area of the town centre plan on Page 16 of the Booklet. This plan shows the cross and surrounding buildings as part of the town centre. Any vehicle communicating through the Cross is therefore accessing the Town centre simply by entering and egressing this area.

The signage at the junction of New Street/Leadon Way is therefore for subjective to users of heavy articulated vehicles, who would not necessarily know the boundaries of the town centre. I wish to respectfully reiterate the need for a change of signage as outlined in previous emails.

Matt Davis

From: LTC Clerk [<mailto:clerk@ledburytowncouncil.gov.uk>]

Sent: 23 June 2021 14:49

To:

Subject: RE: New Street Ledbury

Hi Matt

It was good to meet with you today and as mentioned I will forward this onto the new chair of the Planning committee once I know who this is following our AM on Thursday.

Kind regards

Angie

Angela Price PSLCC, MICCM, MIWFM

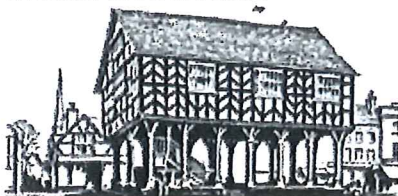
CiLCA (England & Wales)

Town Clerk

Ledbury Town Council

Tel: 01531 632306

Mobile: 07734966926



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From:

Sent: 23 June 2021 12:32

To: LTC Clerk <clerk@ledburytowncouncil.gov.uk>

Subject: FW: New Street Ledbury

Angie,

Please see the email narrative with myself Anthony Agate, Balfour Beatty.

As discussed I and some of my neighbours have noticed a significant rise in Lorries and heavy articulated vehicles, travelling along New Street from Leadon Way towards and/or through the town centre. The increase in traffic has been noticed during the last six months. These vehicles travel through the Cross, it is subjective whether or not this constitutes the town centre. At best it is outside the curtilages of the town centre by the width of a pavement. I note a sign at the junction of the Southend/Leadon Way Junction, stating 7.5 T except for access, photograph attached. This sign new is not new, but changes it Sat Nav data may have resulted in the heavy traffic being directed towards New Street. In the main, New Street is a residential road apart from the last two hundred meters adjacent to the Cross junction which is a mix of retail outlets. New Street is 0.7 miles long on an incline which means Lorries and heavy duty farm traffic build up speed as they pass the Cemetery, thundering past the dwellings. Please could consideration be given for a Traffic Regulation Order to change the signage at the junction of Leadon Way/New Street, Photograph attached.

This present signage to say the least is ambiguous, lorry drivers I have spoken to state that it does not stop them travelling through the town towards Malvern and Worcester. I wish consideration to be given to a similar sign (7.5T except for access) that is sited at the Junction with the Gloucester Road and the Leadon Way roundabout, to be sited at the New Street/Leadon way junction. This would result in a significant drop in heavy traffic travelling through the town and would make any enforcement with regards lorry traffic unambiguous.

Matt Davis

From: Agate, Anthony [<mailto:Anthony.Agate@balfourbeatty.com>]

Sent: 21 June 2021 14:42

To:

Subject: [EXTERNAL] FW: New Street Ledbury

Hi Matt,

Apologies for the delay I have been trying to gather additional information and support on the enquiry.

The Southend, Ledbury TRO is attached and dates back to 1989. It does refer to Gloucester Road, but this is the Order for that particular weight restriction. Sign at the roundabout will have been there since that time and certainly GSV shows signs there in 2009.

I think the question is where are these vehicles going to/from, which may be difficult to ascertain. Due to these restrictions New St is the only way for HGV's to cross Ledbury in an east/west direction from the A417 to A449 (Worcester Rd towards Eastnor) and vice versa without a long diversion route. There are advisory length restriction signs for vehicles accessing the town centre via New St at the junction with Leadon way and a prohibition of left/right turn for vehicles over 32'6" on the Upper Cross junction but and there's no weight restriction on New St, so the vehicle movements aren't illegal.

If a weight restriction was considered on New St it would make east/west movements impossible without a long diversion route involving the M50, A38 & A4104. This would also require justification on structural grounds as it would be hard to justify on the environmental grounds.

I would highly recommend raising this with the Town Council and Local Members to discuss in the first instance with their local knowledge and possibly get them to involve local businesses at some point. These wider discussions may disclose if there has been an increased need for the HGV's, in order for us to ascertain the volume of traffic this would require an extensive ANPR survey.

Apologies this may not be a solution to the problem, In addition I have also engaged with West Mercia, Traffic Management and Road Safety Team, however as stated above they are unable to enforce due to no illegal activity in relation to the existing order.

Kind regards
Tony

Anthony Agate

Network Regulation Manager | Balfour Beatty | Services | Living Places

Unit 3 Thorn Business Park, Rotherwas Industrial Estate, Hereford, Herefordshire, HR2 6JT

www.balfourbeatty.com | [@balfourbeatty](https://www.linkedin.com/company/balfourbeatty) | [LinkedIn](https://www.linkedin.com/company/balfourbeatty)

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From:

Sent: 18 June 2021 07:40

To: Agate, Anthony <Anthony.Agate@balfourbeatty.com>

Subject: RE: New Street Ledbury

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Hello Tony,

Thank you for the email. As discussed with Mairead Lane I and some of my neighbours have noticed a significant rise in Lorries and heavy articulated vehicles, travelling along New Street from Leadon Way towards and/or through the town centre. The increase in traffic has been noticed during the last six months. These vehicles travel through the Cross, it is subjective whether or not this constitutes the town centre. At best it is outside the curtilages of the town centre by the width of a pavement. I note a sign at the junction of the Southend/Leadon Way Junction, stating 7.5 T except for access, photograph attached. Is this sign new and has it resulted in the heavy traffic being directed towards New Street ?. In the main, New Street is a residential road apart from the last two hundred meters adjacent to the Cross junction which is a mix of retail outlets . New Street is 0.7 miles long on an incline which means Lorries and heavy duty farm traffic build up speed as they pass the Cemetery, thundering past the dwellings. I will be communicating with the Parish council and I would appreciate your views with regards any change in the Southend Signage.

