



# LEDBURY TOWN COUNCIL

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29 May 2024

**TO: All Councillors  
Non-Councillors - Steve Glennie-Smith**

Dear Councillor

You are invited attend a meeting of the **Traffic Management Working Party** which will be held on **Tuesday, 4 June at 11.00 am, at the Council Offices, Church Lane, Ledbury** for the purposes of transacting the business set out below.

Yours faithfully

Angela Price  
Town Clerk

## A G E N D A

1. Election of Chair for the 2024/25 municipal year
2. Apologies for absence
3. Declarations of Interest (Councillors only)
4. Minutes of a meeting of the Traffic Management Working Party held on 27 March 2024 (Page 5)
5. Action Sheet (Page 7)
6. Herefordshire Council – S106 Schemes – Weight Limit Signage Review (Pages 9 - 47)
7. Impact of development and proposed development of Traffic Management (Standing item)
8. Car parking in Ledbury (Cllr Sinclair)

**9. Date of next meeting**

**To be agreed**

**Distribution:** Copies of full agenda papers to all Councillors (10)  
Non-Council Members (1)  
Ward Members (3)  
Will Frechnall – Hereford Train and Bus  
File Copy (1)

**LEDBURY TOWN COUNCIL**

**MINUTES OF A MEETING OF THE TRAFFIC MANAGEMENT WORKING PARTY  
(TMWP) MEETING HELD ON 27 MARCH 2024**

**PRESENT:** Councillors Hughes and Morris  
Non-Councillors: Steve Glennie-Smith

**ALSO PRESENT:** Angela Price – Town Clerk  
Will Frechnall, Chair of Rail and Bus for Herefordshire

**TMWP 22. ELECTION OF CHAIRPERSON**

**RESOLVED:**

**That Councillor Hughes act as Chair for this meeting.**

**TMWP 23. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Furlonger.

**TMWP 24. DECLARATIONS OF INTEREST**

None received.

**TMWP 25. TO APPROVE AND SIGN AS A CORRECT RECORD THE MINUTES  
OF THE MEETING OF THE TRAFFIC MANAGEMENT WORKING  
PARTY HELD ON 7 FEBRUARY 2024**

**RESOLVED:**

**That the minutes of the meeting of the Traffic Management Working  
Party held on 7 February 2024 be approved and signed as a correct  
record.**

**TMWP 26. ACTION SHEET**

**RESOLVED:**

**That the action sheet be received and noted.**

**TMWP 27. REPRESENTATIVE OF RAIL AND BUS FOR HEREFORDSHIRE –  
INFORMATION IN RESPECT OF PROVISION OF ELECTRIC BUS  
SERVICES**

Mr Frechnall had been invited to the meeting to give an overview on  
the possible provision of electric buses in Ledbury.

He advised that Herefordshire City Council had recently purchased two  
electric buses and that these had been purchased from a grant from the

Stronger Towns Fund at a cost of circa £1m. The buses had been ordered in 2022 from China, and following a nine-month lead time they were delivered in 2023 with them up and running from November 2023.

Mr Frechnall advised that Hereford City Council do not run the service, this is managed by a local bus company, Yeomans and he also advised that there were a number of factors that had to be considered prior to going forward with the project.

- The service must not abstract people from current routes already in place and available
- Cost (if the service is free it does not have to be registered with the traffic commission.
- Need to have regular routes
- Does Ledbury Town Council have the expertise and resources to undertake such a large project
- Should consider having someone in LTC to oversee the contract – rather than hand it to a bus company and forget about it
- One bus is not enough – if only one bus there will be issues if the bus breaks down, is being serviced, or needs charging – wouldn't be able to continue with the service
- Cost to purchase would be in the region of £1m – however, this does not include running costs
- Electric charging points would need to be available for buses within an acceptable distance, therefore any operator would need to be near by
- HCC pay for electricity to charge the buses circa £200,000 per annum
- Would need to consider routes, timings and frequency – if only one bus these would be limited

Councillors thanked Mr Frechnall for attending the meeting and providing such an in-depth overview of the issues that come with providing an electric bus service. They agreed it certainly gave them something to consider and much to report back to the Planning, Economy & Tourism Committee for discussion.

Councillor Morris provided an update on a webinar he had attended earlier that day about community transport. The conversation moved onto different types of community transport that is available around the country and Mr Frechnall suggested that Community Transport tends to be expensive.

