

SECTION 5

Traffic and Transportation

5.0. TRAFFIC AND TRANSPORTATION

5.1. INTRODUCTION

5.1.1. The purpose of this section is to look at the present transport system in the Local Plan area, identifying any problems and opportunities and analyse future requirements bearing in mind the planned growth to 1991.

5.1.2. The section deals with:-

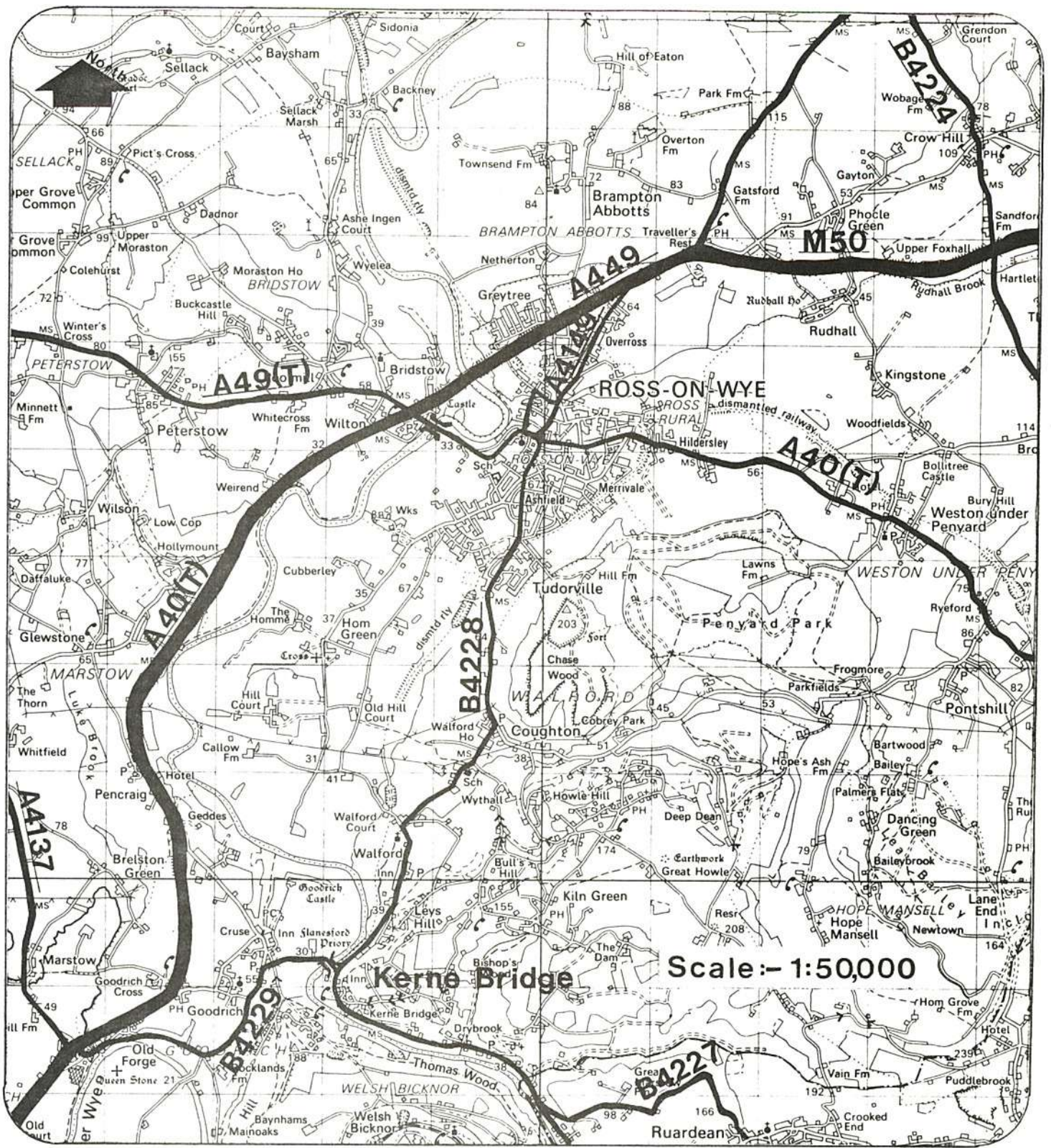
- i) the town's communications network in relation to the county and the region,
- ii) the present road system and general layout of the town,
- iii) traffic flows and traffic problems,
- iv) car parking,
- v) public transport, and
- vi) the present transportation policies and programme produced by the County Surveyor.

5.1.3. Before the various sub-sections are discussed in detail one important point has to be made. This Report of Survey has been prepared by the District Council, but it is the County Council which is ultimately responsible for most of the transportation decisions. Therefore, although the District Council is statutorily responsible for the preparation of the Local Plan, any transportation proposals made within it (other than those affecting car parks) would have to be implemented by the County Council. The District Council is not empowered to decide what roads are built or to make the traffic regulation orders necessary for example, for pedestrianisation or traffic management schemes. In considering any proposals for traffic circulation and management close liason will be maintained between the District Council and the County Council.

5.2. ROSS-ON-WYE AND ITS ROAD NETWORK

5.2.1. Ross-on-Wye is a small but thriving market town of considerable character and historical interest. It possesses a large number of Listed Buildings, including the Medieval pillared Market Hall and almost all the buildings which surround the Market Place. The central area and land to the west of the town have been designated an Outstanding Conservation Area. There are weekly cattle and retail markets, attracting visitors from the surrounding area. Ross is also a popular touring centre for the Wye Valley and the Forest of Dean.

5.2.2. The town is situated near the western end of the M.50 motorway. Plan 4 shows the major routes in the area. The A.449 by-passes the town on the north western side carrying traffic from the motorway towards Hereford or Monmouth. The A.40 Trunk Road from Gloucester passes through the centre of Ross, and joins the A.449 at Wilton. Traffic



Plan 4.

Major Routes

from the north enters Ross on the A.4149 which extends to the Market Place. The B.4228 continues this route southwards towards the Forest of Dean. Through movements of heavy vehicles with destinations beyond Kerne Bridge are prohibited on this route.

- 5.2.3. Responsibility for the roads is divided between the County Council and the Department of Transport (trunk roads).

