

## APPENDIX 1

ENVIRONMENT SCRUTINY COMMITTEE – 28<sup>TH</sup> FEBRUARY

AGENDA ITEM 5 - TRUNK ROADS IN HEREFORDSHIRE  
ISSUES RAISED BY MEMBERS

<b>ROUTE</b>	<b>MEMBER AND ISSUE/QUESTION</b>
M50	No issues raised
A40	No issues raised
A49 Ross-on-Wye to Hereford City	<p><b>Cllr Mrs U Attfield</b></p> <p>Councillors for Hinton and St Martins ward are concerned about the position of the 30 mph sign on the A49 as it enters Hereford.</p> <p><i>HA response; The speed limit extension at this location was implemented following the development of the Ross to Hereford Environmental and Safety Improvement Study. The decision notice that included this scheme, was issued on 15 February 2002 followed extensive consultation and support for the proposal.</i></p> <p>There has been correspondence between the Highways Agency and myself and a local resident. (Detailed plan provided location illustrating local features).</p> <p><i>HA response; The correspondence referred to cannot be located. If there are issues still to be considered then please let us know</i></p>
A49 Ross-on-Wye to Hereford City	<p><b>Cllr Stuart Thomas</b></p> <p>The chief concern re the A49 is the lack of effective controls at the Belmont roundabout. This leads to the cutting off of the A465 at the roundabout in the mornings and the rat running of our lanes as traffic comes off the A465 at Belmont, or Tram Inn, to join the A49 and get preferred access into Hereford. That the situation is largely reversed in the evening is of little comfort.</p> <p><i>HA response; A scheme to increase the circulatory carriageway and provide signal control at this location is being developed as part of a planning application and the indications are that the works will start on site before the end of 2005. Due to constraints to Highway land earlier schemes considered could not deliver the benefits that have been identified by the proposed Asda scheme. A traffic signal control and widening scheme to accommodate a dedicated right turn facility at St Martins Street implemented in the summer of 2001 has helped reduce congestion in the area by controlling traffic movements.</i></p> <p>The other point to make is that all consultations would be better routed through the Council in the future. Those who have tried to liaise with the Agency, people or parishes, end up not wishing to do so again.</p> <p><i>HA response; We appreciate the time that the parish councils and members of the public take to draw concerns to our attention and would hope that they continue to communicate with HA directly.</i></p> <p>Callow and Grafton would like to know why the re-design of the road at The Grafton was undertaken, losing a good bus stop, and tractor/trailer pull in.</p>

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	<p><i>HA response; The access to Grafton Inn was amended to comply with a planning condition to enable development to be carried out. The Highways Agency had not been advised about any formal bus stop facilities at this location.</i></p> <p>Does the Agency have regard to the traffic flows on non trunk roads? The inability of the A roads to carry the load has a serious spin off across the whole of my ward. Can we look to the support of the Highways Agency to solve this?</p> <p><i>HA response; The Highways Agency has regular liaison meetings with officers from Herefordshire Council to consider maintenance and improvement works, in particular on and nearby the trunk road network.</i></p> <p>We need the Rotherwas Access Road, the A465-A49 link to the Rotherwas Access Road and a Bridge!</p> <p><i>HA response; The Rotherwas Access Road is the subject of a Major Scheme "Annex E" submission to DfT as part of the LTP process. The HA therefore has no direct involvement with the Scheme's progress. However, the HA's consultants have been working closely with the Council's regarding the proposed junction with the A49 and agreement in principle has been reached regarding the required capacity.</i></p> <p><i>The HA has no plans for an A465-A49 link to the Rotherwas Access Road or a new bridge. If it is the Council's policy to develop these schemes the appropriate method for securing Government funding is the LTP process</i></p>
A49 Hereford City	<p><b>Cllr Mrs P Andrews</b></p> <p>In the A49 Route Management Strategy the Highways Agency acknowledges that the A49 is both a strategic link road and a regional spine. In section 5.7.5 they acknowledge that 'local road improvements' will be needed. Can they not accept that routing all the traffic on this trunk road through the city is not acceptable?</p> <p><i>HA response; It is widely recognized that the highways network suffers congestion and delays. A crucial element is the need to redesign the network to address these issues. The HA has for some time been working closely with Herefordshire Council on the Edgar Street Grid regeneration project. Detailed discussions continue regarding a partnership to validate traffic modeling completed to date. It is intended to extend this work to include A49 junctions for which the HA is responsible. This joint approach will be of great use to both the HA and the Council in identifying and developing potential solutions.</i></p> <p><i>The HA has also indicated its support in principle to the council's approach to potential Park and Ride sites and will continue to work closely with the Council on these developments</i></p> <p>Also, more specifically - the plan is very light on information as to improvements to traffic flow in the city - especially from the Starting Gate down to Belmont roundabout. Are they awaiting the changes at the roundabout necessitated by the ASDA development (and money from Asda) before coming up with ideas?</p> <p><i>HA response; A scheme to increase the circulatory carriageway at Belmont and provide signal control at this location is being developed as part of a planning application and the indications are that the works will start on site before the end of 2005. Due to constraints to Highway land earlier schemes considered could not</i></p>

