

SECTION 4

Traffic and Transportation

4.0. TRAFFIC AND TRANSPORTATION

4.1. INTRODUCTION

- 4.1.1. Reference was made in the Report of Survey (paragraph 5.4 et seq) to the inadequacy of the existing narrow street network and restricted junctions. Particular concern was expressed on the effect of heavy goods vehicles having difficulty in passing each other in parts of the town centre. The absence of adequate rear service access and the need for lorries to deliver goods from the carriageway of main thoroughfares causes further aggravation.
- 4.1.2. To some extent, the construction of the Relief Road, scheduled for completion in 1985, should reduce this conflict but conflict will still exist.
- 4.1.3. Numerous traffic management measures have been examined but all have been discounted because such schemes would tend to generate at least as many problems as they solved. On completion of the Relief Road, the Department of Transport have stated that they will monitor behaviour on the existing A.40 road and then consider a weight restriction. It is therefore considered that in the long term some traffic management measures are desirable. After construction of the Relief Road, it should be apparent what traffic problems still remain and measures can then be taken to ameliorate them. The inclusion of the following long term Local Plan policies accords with the proposed Policy T7 contained in the Structure Plan Review which seeks to use traffic management methods to make the most effective use of road space, improve the environment, provide for the needs of pedestrians, etc.

4.2. POLICIES AND PROPOSALS

Policy TRA 1 - "The District Council will continue in its efforts to ensure that the construction of the proposed Ross-on-Wye Relief Road is completed within the approved programme."

- 4.2.1. The Department of Transport have selected the 'outer line' as the preferred route for the Ross-on-Wye Relief Road. The preferred line runs from the Gloucester Road, in the vicinity of Hildersley, sweeping northwards past the Ashburton Industrial Estate to a proposed new roundabout on the A449 Trunk Road at the Ledbury Road junction. The scheme is programmed to commence late 1983 with completion in 1985. Completion of the proposed Relief Road will ensure an improvement in the environmental quality of the town in addition to easing traffic conflict.

Proposal TRA 2 - "THE RELIEF ROAD FOR A40 TRAFFIC WILL BE CONSTRUCTED ON LAND ALLOCATED FOR THIS PURPOSE ON A ROUTE TO THE EAST OF THE TOWN."

Policy TRA 3 - "Following construction of the Relief Road, the Highway Authority will be urged to continue investigating any practical traffic management schemes which will reduce traffic conflict, ease traffic flow and assist with improving the general environment of the town."

4.2.2. To further reduce traffic conflict, it will be the aim of this Plan to reduce on-street car parking where congestion most occurs. In conjunction with this objective, it may be necessary to investigate further off-street car parking opportunities in order to safeguard the overall numbers of car parking spaces in the town.

Policy TRA 4 - "To remove where necessary, on-street parking to improve traffic movements. New off-street parking will be provided to off-set any such losses."

4.2.3. In furthering Policy TRA 4, a need has been identified for additional off-street car parking south of the Gloucester Road (see paragraph 5.6.4 - Report of Survey) and it is considered that development of part of the land adjacent to the Old Maids Walk Car Park currently owned by the Bowling Club could help accommodate this requirement.

Proposal TRA 5 - "ESTABLISH ADDITIONAL CAR PARKING FACILITIES ON LAND ADJOINING THE EXISTING CAR PARK OFF OLD MAIDS WALK."

4.2.4. Whilst there are limited rear service facilities to some properties around the Market Place, it would be desirable to provide more to further reduce traffic congestion and improve the environmental qualities of this part of the town.

Policy TRA 6 - "Encourage the extension of rear service facilities to premises in the town centre, particularly around the Market Place."

4.2.5. Whilst it is only possible, in the immediate future, to consider small scale extensions to the existing pedestrian area fronting to the Market Hall, a further long term objective should seek to pedestrianise the top end of Broad Street. Such measures would considerably improve the environmental qualities of part of the town centre and principal shopping area.

Policy TRA 7 - "To encourage extensions of the present pedestrian area around the market hall."

4.2.6. As mentioned in paragraph 4.2.5. extensions to the present pedestrian area are an objective and in this respect, it is proposed in the short term to close the slip road on the west side of Market Place (in front of Boots the Chemist) as an extension to the existing Market Apron. In talks with the County Surveyor, it was concluded that if further pedestrianisation of the present area is a practicable proposition, then this scheme could easily be extended.

Proposal TRA 8 - "CONSIDERATION SHOULD BE GIVEN THROUGH THE NECESSARY TRAFFIC ORDERS TO EXTEND THE PRESENT PEDESTRIAN AREA FRONTING TO THE MARKET HALL TO INCLUDE THE SLIP ROAD ON THE WESTERN SIDE OF THE MARKET PLACE."

4.2.7. To give greater choice of transport to residents of the Plan Area, the District Council will actively lobby the County Council to maintain existing levels of public transport to areas around Ross-on-Wye and beyond.

Policy TRA 9 - "The District Council will continue to press for maintenance of the present levels of bus services affecting Ross-on-Wye."

4.2.8. Further to the comments of the County Surveyor's Department in respect of public transport (see paragraph 5.7.2. - Report of Survey), it was reported that Cantilupe Road is far from ideal from the passenger point of view. Neither shelter nor seating is provided, giving casual passengers little incentive to use public transport. Such improvements could be provided at relatively low cost.

Proposal TRA 10 - "THAT ADEQUATE SHELTER WITH SEATING BE PROVIDED IN CANTILUPE ROAD FOR THE CONVENIENCE OF PASSENGERS."

4.2.9. An opportunity was discussed in paragraph 5.11 of the Report of Survey to utilise the former Ross-Monmouth-Pontypool railway line from Walford Road to Hildersley (Gloucester Road) as a pedestrian/cycleway providing a link from the new residential areas at Archenfield to the town centre and industrial estates. The land is all in the ownership of the Hereford and Worcester County Council and was in previous years identified for a possible north-south bypass to relieve pressure on Copse Cross Street and the town centre but the necessary finance for this project has never been realised.

4.2.10. As a result of public comment on the Draft Plan, it is now understood that there is likely to be little demand from residents to use this disused land as a cycleway. However, encouragement has been given to the land being made up to form a recreational footpath to link with the existing footpath network.

Proposal TRA 11 - "THAT LAND BE SUITABLY IMPROVED TO ACCOMMODATE A RECREATIONAL FOOTPATH ALONG THE FORMER RAILWAY LINE FROM WALFORD ROAD TO GLOUCESTER ROAD."

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* Policies are indicated in italics and underlined whilst PROPOSALS
* are shown in BLOCK CAPITALS and are again underlined.
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