5.3. TRAFFIC

- 5.3.1. Basically the town has three traffic types:-

- a) First there is the east/west through Trunk Road traffic travelling from Gloucester to Hereford (A.40 - A.49) or to South Wales and the West via the A.40. Much of this traffic is made up of heavy commercial goods vehicles and motor coaches and during the summer months day-trippers and other holiday traffic add to the volume.
- b) The second type may be defined as local through traffic and much of this comes from the south, from the Forest of Dean and the new residential areas at Archenfield and experiences the 'bottleneck' in the town centre at Copse Cross Street.
- c) Thirdly, there is the traffic which has a destination in the town itself. Service vehicles, market traffic, workers' and day-trippers all form part of this traffic.

5.4. TRAFFIC PROBLEMS

- 5.4.1. The essence of the problem in Ross is that the street system is inadequate to cope with the existing levels of traffic flow, particularly in the Summer, due to the narrow carriageways and constricted junctions. Of particular concern is the effect of heavy goods vehicles which have difficulty in passing each other in parts of the town. Few premises have rear service access and the need to deliver goods from the carriageway causes further congestion at times.
- 5.4.2. The most severe problems are experienced in the High Street (A.40), in Copse Cross Street (B.4228) and at the Market Place where these roads meet on a sloping site. Congestion also occurs at the Five Ways junction and in particular the junction into Greytrees Road where heavy vehicles visiting either S.H.A.C.S. or the cattle market experience great difficulty in negotiating the narrow entrance into Greytrees Road.
- 5.4.3. High Street - The High Street adjacent to the Market Hall is only 5.5 metres wide, with a narrow (1.2 metre) footway on one side only. Further west the High Street narrows to 4.5 metres, yet was observed to carry a two-way flow of some 6,700 vehicles/12 hour day* in July, 1982, of which 8.6% were heavy vehicles. Although an estimated 40% of this traffic has neither origin nor destination in Ross, there is at present no practical alternative route for the through traffic.
- 5.4.4. Copse Cross Street - Copse Cross Street is only 3.1 metres wide at its narrowest point, with narrow footpaths, and was observed to carry a two-way flow of some 5,400 vehicles/12 hour day in July 1982. Severe difficulties occur when large vehicles need to pass each other, and the problem is aggravated when delivery vehicles are parked for loading or unloading. The amenities for pedestrians are especially poor, as vehicles sometimes mount the kerb.

*These observations were made on a Friday, and other days of the week would be expected to be less busy.



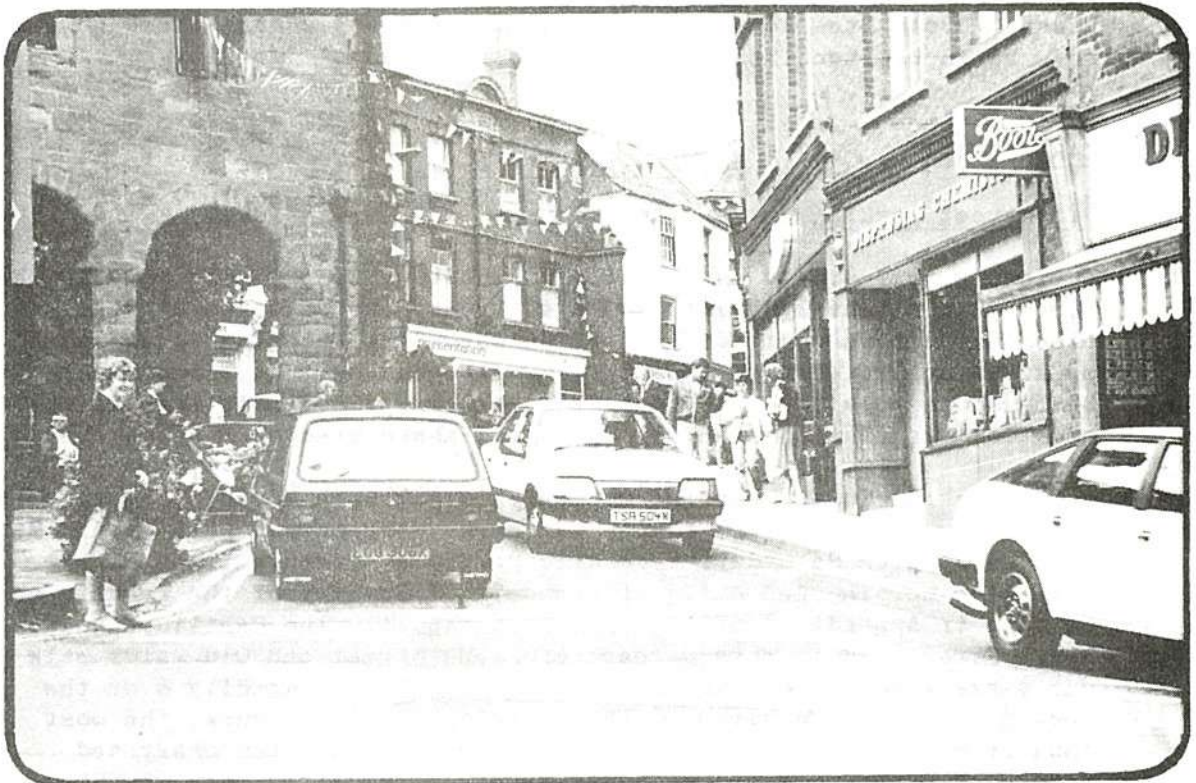
Plate 1 — Heavy traffic passing through the town centre causing environmental damage.



Plate 2 — Conflict between thro' traffic and pedestrians — this could be reduced when the relief road is constructed.



Plates 3 and 4 — Town centre traffic congestion — further pedestrianisation around the Market Hall would help reduce conflict and enhance an already attractive area for shoppers and visitors.



5.4.5. Although Gloucester Road is over 7 metres wide, it narrows at its approach to the Market Place and the junction with Copse Cross Street. This also leads to congestion.

5.4.6. 'Five-Ways' Junction - Much traffic, especially heavy traffic visiting industrial premises in Millpond Street, the Ashburton Industrial Estate and the cattle market in Greytrees Road enter the town from the north via Overcross Street, and their turning movements frequently conflicts with other central area traffic using Brookend Street as their entrance to the town. The construction of the Relief Road, scheduled for completion in 1985 should reduce the amount of traffic on this junction but problems will still exist because of the numerous traffic movements on a junction with 'blind' exits and narrow entrance roads.