**RESOLVED:**

1. **That the Clerk contact the new Clerk at Hereford City Council for more detail on the service being undertaken on their behalf and report back to a future meeting of Planning,**



**Economy & Tourism and Finance, Policy & General Purposes respectively.**

- 2. That the Planning, Economy & Tourism Committee be informed, via the minutes of the Traffic Management Working Party, of the issues to be considered in respect of an electric bus service in Ledbury.**

## **TMWP 28. FEEDBACK FROM BUSES 4US**

Concerns had been raised at the previous meeting in respect of the Daffodil Line and what the likelihood of them requesting further funding from the Town Council beyond 25/26.

The Clerk had contacted Clare Stone of Buses 4us and the following had been received in response:

*"Please reassure your councillors. Both the counties and all of the towns are committed for 2024/25. Ledbury is the only town yet to formally commit to the 25/26 funding, but we do have positive indications of intent from the others.*

*Passenger numbers continue to grow. We will have another report for you, on the first full year, in the next few weeks.*

*We have no plans to request funding beyond what you have already committed. You have done your bit now.*

*This being said, we are always on the lookout for additional funding from other sources.*

*We are not done with the Daffodil Line yet! We would like to move back to an hourly service - which is what we had until 2015. We would like electric buses. We plan to find funds to run our "Kids go Free for the summer" initiative again this year, and you may have seen we just had some little bits of funding to run free shuttle buses to the Golden Triangle Daffodil Weekends which are just off the route. We might like to try to do something similar with the Big Apple Blossom time events next year, or maybe something at Eastnor.*

*We do completely understand that councillors need to be prudent with public funds. One of the things we mentioned at the start was the option for us to invoice you for your contribution quarterly rather than annually. This creates a little more work for us both, but it does limit the council's financial exposure, in the unlikely event anything terrible happens. We are happy to do this if you would like. "*

The Clerk advised that she had replied advising that Ledbury Town Council had committed to funding in 25/26 and provided a copy of the

original correspondence giving this information. A further response was received as follows:

*“We are more than happy to do quarterly invoicing for you. so your invoices would be issued on 15th of May. August, November and February. Will this work for you?”*

The Clerk confirmed that she had responded advising that quarterly invoicing would be much appreciated and noted in the meeting that the dates suggested fit in well with the Council’s financial year.

**RESOLVED:**

1. **That the update provided by Clare Stone be received and noted.**
2. **That Rail & Bus provide copies of their newsletters to Ledbury Town Council for inclusion in future Traffic Management Working Party agendas.**

Mr Frechnall left the meeting.

**TMWP 29. IMPACT OF DEVELOPMENT AND PROPOSED DEVELOPMENT OF TRAFFIC MANAGEMENT**

**A Ledbury Proposal to Reduce Transport’s Climate Damaging Carbon Emissions – Report by Prof John Whitelegg Report**

The Clerk advised that the Climate Change Working Party had requested that the report provided to them by Prof. John Whitelegg be referred to the TMWP for comment.

The Clerk advised that since providing the report to the CCWP Prof. Whitelegg had been engaged by Herefordshire Council to work with them on a transport project, which would be Countywide rather than Ledbury specific.

Councillor Hughes stated that he felt that this was something that the schools should be asked to comment on, primary and secondary. He also suggested that the Community Speed Watch Group currently being created in Ledbury could have input into the report.

He also noted that the report does not mention 20 mph zones around schools, routes to schools from the new developers, and there appears to be nothing about mapping safe routes for cyclists and pedestrians, including the provision of new crossings on Lower Road and New Street.

Councillor Hughes suggested that the Council could support actions, such as requesting TRO’s

1. That the Climate Change Working Party suggest to Prof. Whitelegg that this report should be shared with the governing body of both Ledbury Primary School and John Masefield High School, noting that the Chair of the CCWP is a Governor on John Masefield High School.
2. That the above comments are fed back to the CCWP.

**TMWP 30. DATE OF NEXT MEETING**

**RESOLVED:**

**To note that the next meeting will be scheduled following the standing up of working parties at the first meeting of the Planning, Economy & Tourism Committee in the 2024/25 Municipal Year.**

The meeting ended at 5.24 pm.

Signed ..... Dated .....