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	<p><i>deliver the benefits that have been identified by the proposed Asda scheme. A traffic signal control and widening scheme to accommodate a dedicated right turn facility at St Martins Street implemented in the summer of 2001 has helped reduce congestion in the area by controlling traffic movements. Further study work is being carried in liaison with Herefordshire Council to determine what other improvements may be feasible through the city.</i></p>
A49 Hereford City	<p><b>Cllr Roger Phillips</b></p> <p>Suggestions have been made to me, which may have been explored regarding congestions on the A49 and A465 in the City. These are:</p> <p>That the HA and ourselves plus the police should have a process for the quick removal of any breakdowns on these roads.</p> <p><i>HA response; Although the HA's Managing Agents (AmeyMouchel) regularly patrol the network the HA currently has no legal powers to remove broken down vehicles from the Trunk Road Network and has to rely on the Police to deal with these matters. The HA has regular liaison meetings with Officers from Herefordshire Council and the Police regarding day to day operational issues and issues of this nature are given due consideration.</i></p> <p><i>In 2004 the HA introduced its Traffic Officers (TOs) to the Motorway network in the West Midlands. TOs will patrol the roads looking for and dealing with broken down vehicles. They will also help police manage traffic around accidents to reduce congestion. Current plans are to introduce TOs to the rest of the Motorway Network by the end of 2005. No decision has been taken on whether TOs will be extended to the Trunk Road network</i></p> <p>Secondly, any agency/services doing work on the roads should be encouraged to work more than 8 hours or stagger their workplan to times of the day that cause least congestion.</p> <p><i>HA response; Highways Agency planned works are designed to have the minimum impact and carried out during off peak periods or overnight. We also liaise closely on third party works (i.e. utilities) to try to ensure that any planned works follow the same principles. Emergency works are managed as effectively as possible as they arise.</i></p>
A49 Hereford City	<p><b>Cllr J P Thomas</b></p> <p>Concern about the growing need for traffic control during peak hours at the Holmer roundabout.</p> <p><i>HA response; This observation is gratefully received and noted but there are currently no proposals for a study or scheme at this location. The need for study work at this location will need to compete with other locations considered of higher priority and programmed as resources permit. Study work is already being carried out for the A49 from Belmont to Newmarket Street Roundabout, in close liaison with Herefordshire Council.</i></p>
A49 Hereford to Leominster	<p><b>Cllr K Grumbley</b></p> <p>I offer the following specific concerns:</p> <ul style="list-style-type: none"> <li>• Extent of the proposed 50 mph speed limit on the South side of Dinmore Hill. I cannot understand why sound judgment cannot inform a simple decision to start the speed limit to the South of the Burghope/Greenacres accesses. The Agency's own criteria would seem to support this move. The present proposal to</li> </ul>