5.4.7. Elsewhere in the town, narrow streets and junctions with poor visibility prevent traffic from flowing smoothly at busy periods. The nature of the town, however, severely limits the scope for improving the traffic flow within the built-up area.

5.5. ACCIDENTS

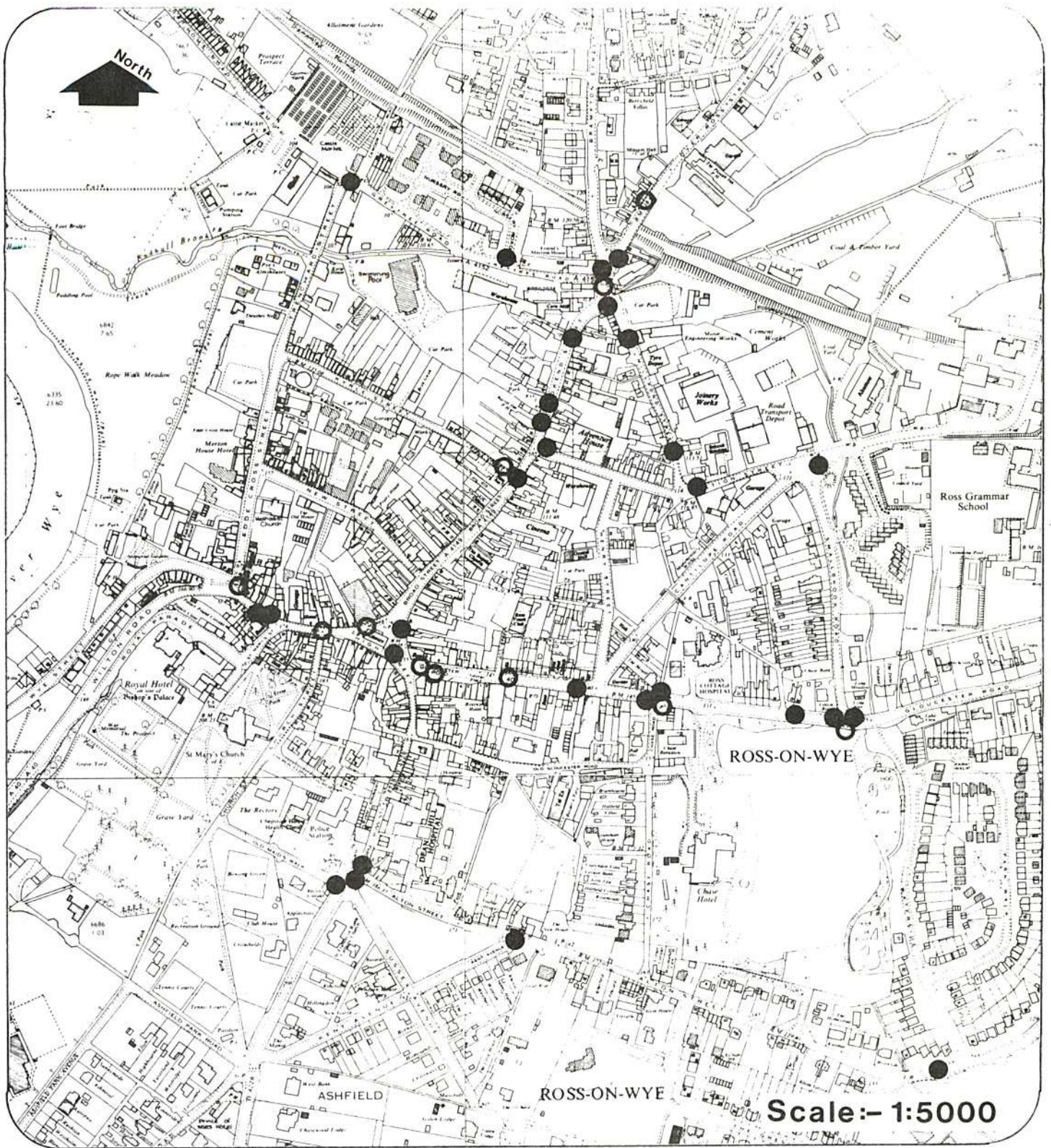
5.5.1. During the period from 1st January, 1978 - 31st December, 1980 inclusive, there were a total of 83 injury accidents in Ross-on-Wye, of which 31 were serious or fatal. Accidents on the trunk road (A.40) accounted for 37% of the total. Plan 5 shows the locations of the accidents in the central area. The Market Place is listed as a "blackspot", having had six injury accidents in the three year period, four of these involving pedestrians. In contrast to the A.40, there were no accidents during this period in Copse Cross Street between Alton Street and the Market Place. Broad Street too has been accident free, though there have been several in Brookend Street and at the 'Five Ways' junction.

5.6. CAR PARKING

5.6.1. Off street parking

Currently, off-street car parking in the town is predominantly to the north of the heavily trafficked A.40 Trunk Road (Gloucester Road) which bisects the town centre. Plan 6 indicates the location of existing parking facilities with capacities. (The car park at Wilton Road being shown only for reference as it caters principally for visitors and tourists visiting the riverside and associated open space areas).