**ACTION SHEET**  
**Traffic Management Working Party - 27 March 2024**  
**Outstanding Tasks**

<b>Minute No.</b>	<b>Action</b>	<b>To be Actioned by</b>	<b>Date Actioned</b>	<b>Comments</b>	<b>Actioned</b>
TMWPP27(1)	That the Clerk contact the new Clerk at Hereford City Council for more detail on the service being undertaken on their behalf and report back to a future meeting of PET's	TC	22.05.2024	Clerk met with new City Council Clerk - advised that current bus service is free but that this will have to change in the future. Currently operating costs are £20,000 per month plus the cost of electric to charge buses. They have three buses that run every 15 mins. The new Clerk advised that there are a multitude of issues with this project, that she has yet to get to grips with.	Completed
TMWPP27(2)	That the PET's Committee be informed of the	TC	16.05.2024	PET's Committee advised of issues and recommendation made to council not to consider bus service at this time, but to watch how the City Council bus service progresses and get feedback	Completed
TMWPP29(1)	That the CCWP suggest to Prof. Whitelegg that his report be shared with LPS and JMHS Governors	DTC	Apr-24	CCWP advised accordingly	Completed



# HEREFORDSHIRE S106 Schemes

## CAP576 FIN1355 LEDBURY

### WEIGHT LIMIT SIGNAGE REVIEW

Herefordshire Council

Project number: 60706216

Document number: HERS106-ACM-HSN-EW\_LED-RP-HW-1200001

Date: 02/05/24

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
P01	02/05/24	FIRST ISSUE	GJ	Gareth Jones	Pricipal Engineer



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## Table of Contents

1.	Introduction.....	1
1.1	Scheme Background .....	1
1.2	Scope of report .....	1
1.3	Methodology .....	1
2.	Existing situation.....	2
2.1	Concerns raised by LTC .....	2
2.2	AECOM review of existing situation .....	4
3.	Potential Improvement Measures .....	6
3.1	LTC improvement proposals .....	6
3.2	Further improvement measures identified by AECOM.....	7
4.	Review of traffic signs.....	8
4.1	Existing traffic signs .....	8
5.	Conclusion.....	8
6.	Recommendations.....	9
	Appendix A – Existing traffic signs review and recommendations .....	10

# 1. Introduction

## 1.1 Scheme Background

AECOM have been commissioned by Herefordshire Council (HC) to conduct a review of the weight limit signage in Ledbury. The reason behind this commission stems from concerns raised by Ledbury Town Council (LTC) regarding the influx of heavy goods vehicles (HGVs) travelling through Ledbury, particularly along New Street/Main Street, enroute to or from Worcestershire. LTC has expressed concern over the accuracy and clarity of existing signage, suspecting that it may be contributing to Ledbury being used as a shortcut by HGV drivers. This concern is heightened by Ledbury's significant industrial activity, which includes a diverse range of businesses such as Heineken (formerly UBL), Galebreaker, and Amcor.

## 1.2 Scope of report

This report examines the current weight limit restrictions in Ledbury town centre and proposes strategies for improvement. By analysing existing regulations, identifying challenges, and exploring solutions, this report aims to enhance the efficiency and effectiveness of weight limit restrictions ultimately contributing to better traffic flow, enhanced safety, and a more sustainable and functional urban environment.

## 1.3 Methodology

This report evaluates the current weight limit restrictions in Ledbury town centre and suggests recommendations for improvement. It utilises a methodology that combines on-site inspections, desktop reviews, and the examination of relevant reports, including the LTC Traffic Management Working Party report from 2023. By inspecting the current conditions on-site and reviewing relevant documentation, the report aims to provide insights into how weight limit restrictions can be improved to facilitate better traffic flow, reinforce safety measures, and promote a more sustainable and functional environment in Ledbury.

## 2. Existing situation

### 2.1 Concerns raised by LTC

According to the LTC Traffic Management Working Party Report 2023, signage stating, 'No access to town centre for vehicles over 32 ft 6 inches in length and signage advising traffic for Worcester to go via M50 is merely being ignored by the majority of heavy articulated traffic at the base of New Street and on all entrances to the Leaden Way/New Street roundabout. It also suggests the signage is incorrect as per the Unitary plan.