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	<p>start it near the C1121 junction does not satisfy their criteria, as there is no change in the character of the road at that point. Also Mr Wheeler publicly assured local residents that the limit would extend to give them protection.</p> <p><i>HA response; The proposal for a 50mph speed limit over Dinmore Hill has been given full consideration following consultation with the West Mercia Police Authority and the necessary legislative requirements have been followed. I recollect discussing the issue with a number of Parish Council representatives and members of the public but was unable to offer any guarantees given the legislative processes required to deliver these type of schemes.</i></p> <ul style="list-style-type: none"> <li>• The performance of AmeyMouchel on routine maintenance tasks might be raised. Last August, Tom Davies reported trees infringing visibility to the North of the U94001 junction at Hope-under-Dinmore after the problem was raised at a Parish Council meeting. It was particularly relevant to slow-moving agricultural vehicles turning right to go up the hill. I have since reported it 3 more times - most recently on 1 Feb. The call centre is always very helpful but this unfortunately does not lead to any action. Their Reference Number is 24468.</li> </ul> <p><i>HA response; Records show that reference 24468 was logged, investigated, programmed and works completed.</i></p>
A49 Hereford to Leominster	<p><b>Cllr JGS Guthrie</b></p> <p>Over the period of the RMS I have represented the population living alongside the A49 from Holmer to Dinmore (Queenswood Country Park). Concern has been expressed by the parishes of Holmer &amp; Shelwick, Pipe &amp; Lyde, Dinmore, Sutton (St Nicholas and St Michael), Moreton on Lugg, Marden, Bodenham, Wellington.</p> <p>I would first like to make it quite clear that the Highways Agency have responded to some of the issues brought forward by local people and have taken action.</p> <ol style="list-style-type: none"> <li>1 They introduced a safer road lay out at the Queenswood Country Park entrance.</li> <li>2 A new protected right turn bay was provided for traffic turning from Hereford to Bodenham.</li> <li>3 After many letters they provided double white lines to restrict traffic to one lane on the down slopes of Dinmore Hill on both sides of the hill.</li> <li>4 A protected right turn was introduced for traffic from Leominster turning to Burghope Lane.</li> <li>5 The Bus Stop bay at Burghope had the footway replaced and its markings renewed after these had been deleted by resurfacing work and large lorries were parking in this bay causing danger to bus passengers.</li> <li>6 An emergency telephone was provided in the northern lay by at Burghope.</li> <li>7 Footpath work between Upper and Lower Lyde has now been completed.</li> </ol> <p>It is unfortunate that many requests made at the time of the RMS have not been carried forward, they include:-</p> <p><b>1 STARTING GATE ROUNDABOUT, HOLMER. Hereford.</b></p> <p>That the Highways Agency provide some action to control the traffic on the roundabout at peak times due to heavy congestion and a build up on the trunk road as far back as Lyde Church. This causes a rat run through Lyde using the narrow lane to Munstone which Pipe &amp; Lyde Parish Council wished to stop.</p>