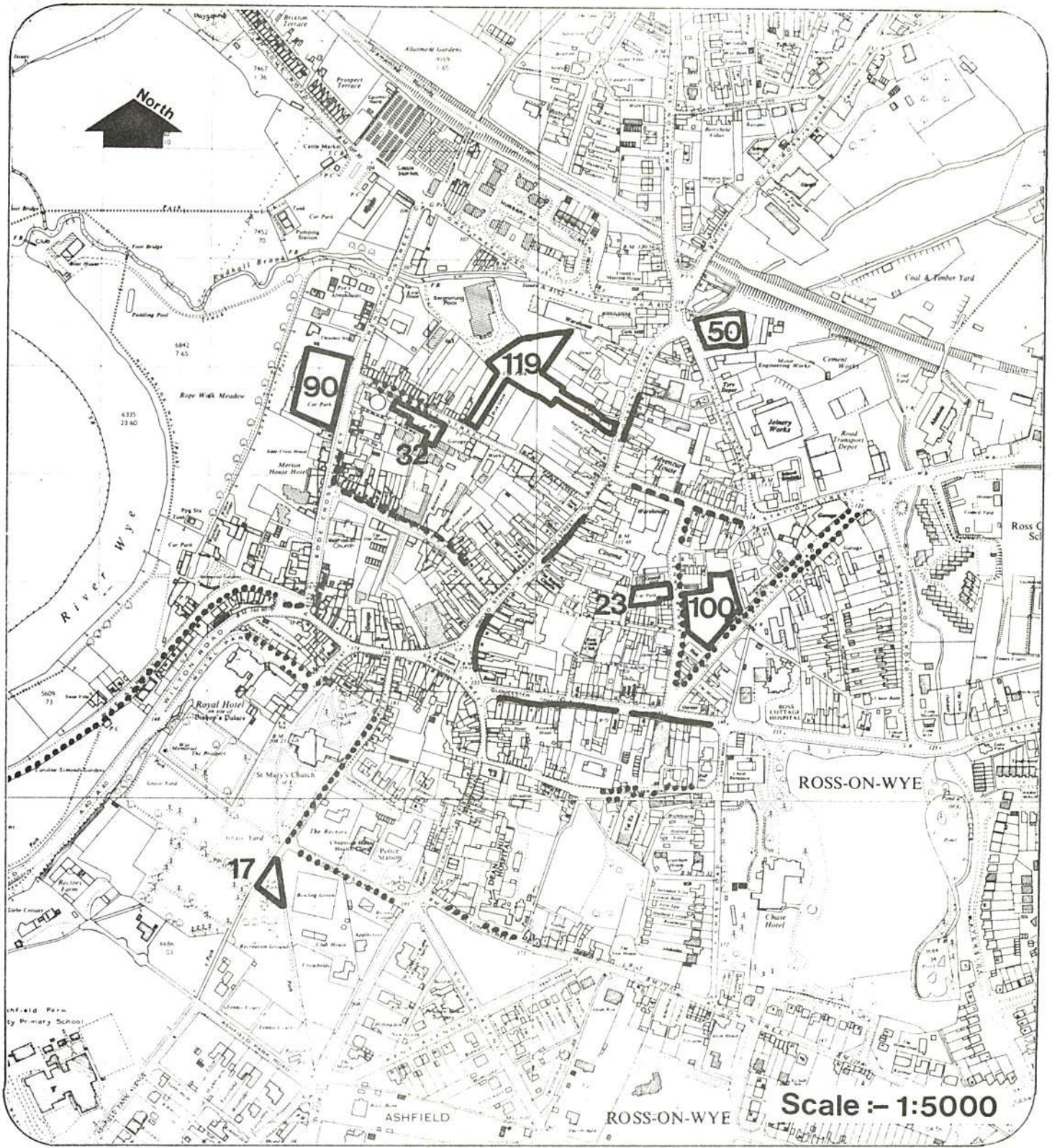
5.6.2. A Car Parking Survey carried out on Saturday 13th March, 1982 revealed that the majority of the town's car parks were fairly well used. Many, even on a March Saturday, were at capacity at certain times of the day (late morning and early afternoon). A summary of the results can be seen in Appendix 2 attached to this report. The Cantilupe Road, Henry Street, Edde Cross Street, Brookend Street and Old Maids Walk car parks were all on average, between 70-85% of capacity over the period of the day's survey. The Cantilupe Road car park, the most popular of the larger parks, is unfortunately only temporary and alternative arrangements will ultimately be required when the County Council implement the proposal for a new library on this site.



Plan 5.

Accidents 1978-1980 In The Central Area

- Injury Accident
- Injury Accident (Involving Pedestrians)



OFF STREET
car parking

ON STREET

duration of stay



40 minutes



60 minutes



unlimited

Plan 6.

Car Parking in Central Area

5.6.3. The predominance of off-street parking north of the A.40 is clearly demonstrated. The imbalance in parking distribution in the town centre is aggravated by restricted access from housing areas south of the town centre coupled with the need for vehicles to make crossing movements over the busy Trunk Road to gain access to most of the off-street car parks. Copse Cross Street is particularly narrow and congested whilst alternative routes such as Chase Road are hardly better. This situation is further aggravated by the distribution of housing as approximately 2,100 houses are located south of the Trunk Road compared with only about 1,250 houses to the north.

5.6.4. Bearing in mind the greater demand for car parking in the summer months the recent survey would seem to confirm a need for extensions to existing parks or new car parks to be located in the central area, preferably south of the Gloucester Road to cater for the needs of the large housing estates at Archenfield.

5.6.5. On-street parking

Despite having a number of narrow roads with areas of some degree of congestion, Ross-on-Wye has also a number of streets where on-street parking is allowed. In the main this parking does not cause too many problems to the free flow of traffic. Plan 6 shows the location of on-street parking spaces within or immediately adjoining the central area, and the maximum duration of stay. It was found in the car parking survey that the central area is fairly well served with on-street parking facilities and that these facilities are used to their full. Should replacement car parks be found it may be environmentally advantageous to reduce some on-street parking. For example, there are sections of Broad Street where on-street parking adds to traffic problems. Similarly some congestion occurs in Cantilupe Road where on-street parking is allowed opposite the bus lay-bys and adjacent to the entrance to the car park.

5.7. BUS SERVICES

5.7.1. The existing pattern of services

National Welsh the local National Bus Company subsidiary provide a network of routes linking Ross-on-Wye to neighbouring towns and cities, and offer a relatively high level of service. Peak-time journeys are provided on all routes, and a Sunday service between Hereford, Ross-on-Wye and Gloucester. Services operated by private operators supplement this network by providing off-peak shopping services from outlying areas on certain days of the week. Some school day services are also operated.

5.7.2. Terminal facilities in Ross-on-Wye

With the exception of G. E. Nicholls and A. T. Churchill all bus services depart from Cantilupe Road. Churchill leaves from the Royal Hotel, whilst Nicholls leaves from Station Approach. Cantilupe Road is far from ideal from the point of view of the passenger. Neither shelter, nor seating is provided, giving casual passengers little incentive to use public transport. Bus shelters and seats need to be provided at an early opportunity.

5.7.3. The National Welsh Travel Office in Cantilupe Road provides timetable information and an enquiry service for passengers, but this does not include private operators services (with the exception of certain services recently withdrawn by National Welsh and taken over by other operators). The County Council have published a timetable of all bus services in the Ross-on-Wye area, which is now available at the Travel Office, as well as the library, Tourist Information Office, Parish Councils, and Village Post Offices and Shops. This will greatly improve publicity for independent operators.