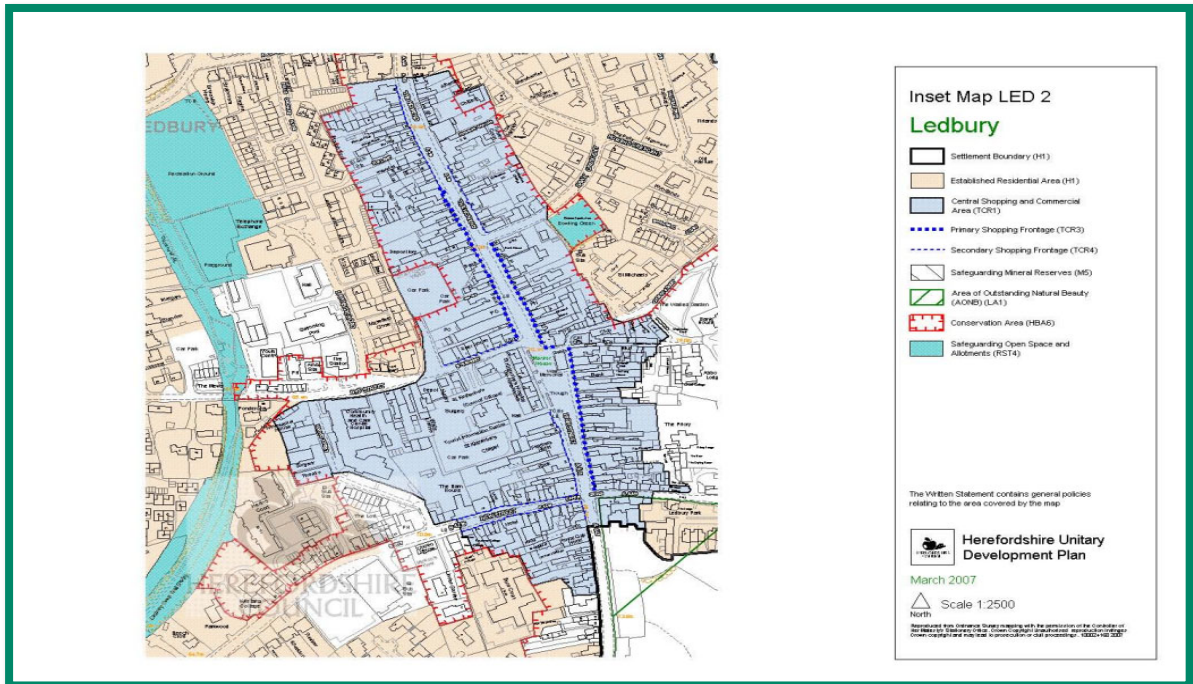


Figure 1 Map of Ledbury Town centre as per the Herefordshire Unitary Development Plan



Figure 2 Town centre sign at the Cross junction towards Worcester

Figure 1 shows the defined town centre highlighted in blue and Figure 2 shows an example of a sign informing motorists that the Town centre is left down New Street. However, the sign is located in the town centre highlighted in Figure 1 meaning the sign is misleading to those travelling up New Street towards the Town centre.

Most of the parking on New Street is not restricted, so these large vehicles are passing parked motor vehicles on both sides of the road, which can cause safety concerns for other users of New Street. The existing signage sited at the base of New Street is being ignored by the majority of HGV drivers – shown in Figure 3.



**Figure 3 Sign informing HGVs about restrictions**



## 2.2 AECOM review of existing situation

HGVs are likely traveling from the direction of Hereford and Ross on Wye areas to reach Malvern and Worcester. HGVs should be travelling to the M50 from the direction of Ross on Wye and the A40 arterial road should be used by these heavy vehicles. However, Ledbury is being used as a short cut due to inaccurate and misleading signage.

Lower Road is also being used as a short cut through Ledbury possibly from HGVs arriving or leaving Heineken or any other HGV destinations located around the area. At present, there is no signage at the base of Lower Road therefore not prohibiting HGVs from using it as a shortcut through Ledbury.

Signage along Worcester Road is also not clear. There is no signage informing HGVs that there is a weight limit through Ledbury Town centre therefore they are continuing to travel down Worcester Road through Ledbury to access the industrial base.

In addition, there is a sign for traffic travelling along the A417 North towards Ledbury informing motorists of the upcoming weight limit in the Town centre. However, this is unclear due to the sign being in poor condition as shown in Figure 4.



**Figure 4 Sign showing signs of wear entering Ledbury from the A417**

For traffic travelling from Hereford via the A438 the weight limit is clear on the signs entering Hereford Road from the roundabout. Therefore, no HGVs should be travelling that route unless for access as shown in Figure 5.



**Figure 5 Weight Limit sign entering Ledbury from Hereford direction.**

Additionally, traffic traveling south from Bromyard Road to Ledbury are also informed about the weight limit through the clear signage displayed in Figure 6.



