

## Record of operational decision

<b>Decision title:</b>	Decision to not introduce a No Entry Except Cycles restriction on Woodleigh Road, Ledbury
<b>Date of decision:</b>	16 <sup>th</sup> February 2024
<b>Decision maker:</b>	Service Director for Environment and Highways
<b>Authority for delegated decision:</b>	Economy and Environment Scheme – Highways and Transport 75. To act on behalf of the council in respect of the legislation specified in the Road Traffic Regulation Act 1984. The authorisation limit is within the financial procedure rules and is sufficient for the decision and that the officer has authority under the contract procedure rules.
<b>Ward:</b>	Ledbury North, Ledbury South
<b>Consultation:</b>	<p>An informal residents consultation process was undertaken from 1<sup>st</sup> June 2023 to 29<sup>th</sup> June 2023, whereby an initial consultation letter and proposal plan was sent to all Statutory Consultees via email. During this process, five objections were raised. A summary of the responses received during the Formal (Statutory) Consultation process is included as Appendix B.</p> <p>A Formal (Statutory) Consultation process was undertaken from 3<sup>rd</sup> July 2023 to 24<sup>th</sup> July 2023, whereby an initial consultation letter and proposal plan was sent to residents in the immediate vicinity of the restriction. During this process, no objections were raised to the principle of the No Entry Except Cycles Restriction. A summary of the responses received during the Formal (Statutory) Consultation process is included as Appendix C.</p> <p>The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken from 9<sup>th</sup> November 2023 to 1<sup>st</sup> December 2023. During this process, 36 objections were raised. A summary of the Notice of Proposal responses is included as Appendix D. The responses received from the Statutory Consultees are outlined briefly below.</p> <p>Locality Stewards – Offered no objections to the proposal.</p> <p>Traffic Management Advisor (TMA), West Mercia Police – Offered no objections to the proposals.</p> <p>Ledbury Town Council – Offered no objections to the proposals.</p> <p>Herefordshire Council Cabinet Member: Transport and Infrastructure – Issued no response to the consultation.</p> <p>Ward Councillor (Ledbury North) – Issued no response to the consultation.</p> <p>Ward Councillor (Ledbury South) – Issued no response to the consultation.</p> <p>Ward Councillor (Ledbury West) – Issued no response to the consultation.</p> <p>Hereford and Worcester Fire and Rescue Service – Issued no response to the consultation.</p> <p>Road Haulage Association – Issued no response to the consultation.</p> <p>Freight Transport Association – Issued no response to the consultation.</p> <p>West Midlands Ambulance Service – Issued no response to the consultation.</p>
<b>Decision made:</b>	The implementation of a TRO to introduce a No Entry Except Cycles restriction on Woodleigh Road, Ledbury is not considered an appropriate

	<p>course of action following the largely negative public response to the proposals during the public consultation process.</p>
<p><b>Reasons for decision:</b></p>	<p>The scheme originated in response to a request from local stakeholders in relation to the Extra Ordinary Market Town Fund initiative. There was a requirement to investigate the safety of the existing arrangements and whether it was feasible to introduce a No Entry Except Cycles restriction to improve safety at the junction and on the narrow section of carriageway at the southern end of Woodleigh Road. This restriction was in place temporarily during the Covid pandemic but has since been removed.</p> <p>An on-site assessment was undertaken in April 2023. During the assessment, officers considered the appropriateness of a No Entry Except Cycles restriction, considering the surrounding environment and road geometry. During the meeting, it was discussed that the southern end of Woodleigh Road is not wide enough for two vehicles to pass each other easily, which can often lead to vehicle conflict. Additionally, the pedestrian access to the Ledbury Town Trail feeds directly onto Woodleigh Road. With no footway for pedestrians to use, there is a possibility that vehicles travelling in both directions may come into conflict with pedestrians, who have no choice but to walk on the road. It was agreed on site that a No Entry Except Cycles restriction would reduce conflicts between multiple vehicles as well as pedestrians. It would also not negatively affect residents by forcing them to exit their property in a certain direction.</p> <p>The set of proposals consulted on during the residents consultation also included the marking out of a cycle lane on the southwestern side of Woodleigh Road, which was also in place as part of the emergency measures during the pandemic.</p> <p>Following completion of the initial assessment, an informal residents consultation exercise was undertaken from 1<sup>st</sup> June 2023 to 29<sup>th</sup> June 2023. 5 objections were raised.</p> <p>Several residents believe that the existing situation does not need to be changed, as there have been no accidents at this location. Following the trial period of the No Entry Except Cycles restriction as an emergency measure during the Covid pandemic, some residents felt as if there would be no benefit of reinstalling this restriction permanently. Two residents were also concerned about the increase in vehicle speeds that would likely be seen if the majority of vehicle movements in a northern direction were to be prevented. A summary of the responses received can be found in Appendix B.</p> <p>As 12 responses of support were also received during the informal residents consultation, the scheme was progressed to the Formal Statutory Consultation process.</p> <p>A Formal Statutory Consultation process was undertaken from 3<sup>rd</sup> July 2023 to 24<sup>th</sup> July 2023, whereby an initial consultation letter and proposal plan was sent to all Statutory Consultees via email. During this process, no objections were raised to the principle of the No Entry Except Cycles restriction. A summary of the responses received can be found in Appendix C.</p> <p>Whilst having no specific objections to the scheme, the Balfour Beatty Locality Steward mentioned that when the restriction was previously in place during the pandemic, a lot of drivers were confused. Consequently, the Locality Steward states that regular monitoring and enforcement by the Police would be required.</p> <p>The Traffic Management Advisor for West Mercia Police offered no objections to the proposal.</p> <p>The Ward Councillor for Ledbury South raised concerns about increased vehicle speeds; and also questioned where pedestrians would walk, as there</p>

is no footpath and no shared space denoted on the proposal plan. With the implementation of the cycle lane, pedestrians will remain in conflict with vehicles and cyclists. The Ward Councillor also raised concerns about pedestrian safety at the top of the access steps to the Town Trail, as pedestrians would then have to cross the cycle lane. Further engineering measures, such as different surface dressing and bollards would also be required for the cycle lane to be implemented safely. They also mentioned that visibility on the south-western side of the carriageway is limited due to high property boundary walls.