5.7.4. Trial area (under the Transport Act, 1980)

The trial area commenced on 27th July, 1981. It includes Ross-on-Wye town centre and parishes to the north east. The trial area frees operators from the requirements of road service licensing. To start a new service, an operator needs only to notify the County and District Councils 42 days in advance of the service commencing, and publish details in a local newspaper. The method of administering subsidy has changed within the trial area. Before the trial area commenced, operators of subsidised services were asked whether they would continue their services without subsidy, or whether they wished them to be put out to tender (in which case they would be invited to tender). The new system of subsidy was introduced on 1st October, 1981, following competitive tendering. Several services changed hands as a result of the tendering process, such as the Ledbury to Ross service, formerly operated by Smith's Coaches, which was taken over by Newbury Coaches. The new system of subsidy lends a greater degree of stability to the network of subsidised bus services. When tendering, operators have the opportunity of including an element of profit in their quarterly price. Previously, they were paid only approximately 70% of the previous year's deficit, and so had to bear a proportion of loss themselves. This had to be recovered from fare increases, service economies, or other activities such as private hire.

5.7.5. Recent changes in the service network (as at August, 1982)

The main changes have resulted from the National Welsh 'Wyedean' Market Analysis Project, designed to effect economies, whilst meeting the needs of as many existing passengers as possible. The revised services were introduced in January, 1982. Proposals were submitted to the County and District Councils in late 1980. Following consultation and surveys to determine need, certain amendments and replacement services were agreed with National Welsh, as follows:-

<u>Service</u>	<u>Action taken</u>
38 Hereford-Ross-Gloucester	Sunday service retained by County Council pays additional subsidy to National Welsh
33 Ross-Merrivale Lane (Thursdays only)	Replacement service by Green's Coaches
52 Monmouth-Symonds Yat Circular (Fridays only)	Replacement service by Bryn Morgan Coaches
66 Ross-Aston Ingham-Hope Mansell Circular (Thursdays and Saturdays)	Replacement service by Green's Coaches
Aston Ingham-Ross-on-Wye (Thursdays only)	

- 5.7.6. Flashes Coaches introduced a Hereford to Ross-on-Wye service (two Thursdays per month) in May 1982. This serves Kings Caple, providing a partial replacement for the withdrawn National Welsh facility following Wyedean M.A.P.
- 5.7.7. Edwards Coaches of Lydbrook have proposed to withdraw their bus service between Jays Green and Ross-on-Wye. Competing applications to take over the service were submitted by National Welsh, Greystone Coachways and Dean Forest Coaches. At the time of writing the applications have yet to be decided by the Traffic Commissioners.
- 5.7.8. The number of Coach services through Ross-on-Wye operated by National Express has reduced to one, linking Milford Haven and Cheltenham, operating daily. National Welsh have recently introduced an express service to Birmingham from Abereynon, serving Ross-on-Wye. Seasonal express services are operated by National Welsh and Yeomans Canyon Travel.
- 5.8. FUTURE DEVELOPMENTS
- 5.8.1. The revised 'Wyedean' services operated by National Welsh have not reduced their deficit to the extent anticipated, and so the possibility of further service reductions cannot be ignored. Independent operators will be encouraged to take over withdrawn services where there is evidence of need. With the continuing decline in numbers using public transport, greater emphasis will need to be placed upon the role of unconventional transport in the future. The degree of local commitment to initiate community transport appears difficult to achieve, but an emergency car scheme, for medical trips, is run in Linton. The WRVS are currently assessing the need for social car schemes in the Ross area.
- 5.9. ROADS AND TRAFFIC - THE FUTURE
- 5.9.1. Ross Relief Road - The Department of Transport have selected the "outer line" as the preferred route for the Ross Relief Road. This is a route running from the Gloucester Road near the junction of Alton Road sweeping northwards through low quality agricultural land to a proposed new roundabout on the A.449 Trunk Road at the Ledbury Road junction as shown in Plan 4. The scheme is programmed to commence late 1983 with completion in 1985. It is confidently expected that the new Relief Road, which is designed to remove traffic from the existing A.40 will ease traffic problems in the town.
- 5.9.2. To assess the effect of the new road, the County Surveyor has calculated traffic flows based on surveys in 1971 and 1977 and assigned them to the major streets in Ross (the proposed link to the Ashburton Industrial Estate has also been included). The predicted flows for the year of completion (1985) with the Relief Road and without the Relief Road are shown in diagrams 8a, 8b and 8c.
- 5.9.3. It can be seen that traffic volumes are considerably reduced on High Street and Gloucester Road, and to a lesser extent on the roads to the north of these. There will, however, be no reduction in the traffic flow on Copse Cross Street resulting directly from the Relief Road.

5.9.4. Wilton Bridge - The Department of Transport is concerned about the condition of the widened section of Wilton Bridge (A.40) which is deteriorating. The Department's current plan is, on completion of the Relief Road, to remove this part of the structure so that the Bridge (which is a Grade 1 Listed Building) would revert to its original narrow width. Traffic signals would be installed to effect shuttle working and this is expected to encourage greater use of the Relief Road.

5.9.5. Whilst the District Council appreciate the advantages to be gained in the town centre by imposing a 'deterrent' to motorists to use the A.40 as a through route, Members are concerned that the reduced width and consequential shuttle working could cause serious obstructions and traffic 'tail backs', which would be detrimental to the attractive amenity of the riverside area. Members also fear the unnecessary delay to traffic using the town as its destination. The Council's opposition to this move has been recorded and presented to the County Surveyor. It is considered that no decision should be made until the true effect of the Ross Relief Road on the town's traffic can be adequately assessed.

5.9.6. Traffic management - The traffic problems in Ross-on-Wye have been long recognised by the District Council and the County Surveyor. It is appreciated that the new Relief Road will do little to reduce the traffic flow on Copse Cross Street, one of the town's main 'bottlenecks' and the County Surveyor has admitted that the construction of the Relief Road alone may not be enough to reduce traffic flows through the town. He has agreed that additional measures may be needed to ensure the maximum use of the new road, and it has been suggested that this might be achieved by some form of traffic management within Ross. Several one-way systems have been examined by the County Surveyor and the conclusion reached that the most simple and effective measure would be an order banning all through traffic from the town. The police have expressed confidence that such an order can be enforced. The various alternatives for possible traffic management which have been examined are described in the next section.