**Figure 6 Weight Limit signage informing motorists.**

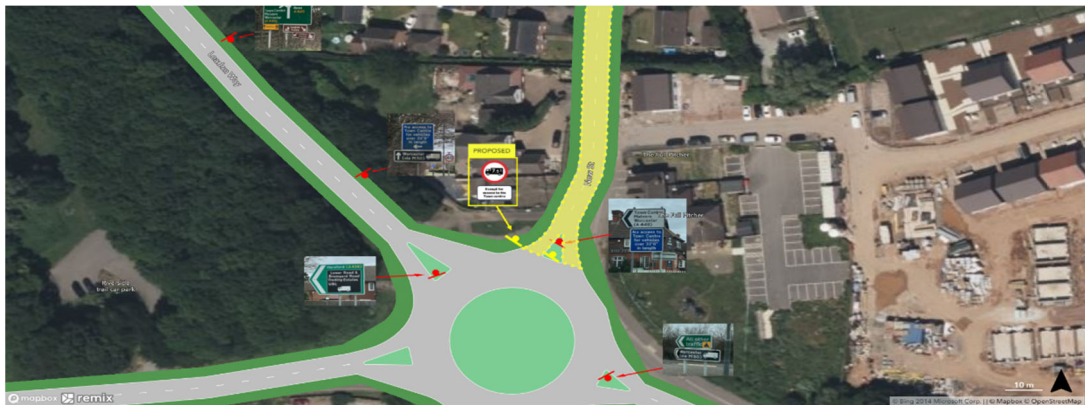


### 3. Potential Improvement Measures

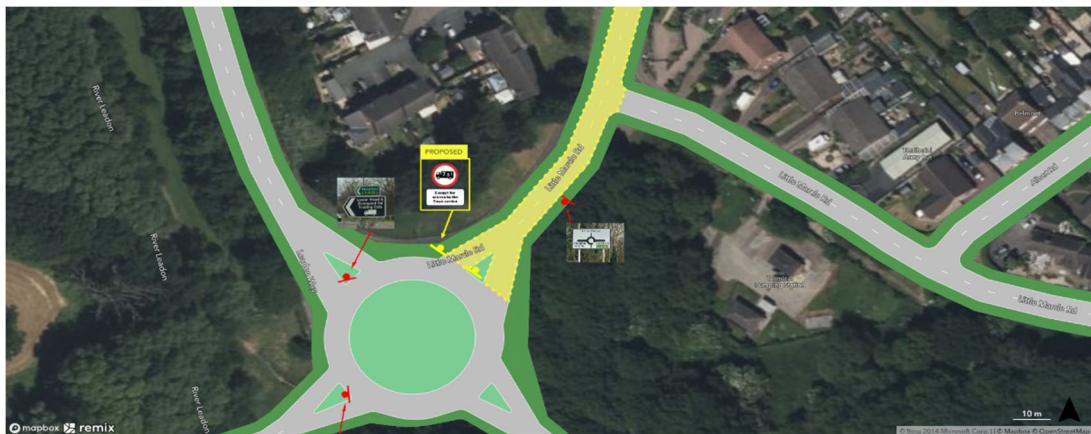
#### 3.1 LTC improvement proposals

LTC have proposed introducing the following improvement measures in order to address the concerns identified:

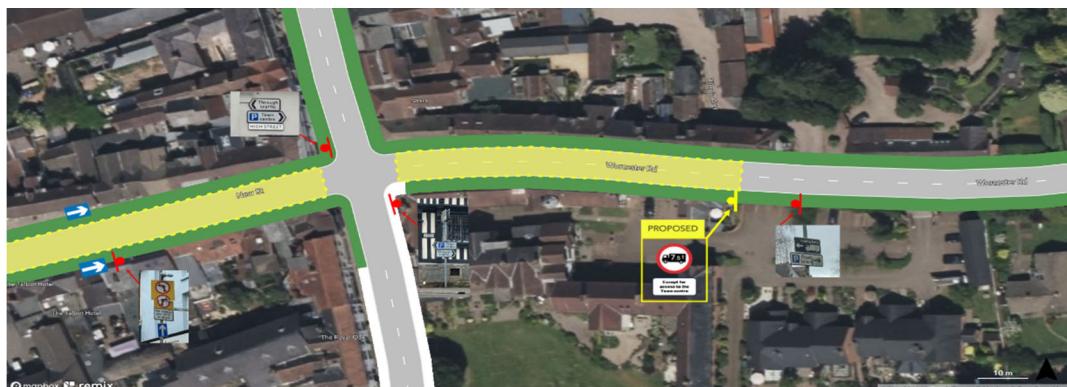
Introduction of weight limit restrictions with an 'Except for access' exception at the junction of New Street / Leaden Way, Lower Road / Leaden Way and at the Worcester Road traffic lights (see Figures 7, 8 and 9 below):



**Figure 7 - Proposed weight limit restriction sited at the junction New Street and Leaden Way**



**Figure 8 - Proposed weight limit restriction sited at the junction of Lower Road and Leaden Way**



**Figure 9 – Proposed weight limit restriction sited at the traffic lights on Worcester Road**

Any proposed weight limit on Lower Road would tie into the existing weight limit restrictions at the access points to New Mills industrial estate from Lower Road.