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	<p>Nothing has been done to date to ease congestion at the Starting Gate Roundabout</p> <p><i>HA response; The observations are gratefully received and noted but there are currently no proposals for a study or scheme at this location. The need for study work at this location will need to compete with other locations considered of higher priority and programmed as resources permit. Study work is already being carried out for the A49 from Belmont to Newmarket Street Roundabout, in close liaison with Herefordshire Council.</i></p> <p><b>2 PARKING between Church Way &amp; Starting Gate Roundabout Holmer</b></p> <p>Holmer and Shelwick Parish Council requested in 2001 that double yellow lines parking restrictions be introduced between Church Way Holmer and the roundabout to ease traffic flow at all times..</p> <p>Vehicles are still parking outside the houses on this stretch of road causing more congestion, no action has been taken by the Highways Agency to date.</p> <p><i>HA response; Legislative processes are required to promote parking restrictions and given that there is no off street parking facilities available at this location, any orders would receive objections that could not be reasonably overturned. The proposal is therefore not feasible.</i></p> <p><b>3 SPEED LIMIT at Holmer</b></p> <p>That the 40mph limit at Holmer be extended around the bend towards Lyde and that the speed limit be restricted to 30mph between Church Lane and the roundabout.</p> <p>It is noted that since May 2001 the speed limit south of the Starting Gate Roundabout has been reduced to 30 mph but no action has been taken on the northern part of the trunk road.</p> <p><i>HA response; This will be considered as part of the Speed Management Strategy Study programmed for 2005/2006</i></p> <p><b>4 FOOTPATH Lyde to Holmer</b></p> <p>Pipe &amp; Lyde Parish Council called for a footpath to be provided along one side of the A49 from Lyde Church to Holmer in 2001.</p> <p>To date no action has been taken.</p> <p><i>HA response; This will be considered as part of the ongoing development of studies and schemes for Non Motorised Users. It is not currently scheduled due to the commitments already made, following extensive consultation with stakeholder representatives, to consider priorities for Non Motorised Crossing facilities in the MAC9 area.</i></p> <p><b>5 ROAD CLOSURE SIGNS A49 (T)</b></p> <p>Moreton on Lugg, Sutton, Marden and Wellington Parish Councils have asked for the signs showing <b>ROAD CLOSED</b> at the Starting Gate Hereford to say where the road is closed in order that residents of the villages on the route in light vehicles can go home direct when there is an accident on Dinmore Hill. Such a sign showing the location was provided back in 1998 following the tanker accident on the hill in September 1997 but does not appear to be</p>
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	<p>used forcing villagers to take to the lanes when there is no need for them to do so.</p> <p>All the parish councils are concerned about the volume of traffic which suddenly can come on to their C or unclassified roads when an accident blocks the A49. They would all like to see the Highways Agency signpost the approved diversion route to a much higher standard.</p> <p>Will the Highways Agency ensure in future that full information is given when a diversion is required?</p> <p><i>HA response; West Mercia Police initiate traffic diversions following an incident on the network and depending on the scale of the incident liaison takes place between the police, the Highways Agency and Herefordshire Council to determine any longer term diversions necessary that have not previously been agreed. It is acknowledged that there are limited alternatives on some sections of the A49 and our Agents AmeyMouchel wrote to Morton-On-Lugg Parish Council on 22 February 2005 suggesting a possible way forward and requesting feedback. A reply has not yet been received. However, when an incident occurs the area is under the control of the police authority and the highways authorities will be guided by their requirements with respect to access to the area under control.</i></p> <p><b>6 TRAFFIC ISLANDS LYDE</b></p> <p>Pipe &amp; Lyde Parish Council called for traffic islands to be placed at Lyde Church to assist local people to cross the road. At that time they also called for a footway from the Upper Lyde turn to the Lower Lyde turn. This latter part of their request has now been completed but there are still no traffic islands at the junction.</p> <p>Will the Highways Agency place islands at this point to help people cross the road and stop traffic overtaking on the hatched area?</p> <p><i>HA response; This will be considered as part of the ongoing development of studies and schemes for Non Motorised Users. It is not currently scheduled due to the commitments already made following extensive consultation with stakeholder representatives to consider priorities for Non Motorised Crossing facilities in the MAC9 area.</i></p> <p><b>7 VEHICLE RESTRAINT BARRIER DINMORE HILL (Queenswood Bend)</b></p> <p>Following the accident in 1977 when a tanker left the road on the notorious "Bungalow Bend" on Dinmore Hill, we were informed that a new safety barrier was being designed and would be installed in Spring 1998.</p> <p>Now nearly 8 years later we are advised by AmeyMouchel that a new barrier is being prepared and will be put in place during a 12 week period starting on 14<sup>th</sup> Feb 2005.</p> <p><i>HA response; Following an extensive period of remediation and monitoring, a permanent replacement barrier has been designed and started on site on 14 March following the earlier utilities diversion and environmental clearance works that were carried out in December 2004 and January 2005. All of which were publicised through press notices.</i></p> <p><b>8 SAFETY ON BUNGALOW (QUEENSWOOD) BEND</b></p> <p>Wellington Parish Council has pressed for better safety provision on this dangerous</p>
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	<p>bend and have called for some escape space to be provided for vehicles coming down the hill on the bend. The fireball accident just before Christmas where a turbo charged car travelling far too fast to take the bend and entered the down lane and collided with a car which had nowhere to go with everyone concerned killed is a nightmare waiting to happen again unless the three lane layout is cut to two giving people on the single lane a hard shoulder.</p> <p>The Highways Agency say they have no plans to alter the layout.</p> <p>Can the Highways Agency reconsider this as a matter of urgency?</p> <p><i>HA response; The Highways Agency would not promote such a scheme. By removing the climbing lane capacity would be reduced and the opportunity to overtake slower moving vehicles would also be eliminated. This would be likely to cause frustration for following drivers who may well take risks and overtake at inappropriate locations resulting in an increase in accidents.</i></p> <h3>9 SPEED LIMIT FOR BURGOPE</h3> <p>The residents of Burghope were informed by Highways Agency Route 9 Manager Mr Wheeler at the Route Management Strategy bendy bus exhibition in Wellington that the then temporary 50 mph speed limit from a point on the Leominster side of the Dinmore Manor turning U 72624 would be retained when a permanent restriction was introduced in 2004 giving protection to the residents and business users at Burghope.</p> <p>We are now informed that the Highways Agency are to disregard the safety of Burghope people by introducing the restriction half a mile nearer to Leominster bringing in the restriction on the hill just before the junction with the Bodenham Road C 1121.</p> <p>According to the Road Traffic Act Sections 81-85 where a speed limit would end on a gradient, bend or other hazard the proposed speed restriction should be extended. This should provide high visibility for the speed limit signs.</p> <p>Traffic speeds coming down the hill and traffic from Hereford speeds up to get a run at the hill making it very difficult for local people to have time to cross this very busy road which they need to do to reach the bus stop, post box, Green Acres Shop and to visit the mobile library which parks opposite to the post box.</p> <p>The County Trading Supplies have lorries turning in to their premises off the road and there is turning traffic to Burghope Court via U 92623. Traffic also turns to reach the shop, the livery stables and the farm.</p> <p>To date the Highways Agency and AmeyMouchel have refused to include Burghope in the new 50mph limit. <b>Wellington Parish Council will therefore not withdraw their objection.</b></p> <p><i>HA response; The objections received have been acknowledged by the Highways Agency and clear reasons given why the proposed speed limit cannot be extended as requested. The reasons included the requirement for police agreement as enforcing authority to the extension. The police confirmed at the Scrutiny Committee Meeting that they could not agree to the extension.</i></p>
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	<p><b>10 SAFETY CAMERA South side of Dinmore Hill</b></p> <p>Wellington Parish Council asked the police and the HA to place a fixed camera on the South side of the hill at Burghope in 2000. The HA said it would not meet the conditions.</p> <p>The Parish council asked again in 2004 when the rules were relaxed. They requested that a suitable site be identified and prepared by the West Mercia Safety Camera Partnership. Nothing has been done.</p> <p>Can some action on this be expected?</p> <p><i>HA response; It has been agreed that within 12 months of the implementation of the 50mph speed limit for Dinmore Hill, the Safety Camera Partnership will be reviewing the need for a safety camera at this location.</i></p>
	<p><b>11 PARKS &amp; COUNTRYSIDE SERVICE - Deer Posts</b></p> <p>The Chief Ranger reported to the Queenswood Country Park Committee that he had requested many times over the past 3 years for the Deer reflector posts to be put back on the hill and the stretch of road through Burghope but nothing had been done.</p> <p>The deer are now crossing the road far more often and are causing considerable damage to the market garden business on the Lugg River side of the road. There have already been 48 road traffic accidents involving deer in 2004.</p> <p>Will the Highways Agency arrange for these posts to be put back up without delay?</p> <p><i>HA response; The number of Deer Reflector Posts missing on the A49 over Dinmore Hill is relatively small and it is programmed to replace those as part of the Dinmore Hill Barrier Replacement Scheme. There has only been 1-recorded collision in the last 5 years involving a vehicle swerving to avoid a deer. The side road through Burghope is the responsibility of Herefordshire Council.</i></p>