5.10. TRAFFIC MANAGEMENT SCHEMES

5.10.1. Numerous traffic management schemes have been proposed for Ross over a period of several years. The objective of the earliest schemes was twofold:-

- a) To reduce traffic flow on the High Street and Gloucester Road (in the absence of any commitment to a relief road).
- b) To reduce traffic flow on Copse Cross Street.

Several one-way schemes were investigated, but were rejected (in 1964) on the grounds that the alternative routes were unsuitable for the levels of traffic then predicted.

5.10.2. In the light of the proposal to construct an A.40 relief road, traffic management was seen as a means of encouraging traffic to use the new road. Further one-way schemes were considered in 1978, featuring circuitous routes for east-west traffic. The County Surveyor however, concluded that any one-way system which deters through traffic is also likely to increase journey time and distance on internal trips. Consequently, any system which covered the whole town would be resisted because of its effects on local movements.

- 5.10.3. In connection with the preparation of this Local Plan the District Council have again examined possible ways of alleviating some of the traffic problems and providing some environmental benefits. Recently a temporary order banning the parking of cars on the Market Place apron was made permanent. The benefits to shoppers/pedestrians due to the removal of cars from the apron and hence the lessening of the conflict with vehicular traffic is now being appreciated. The introduction of an interim landscaping scheme on the apron has further enhanced the amenity of the Market Place and its attractiveness. In talks with the County Surveyor it was concluded that if further pedestrianisation is a practical proposition, then the scheme could be easily extended.
- 5.10.4. In May, 1982 a number of traffic management schemes were discussed with the County Surveyor. These again involved various comprehensive circulatory systems with one-way streets and a pedestrianisation of the Market Place at the top end of Broad Street. The schemes were aimed at alleviating problems in the High Street and Gloucester Road, Copse Cross Street and the traffic flow problems at the 'Five Ways' junction. Unfortunately, the circuitous routes involved and the many inadequate road junctions in the centre would create great difficulties and the conclusion has been, as before, that any such scheme would tend to generate at least as many problems as it solved.
- 5.10.5 It would therefore appear that any comprehensive traffic management scheme would at present be inappropriate for the town. However, once the effect of the Relief Road is known, (or possibly even before) there may be advantage in pursuing further small scale traffic management measures if found necessary.
- 5.10.6. Such schemes could include:-
- i) Extend the pedestrianisation scheme around the Market Place to include the closing of the narrow slip road to the west of the Market Place (fronting Boots the Chemist) from the High Street to Broad Street, but offering loading bays for service vehicles.
 - ii) Making one-way the traffic flows in Cantilupe Road and Henry Street (development of the present car park site into a site accommodating a Supermarket, library and two-storey car park could necessitate these measures) along with a reduction in on-street parking to further reduce conflict.
 - iii) again, should it be required after construction of the Relief Road, an order banning all traffic from using the A.40 as a through route.
 - iv) An order removing on-street car parking from the more narrow, congested stretches in Broad Street and Brookend Street.
 - v) Give access only into New Street and Kyrle Street from Broad Street to reduce the conflict of traffic turning into these streets.

5.11. USE OF DISUSED RAILWAY LINE AS PEDESTRIAN/CYCLE WAY

- 5.11.1. Skirting the south-eastern side of the town lies the dismantled former Ross/Monmouth/Pontypool railway line which now is in the ownership of the County Council (see Plan 4). The line of this old route has in