By placing these signs in these locations, HGV drivers will be unable to use Ledbury town centre as a shortcut and meaning Lower Road, New Street and part of Worcester Road would have a 7.5 tonne weight limit along with the rest of the town centre. Also, by introducing a weight limit in this area, it would protect the town and its historic buildings.

## 3.2 Further improvement measures identified by AECOM

In addition to the above proposed restrictions the following further improvement measures could be introduced:

### Additional weight limit restrictions:

- A449 westbound towards Ledbury – Introduce a weight limit restriction just to the east of Ledbury or further out at the Herefordshire border with Worcestershire (British Camp junction). However, this would involve placing advance warning signs within the Worcestershire CC area so would require agreement to place the signs on their network and direct HGVs towards the M50 but without forcing HGVs onto any roads within the Worcestershire CC area with an existing weight limit restriction. See Figure 9 for an indicative location of the start of the weight limit.
- Martins Way – Introduce a weight limit restriction at the junction of Martins Way and Leadon Way. There is a small risk that HGVs may use Martins Way to get to the A449 Worcester Road without passing a weight restriction sign.

### Improvements to Existing HGV direction / weight restriction signs:

Improvements could be made to the existing HGV direction signing and weight limit signs to improve compliance with the existing restrictions. The existing signs which could be improved or replaced are shown in **Appendix A**.

### Compliance & Enforcement:

In addition to measures to improve and extend existing restrictions, consideration should also be given to measures to encourage and ensure greater compliance with these restrictions. This could be achieved through informing and engaging with the companies which generate large volumes of HGV traffic in the vicinity as well as enforcement of the restrictions.

Traditionally enforcement has been carried out by the local authorities Trading Standards Officer observing any HGV's traveling through a weight restriction with possible assistance from the police to stop the vehicle. This relies on limited resources from HC and the police observing any alleged infringements by drivers of HGVs. However, with the introduction of the Traffic Management Act (2004) Part 6 (TMA P6) by the Government, which allows Highway Authorities to enforce a variety of moving traffic offences (MTOs) by using Automatic Number Plate Recognition (ANPR) enforcement cameras. The cameras can detect traffic offences, where a trained Civil Enforcement Officer will then administer a Penalty Charge Notice when appropriate. It should be noted that some HGVs will require access to the town centre for legitimate purposes. This can make enforcement more challenging.

## 4. Review of traffic signs

### 4.1 Existing traffic signs

AECOM undertook an initial desktop survey of the existing HGV weight limit restrictions signage and direction signage using online mapping. This desktop survey was then verified and updated following site surveys.

Where our survey identified that improvements are required to existing weight limit signage or HGV direction signage, these signs are included within **Appendix A** along with recommendations for improvement.

## 5. Conclusion

In conclusion, the review conducted in Ledbury has highlighted several findings regarding weight limits and traffic signs. The assessment of existing conditions has highlighted areas where weight limit would be beneficial, particularly on roads such as New Street, Lower Road, and potentially the Worcester Road approach, but it has also provided valuable insights into the current challenges faced by the town's transportation infrastructure. Furthermore, the analysis of traffic signs has emphasised the importance of incorporating weight limit information where feasible to improve the clarity and effectiveness.

These insights reveal opportunities for improving traffic management, promoting safety, and stimulating a more manageable urban environment in Ledbury. By strategically implementing weight limits and improving traffic signage, the town can better regulate the flow of vehicles, reduce congestion, and improve overall road safety. Moreover, a more efficient and organised transportation system can contribute to a safer and more liveable environment for residents as well as visitors.

Introduction of the following improvement measures will help reduce the number of HGVs passing through the town centre:

Additional weight limit restrictions in the following locations:

- New Street with its junction with Leadon Way
- Lower Road with its junction with Leadon Way.
- Worcester Road approach (location to be agreed and if its practical to implement a weight limit to the east of Ledbury)
- Martins Way with its junction with Leadon Way (requires further discussion)

Improvements to Existing HGV direction / weight restriction signs as detailed in **Appendix A**

Compliance & Enforcement:

- Engagement with businesses generating HGV traffic and assessment of additional enforcement measures

Moving forward, it is necessary that further collaboration and coordination takes place with stakeholders, including Herefordshire Council, Ledbury Town Council, and local businesses, to address the challenges identified and carry out solutions that align with Ledbury's priorities and objectives. This joint effort will ensure that proposed changes are well-informed, supported widely and implemented effectively, leading to a more sustainable urban environment for the community.