From: Agate, Anthony [<mailto:Anthony.Agate@balfourbeatty.com>]

Sent: 17 June 2021 13:47

To:

Cc: Lane, Mairead <Mairead.Lane@herefordshire.gov.uk>

Subject: [EXTERNAL] FW: New Street Ledbury

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Good afternoon Matt,

I am just picking up on the email sent to Mairead ref New St Ledbury, is it possible to get any further information to assist in a comprehensive response and review into the concerns, as it stands I have nothing raised within my TRO team so any further information would be greatly appreciated.

In addition, the sign attached should be at the New St/Leadon Way junction, but will only dissuade long vehicles. There is nothing there to stop HGV's in general, happy to discuss further.

Kind regards

Tony

Anthony Agate

Network Regulation Manager | Balfour Beatty | Services | Living Places

Unit 3 Thorn Business Park, Rotherwas Industrial Estate, Hereford, Herefordshire, HR2 6JT

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-----Original Message-----

From: Lane, Mairead Sent: 16 June 2021 12:40 To: Liaison, Herefordshire (herefordshireliaison@bblivingplaces.com) ; Rice, Rachel (Balfour Beatty) ; Anthony Agate Cc: Hall, Clive Subject: New Street Ledbury

Dear BBLP, I have taken a call from PC Matt Davis (3841) who is a resident of New Road Ledbury. There has been a significant increase in HGVs using the route and he is trying to establish if this is a result of a TRO or other scheme. He has spoken to BBLP previously but he was directed back to HC Highways. Tony - can you help with this. In the first instance he wants to establish cause (if possible) - his email address is Matthew.davis@westmercia.pnn.police.uk Could you copy me in when you response to Matt? Thank you. Mairead

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Subject: FW: Environmental thoughtfulness

From:

Sent: 17 September 2021 22:32

To: LTC Clerk <clerk@ledburytowncouncil.gov.uk>

Subject: Environmental thoughtfulness

Hi Ledbury Council,

I cycled into Ledbury yesterday where there are seats provided underneath the market place which is really thoughtful because at first I thought they were for Greg's customers only. I am writing because I was annoyed by a bus parked with the engine left running whilst the driver was over the road chatting with another bus driver at the stop opposite. The engine was running when I arrived and so I do not know how long it had been creating fumes into the environment. When the driver returned after about another 4 minutes I challenged him on why he had left the engine running causing pollution.

His response was that it was probably the least polluting engine in Ledbury because it's emissions are inline with EU regulations. I did not bother to argue with him because of his illogical response and not understanding if it's got an exhaust you burn fossil fuel.

Whilst I do drive a car so I'm not campaigning against fossil fuel I believe it would be good practice and considerate to people sat at the bus stop / market house if you could please ask the coach company/companies that they have policy to turn off their engines when they are parked other than drop off and pickup of passengers.

Thank you for your time.

The photo below is of the vehicle that prompted me to write and ask you if such a policy could be implemented. This would also save the company in question fuel cost so it would be a win / win situation.

I am not looking to cause get into a argument with the company I therefore request that you do not pass my details to the company. I do not think that is necessary I'm simply asking you to advise them of my observations and hopefully oblique accordingly.

Sent from my iPad

Best regards,

S22 .



Sustainable Transport Herefordshire News

Where have all the Bus Drivers Gone?

In July the Hereford Times ran a news item that bus services in Hereford were being cut to an emergency timetable as Yeomans Travel faced a driver shortage. The indication was that this was due to drivers having to self isolate as part of the Covid precautions. However a national shortage of both bus and HGV drivers is being caused by other reasons as well. Recent issues of Omnibus Society publications throw some interesting light on this. We now know that Yoman's is pulling out of city bus services. No surprise!

Maintaining a good level of staff has always been a problem for bus operators. Turnover of staff is consistently high and the drift between goods vehicle and bus driving has always been in existence. Hauliers are now having to substantially increase wages and this will exacerbate the drift of drivers between the two transport sectors.

The bus industry generally relies on overtime being worked and during the Covid crisis the anomaly was created whereby staff were often earning more on the 80% furlough average than those who were working. In consequence as time went on and more drivers were required, there was a reluctance to return whilst wages in the HGV sector were increasing rapidly making a transfer to that sector attractive.

Training new drivers and putting them through the test was very restricted during the height of the Covid crisis and in addition those eastern European drivers who went home when Covid started have not returned post Brexit. This would particularly impact on bus companies such as Yeomans who employed a considerable number of eastern European drivers at their Hereford and Leominster depots.

But perhaps one of the main underlying reasons is that bus driving is not an attractive job. The hours are long and unsocial, split shifts and overtime are common and the wage rate is low. There is not much incentive for young people to enter the bus sector now that work in the hospitality sector is on the increase and here too wage rates are rising.

With the government pushing for improvement in the provision of bus services, the bus sector as an industry has a great deal to think about. Bus companies along with organisations such as the Confederation of Passenger Transport and the Association of Local Bus Managers need to bring the industry into the twenty first century and pay attention to making work in the bus industry a well paid profession.

www.herefordshiresustainabletransportgroup.org

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