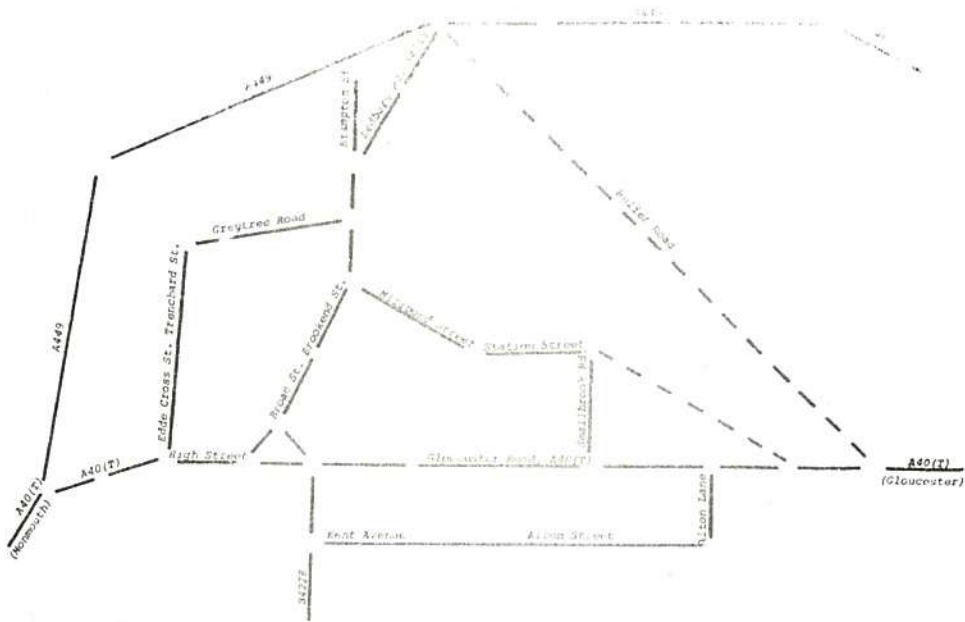


Diagram 8a - Street Network

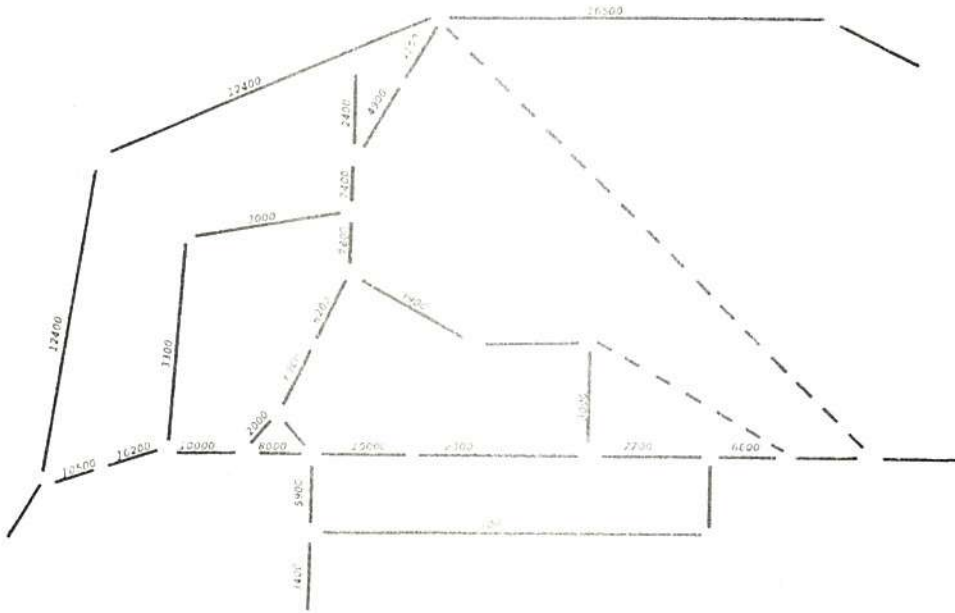


Diagram 8b - Predicted Traffic Flow (1985) Without Relief Road

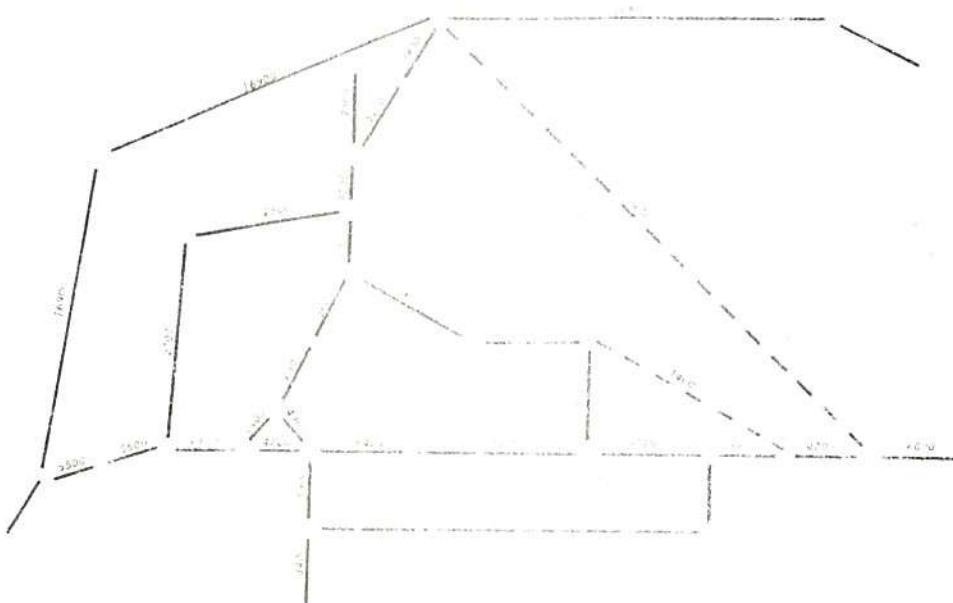


Diagram 8c - Predicted Traffic Flow (1985) With Relief Road

Source:-
County Surveyor

previous years been cited as a possible north-south relief road to relieve the pressure on Copse Cross Street and the town centre, but the cost has always been prohibitive.

- 5.11.2. There would, however, be an advantage in utilising this disused section of track as a pedestrian/cycle way linking the new housing areas of Archenfield and Redhill with the Alton Road and Ashburton Industrial Estates. Discussions have been held with the County Surveyor as to this possibility.

5.12. TRANSPORT POLICIES AND PROGRAMMES

5.12.1. Structure Plan Policy

The approved Herefordshire Structure Plan at present provides a framework of strategic and long term policies and proposals in respect of transportation. However, these are to be superseded by transport policies contained within the Written Statement of the new Hereford and Worcester County Structure Plan. The following policies are contained in the new Written Statement and when approved will influence the Local Plan area:-

THE ROLE OF PUBLIC TRANSPORT

THE POLICIES ARE:-

POLICY T.1

"TO MAINTAIN BROADLY THE EXISTING PUBLIC TRANSPORT NETWORK IN ORDER TO PROVIDE TRAVEL FACILITIES FOR PEOPLE WITHOUT USE OF A CAR."

POLICY T.2

"TO PROMOTE A CO-ORDINATED PUBLIC TRANSPORT SERVICE IN THE COUNTY AND BETTER RELATE THE SERVICES TO THE NEEDS OF THE TRAVELLING PUBLIC BY MONITORING EXISTING SERVICES AND PROMOTING NEW SERVICES WHERE THERE IS SUFFICIENT DEMAND. "

POLICY T.3

"TO PROMOTE BUS PRIORITY FACILITIES WHERE GREATER ACCESS OR REDUCED DELAY CAN BE ACHIEVED WITHOUT SIGNIFICANT DETRIMENT TO OTHER ROAD USERS, PEDESTRIANS OR THE ENVIRONMENT. "

CONTROL OF HEAVY GOODS VEHICLES

THE POLICY IS:-

POLICY T.5

"TO REDUCE THE ENVIRONMENTAL INTRUSION AND EFFECTS ON THE HIGHWAY STRUCTURE OF HEAVY COMMERCIAL VEHICLES BY TRAFFIC REGULATION ORDERS, TO ENSURE THOSE WITHOUT NEED FOR ACCESS ARE CONFINED TO THE MOST SUITABLE ROUTES IN ACCORDANCE WITH THE COUNTY ROAD HIERARCHY."

ROLE OF HIGHWAYS

THE POLICY IS:-

POLICY T.6

"TO DEFINE AND MANAGE THE ROADS IN THE COUNTY ON THE BASIS OF A FUNCTIONAL HIERARCHY, IN RURAL AREAS, OF NATIONAL/REGIONAL DISTRIBUTORS, COUNTY PRIMARY DISTRIBUTORS, RURAL DISTRICT DISTRIBUTORS AND RURAL LOCAL DISTRIBUTORS AND IN URBAN AREAS OF PRIMARY DISTRIBUTORS, DISTRICT DISTRIBUTORS AND LOCAL DISTRIBUTORS. STANDARDS WILL BE APPLIED WITH PROPER REGARD TO ROAD SAFETY TO EACH ROAD CATEGORY."