## 6. Recommendations

We recommend the following next steps, subject to the approval of HC and LTC:

### Weight limits

Hold consultations regarding introduction of weight limits on the following roads:

- New Street with its junction with Leadon Way
- Lower Road with its junction with Leadon Way.
- Worcester Road approach (location to be agreed and if its practical to implement a weight limit to the east of Ledbury)

Hold further discussions with HC and Ledbury Town Council regarding introduction of the following weight limit:

- Martins Way with its junction with Leadon Way.

### Traffic signs

To enhance the effectiveness of the traffic signage in Ledbury, a thorough review of the existing signs, both directional and weight-limit related, has been carried out following a site visit. Recommendations for improvements are outlined in detail in **Appendix A**. It is advised that efforts are to be made to replace outdated or unclear signage and include weight limit restriction within directional signs where suitable, requiring the installation of additional signs to clearly communicate weight limit restrictions and designated HGV routes. These recommended updates aim to improve clarity, reduce confusion, and enhance overall traffic management in Ledbury.

### Compliance & Enforcement:

- HC and LTC to engage with local businesses which generate HGV traffic regarding the restrictions to ensure businesses and suppliers plan to utilise alternative routes.
- HC and LTC to review if it would be feasible to include the proposed weight limits in and around Ledbury under moving traffic offences and investigate improved enforcement.

## Appendix A – Existing traffic signs review and recommendations



Figure 10- Existing sign located on the eastbound approach to A417 Leaddon Way/The Southend roundabout to be retained.



Figure 11 - Existing traffic sign on the northbound approach to A417 Leaddon Way/The Southend roundabout with faded/damaged weight limit restriction. Sign to be replaced.





Figure 12 - Existing traffic sign located on the eastbound approach to A417 Leaddon Way/The Southend roundabout replaced and vegetation trimmed back.



Figure 13 - Existing weight limit signs located on A417 Leaddon Way roundabout exit to The Southend to be retained.



Figure 14 - Existing traffic sign located on The Southend approach to A417 Ledbury Road roundabout to be retained.



Figure 15 - Existing traffic sign located on the westbound approach to the A449 Leaddon Way/A449 Ross Road roundabout. The sign could be replaced if weight limit introduced on New Street, showing weight limit roundel associated with Town centre. Alternatively existing sign shown in Figure 18 is removed and replaced with a new map type sign showing the HGV routes to the industrial areas and weight limit on New Street.





Figure 16 - Existing traffic sign located on the westbound approach to the A449 Leaden Way/ A449 Ross Road roundabout to remain or alternatively subject to sign shown in Figure 16 being retained, this sign is replaced with a new map type sign showing the HGV routes to the industrial areas and weight limit on New Street.



Figure 17 - Existing traffic sign located on the westbound approach to the A417 Leaden Way/ A449 Ross Road roundabout to be retained.





Figure 18 - Existing traffic sign located on the B4216 approach to the A417 Leaddon Way/ A449 Ross Road roundabout. The sign could be replaced if weight limit introduced on New Street, showing weight limit roundel associated with Town centre. Alternatively a new map type sign showing the HGV routes to the industrial areas/alternative HGV route and weight limit on New Street is installed on this approach subject to suitable location in verge.



Figure 19 - Existing traffic sign located on the A449 eastbound approach to the A417 Leaddon Way/ A449 Ross Road roundabout. The sign could be replaced if weight limit introduced on New Street, showing weight limit roundel associated with Town centre. Alternatively a new map type sign showing the HGV routes to the industrial areas/alternative HGV route and weight limit on New Street is installed on this approach subject to suitable location in verge.





Figure 20 - Existing traffic sign located on the southbound exit from the A417 Leaddon Way/ A449 Ross Road roundabout to be retained.



Figure 21 - Existing traffic signs located on the exit from the A417 Leaddon Way/ A449 Ross Road roundabout on to New Street to be retained.



Figure 22 - Existing traffic sign located on the northbound exit from the Leaddon Way/ A449 Ross Road roundabout to be retained.



Figure 23 - Existing traffic sign located on the southbound approach to the Leaddon Way/ A449 Ross Road roundabout to be retained.