Following a meeting in July between Herefordshire Council, ADL Traffic & Highways Engineering Ltd, the Ward Councillors for Ledbury North, Ledbury South and Ledbury Town Council, it was agreed to remove the cycle lane from the proposal plan before proceeding to the Notice of Proposal stage.

The Notice of Proposal stage allowing the general public and Statutory Consultees to issue comments/concerns was undertaken between the 9<sup>th</sup> November 2023 and the 1<sup>st</sup> December 2023. 35 objections were received, compared to 8 responses of support. A summary of responses can be found in Appendix D.

During this consultation exercise, residents voiced several concerns about the implementation of the restriction. Many of the objectors believe that the restriction is unnecessary from a safety standpoint. 28 residents mentioned that they have never seen any accidents here, suggesting that there are no issues with the current arrangements. 22 residents criticised the effectiveness of the previous iteration of the proposal that was in place during the pandemic, saying that it proved to be unpopular at the time, and that it did not work. In addition to this, there was far less road traffic during the pandemic than there is now.

One of the reasons that the restriction was so unpopular is that it can add up to 15-20 minutes (2 miles) to journey times during the busiest periods of the day. Traffic congestion will be increased by not allowing vehicles to enter Woodleigh Road from New Street. 20 residents also mention that when the restriction was previously in place during the pandemic, vehicle speeds on this section of Woodleigh Road were noticeably higher. As the road currently permits two-way traffic, vehicles travelling south towards New Street exercise caution as they pass over the bridge, which was limited visibility. This is because cars could be travelling in the opposite direction. Residents were concerned that this caution wouldn't be shown if the majority of movements in a north-western direction are prohibited, which could lead to a collision between a vehicle and a pedestrian and/or cyclist travelling in the opposite direction. Concerns were also raised regarding the visibility of the no entry signs at the junction with New Street. With poor forward visibility, this could lead to many drivers failing to spot the signage, which could be dangerous. Finally, several residents cite that the scheme does not represent value for money, and the funds would be better used elsewhere.

In conclusion, it is evident that following the feedback received during the informal residents and businesses consultation, the statutory consultation, and the formal Notice of Proposal consultation that the Traffic Regulation Order (TRO) should not be progressed due to a lack of public support.

It is therefore, advised to progress with the recommendations outlined in this report for the reasons set out above.



Appendix A.pdf



Appendix B.pdf



Appendix C.pdf



Appendix D.pdf



Appendix E -  
EINA.pdf

<p><b>Highlight any associated risks/finance/legal/equality considerations:</b></p>	<p><b>Community impact</b> The recommendation not to make any change to the existing restrictions will have no impact on the local community.</p> <p><b>Environmental Impact</b> Herefordshire Council provides and purchases a wide range of services for the people of Herefordshire. Together with partner organisations in the private, public, and voluntary sectors we share a strong commitment to improving our environmental sustainability, achieving carbon neutrality and to protect and enhance Herefordshire’s outstanding natural environment.</p> <p>The adoption of these recommendations will not have a negative impact on the environment.</p> <p><b>Equality duty</b> The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying ‘due regard’ in our decision making in the design of policies and in the delivery of services.</p> <p>The recommendations set out in this report are considered to be low impact with regards to equality thus paying regard to the council’s duty according to the Equality Act 2010 as set out below.</p> <p>Under section 149 of the Equality Act 2010, the ‘general duty’ on public authorities is set out as follows: A public authority must, in the exercise of its functions, have due regard to the need to -</p> <ul style="list-style-type: none"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> <li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li> </ul> <p>Any impact as a result of the scheme will be equal to all parties. See Appendix E of this report for Equality Impacts and Needs Assessment (EINA).</p> <p><b>Resource implications</b> The cost of this TRO scheme to date is approximately £4,000. This cost has been identified from this year’s existing budgets in the current Annual Plan.</p> <p><b>Legal implications</b> The introduction of a new TRO is not recommended as part of these proposals.</p> <p>There are no further legal requirements in not making the TRO, even if objections are made. It is at the discretion of the Council as the Highway Authority whether to make a TRO dependent on the justification for doing so.</p>
<p><b>Details of any alternative options considered and rejected:</b></p>	<p><b>To implement a No Entry Except Cycles Restriction on Woodleigh Road</b> – This is not recommended for a number of reasons outlined in detail in the Key Considerations section of this report. In brief, the Notice of Proposal statutory public consultation stage garnered a significant number of objections and generated a lot of discussions throughout the local community. To proceed with a TRO would go against the desires of a significant number of local residents.</p>
<p><b>Details of any declarations of interest made:</b></p>	<p>None</p>

Signed..... Date:

**Please ensure that signatures are redacted before publishing.**