ROLE OF TRAFFIC MANAGEMENT

THE POLICY IS:-

POLICY T.7

"TO USE TRAFFIC MANAGEMENT METHODS IN ORDER TO MAKE THE MOST EFFECTIVE USE OF EXISTING ROAD SPACE, TO IMPROVE THE ENVIRONMENT, TO PROVIDE FOR THE NEEDS OF PEDESTRIANS, TO REDUCE ACCIDENTS AND TO REDUCE THE NEED FOR NEW ROADS."

REDUCTION OF ACCIDENTS

THE POLICY IS:-

POLICY T.8

"TO TAKE ALL POSSIBLE STEPS TO REDUCE ACCIDENTS ON THE ROADS IN THE COUNTY BY EDUCATION TRAINING AND PUBLICITY AND BY CARRYING OUT MINOR HIGHWAY AND JUNCTION IMPROVEMENT SCHEMES WHERE THE POSSIBLE CAUSE OF ACCIDENTS CAN BE REMEDIED BY SUCH MEASURES. TRANSPORT POLICIES T.4, T.5, T.6, T.7, T.9, T.10 AND T.11 ARE ALSO EXPECTED TO ACHIEVE A REDUCTION IN ACCIDENTS."

POLICY T.10

"THE FOLLOWING MAJOR TRUNK ROAD SCHEMES ARE PROPOSED BETWEEN 1981-1991 BY THE DEPARTMENT OF TRANSPORT:

M42 BROMSGROVE SECTION (ALVECHRUCH, CATSHILL)

M5 WIDENING, LYDIATE ASH TO WARNDON

M6/M42 CATSHILL NORTHERN LINK

A49 LEOMINSTER BYPASS

A49 ASHTON BYPASS

A435 EVESHAM BYPASS

A435 FROM THE A438 TO EVESHAM

A449 KIDDERMINSTER EASTERN BYPASS (UNDER REVIEW)

A49 ROSS-ON-WYE RELIEF ROAD

MAINTENANCE

PROVIDED THERE ARE SUFFICIENT RESOURCES OVER THE STRUCTURE PLAN PERIOD, THE POLICY IS:-

POLICY T.11

"TO MAINTAIN ROADS IN ACCORDANCE WITH THE CODE OF GOOD PRACTICE FORMULATED BY THE COUNTY SURVEYORS

SOCIETY, DUE ACCOUNT BEING PAID TO THE DUTY LAID UPON THE COUNTY COUNCIL BY THE HIGHWAYS ACT 1980, TO MAINTAIN THEIR ROADS IN A SAFE CONDITION. RESOURCES WILL BE CONCENTRATED ON THE STRUCTURAL MAINTENANCE AND SAFETY REQUIREMENTS OF THOSE ROADS WITH THE GREATEST NEED, GENERALLY THE MORE TRAFFICKED PRIMARY DISTRIBUTORS."

CAR PARKING

THE POLICIES ARE:-

POLICY T.12

"TO CONTROL ON-STREET PARKING SO THAT IT IS CONSISTENT WITH ROAD SAFETY, INCLUDING THE NEEDS OF PEDESTRIANS, RESIDENTS AND SHOPPERS, MOVING TRAFFIC, THE ENVIRONMENT AND THE COUNTY ROAD HIERARCHY."

POLICY T.13

"THE PROVISION OF OFF-STREET PARKING FOR DEVELOPMENT IS TO BE BASED ON THE DEFINITION, AS PART OF THE LOCAL PLAN, OR SUPPLEMENTARY PLANNING GUIDANCE OF EACH AREA IN THE COUNTY INTO CATEGORIES I, II, III AREAS."

POLICY T.14

"PARKING CHARGES MAY BE SET TO DISCOURAGE ALL DAY PARKING IN PUBLIC CAR PARKS IN RESTRAINT AREAS (CATEGORY I AND II) AND MAY PRODUCE SUFFICIENT REVENUE TO COVER OPERATING COSTS, INTEREST AND LOAN REPAYMENTS ON CAPITAL."

PEDESTRIAN AND CYCLISTS

THE POLICY IS:-

POLICY T.15

"TO CONSIDER THE NEEDS OF OTHER ROAD USERS, PEDESTRIANS, CYCLISTS AND EQUESTRIANS, TO MAINTAIN EXISTING FACILITIES, SUBWAYS, FOOTWAYS, FOOTPATHS, FOOTBRIDGES, CYCLE TRACKS AND BRIDLEPATHS AND PUBLIC RIGHTS OF WAY, AND TO PROVIDE NEW FACILITIES WHERE THE NEED IS JUSTIFIED AND THERE IS SUFFICIENT DEMAND,"

5.12.2. District Council Policy

The District Council has its own approved Vehicle Parking Standards - Planning Policy No. 2. All new developments within the Plan area will be expected to comply with such standards.

5.12.3. Transport programmes

Specific proposals, including a programme of expenditure, are contained in the annual Transport Policies and Programme (T.P.P.) and Public Transport Plan (P.T.P.), produced by the County Council.

A) The T.P.P. - The T.P.P. is an annual submission by the County Council to the Department of Transport describing how the County Council wishes to spend money over the next five years on those

transport activities for which it is responsible. The document is a bid for a Transport Supplementary Grant (T.S.G.) from Central Government funds towards the cost of achieving the proposals in the programme.

In the T.P.P. for 1982/83 apart from the statutory duty to maintain the standard of the present road network together with footpaths and street lighting, there are no new highway constructions or improvements programmed in the Local Plan area to be financed by the County Council.

B) The P.T.P. - The P.T.P. describes the County Council's policies and objectives for public transport and includes estimates of the financial resources required to realise those policies and objectives. It is the County Council's basic policy to retain conventional bus services throughout the County.

During September 1981, National Welsh produced their MAP report for the Forest of Dean and Eastern Gwent. Revisions to all their services within the County with the exception of Hereford to Abergavenny, were implemented in January, 1982. Three routes (listed below) were withdrawn:-

33 Ross (Cantilupe Road) - Ross (Merrivale Lane) Fridays only

52 Monmouth - Symonds Yat (Circular) Fridays only

66 Ross - Aston Ingham (Circular) Thursdays and Saturdays

Following surveys to assess the need for these services, and consultation with local Councils, replacement services have been arranged, subsidised by the County Council:-

Ross (Cantilupe Road) - Ross (Merrivale) (Thursdays only) by
Green's Coaches

Monmouth - Symonds Yat (Circular) (Fridays only) by
Bryn Morgan Coaches

Aston Ingham - Ross-on-Wye (Thursdays only) by
Green's Coaches.