Figure 24 - Existing traffic sign located on the southbound approach to the Leadon Way/ A449 Ross Road roundabout. The sign could be replaced if weight limit introduced on New Street, showing weight limit roundel associated with Town centre. Alternatively a new map type sign showing alternative HGV route and weight limit on New Street is installed on this approach subject to suitable location in verge.



Figure 25 - Existing traffic sign located on the northbound approach to the Leadon Way/Lower Road roundabout. Sign to be replaced if weight limit introduced on Lower Road or as an alternative measure a blue patch could be placed over the '1/3 mile text'.





**Figure 26 - Existing traffic sign located on the northbound approach to the Leadon Way/Lower Road roundabout. The sign could be replaced if weight limit introduced on Lower Road, showing weight limit roundel associated with Town centre.**



**Figure 27 - Existing traffic sign located on the northbound approach to the Leadon Way/Lower Road roundabout to be retained.**





Figure 28 - Existing traffic sign located on the exit from Leadon Way/Lower Road roundabout to Little Marcle Road to be retained.



Figure 29 - Existing traffic sign located on Little Marcle Road approach to the Leadon Way/Lower Road roundabout. The sign could be replaced if weight limit introduced on Lower Road, showing weight limit roundel associated with Town centre.





Figure 30 - Existing traffic sign located on the southbound approach to the Leadon Way/Lower Road roundabout. Sign could be replaced if weight limit introduced on Lower Road, showing weight limit roundel associated with Town centre.



Figure 31 - Existing traffic signs located on the northbound approach to the Leadon Way/New Mills roundabout. Signs to be replaced.





Figure 32 - Existing traffic sign located on the exit from the Leadon Way/New Mills roundabout to the Lower Road Trading Estate to be retained.



Figure 33 - Existing traffic sign located on the southbound exit from the Leadon Way/New Mills roundabout to be retained.





Figure 34- Existing traffic sign located on the northbound exit from the Leadon Way/New Mills roundabout to be retained.



Figure 35 - Existing traffic sign located on the southbound approach to the Leadon Way/New Mills roundabout to be retained.





Figure 36 - Existing traffic sign located on the northbound approach to the Leadon Way/A438 Hereford Road roundabout to be retained.



Figure 37 - Existing traffic sign located on the northbound approach to the Leadon Way/A438 Hereford Road roundabout to be retained.





Figure 38 - Existing traffic sign located on the southbound exit from the Leadon Way/A438 Hereford Road roundabout to be retained.



Figure 39 - Existing traffic signs located on the eastbound approach to the Leadon Way/A438 Hereford Road roundabout to be retained.





Figure 40 – Existing traffic signs on the west bound exit from Leadon Way/A438 Hereford Road roundabout to be retained.



Figure 41 - Existing traffic signs located on the eastbound approach to the Leadon Way/A438 Hereford Road roundabout to be retained.





Figure 42 - Existing traffic signs located on the eastbound exit from the Leaddon Way/A438 Hereford Road roundabout to be retained.



Figure 43 - Existing traffic sign located on the eastbound exit from the Leaddon Way/A438 Hereford Road roundabout to be retained.





Figure 44 - Existing traffic sign located on the westbound approach to the Leadon Way/A438 Hereford Road roundabout to be retained.



Figure 45 - Existing sign located on Hereford Road eastbound approach to the Hereford Road/The Homend/Bromyard Road junction to be retained.



Figure 46 - Existing signs located at the Hereford Road/The Homend/Bromyard Road junction to be retained.



Figure 47 - Existing signs located at the Hereford Road/The Homend/Bromyard Road junction to be retained.





Figure 48 - Existing signs located at the Hereford Road/The Homend/Bromyard Road junction to be retained.



Figure 49 - Existing traffic sign located at the base of Knapp Lane to remain.





Figure 50 - Existing traffic sign on The Homend to be cleaned or replaced.



Figure 51 - Existing traffic sign located on The Homend to be retained.





Figure 52 - Existing traffic sign located on The Homend/Orchard Lane to be retained.



Figure 53 - Existing traffic signs located on New Street. Top and middle sign retained. Bottom sign removed.





Figure 54 - Existing traffic sign located on New Street to be retained.



Figure 55 - Existing traffic sign located on New Street/Woodleigh Road to be retained.





Figure 56 - Existing traffic sign located on New Street to be retained.



Figure 57 - Existing traffic sign located on Worcester Road to be retained.



**Figure 58 - Existing traffic sign located on Worcester Road to be replaced with sign showing weight restrictions towards Town Centre.**