### 12 DINMORE HILL and WELLINGTON MARSH AVOIDANCE ROUTE

A scheme was put forward to take the trunk road away from Dinmore Hill and Wellington Marsh in the 1960's. The northern section would have taken the route over the railway line and the River Lugg to Saffron Cross where it would have joined the A417 to Hope under Dinmore. In 1972 the first part was built, the short dual carriageway alongside the garden centre at Wellington where the northern end of the road was built to bend towards Bodenham but this section was covered over when it was abandoned through lack of funding.

The route was also supposed to extend in a southern direction to take traffic away from the built up area of Wellington Marsh passing behind the Almshouses to link up with the present line of the road at the main gates of Moreton Park (formerly Moreton Camp). This was originally designed as an extension to the dual carriageway but after representation by the then owners of the camp, the Ministry of Defence it was modified to a single carriageway and finally dropped in the 1980's. The Vice Chairman of Wellington Action Group has been to the Record Office and seen copies of the plans for the relief road and has said that the land behind the almshouses is still in the ownership of the Highways Agency.

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	<p>The Highways Agency have informed Wellington Parish Council that they have no intention of looking at the original plans and are not prepared to discuss them.</p> <p>Will the Highways Agency now reconsider the matter before more lives are lost?</p> <p><i>HA response; There is no scheme identified in the Governments Targeted Programme of Improvements for a bypass as suggested. It would be for the Council to promote the scheme as part of the wider Regional Spatial Strategy, if it was considered appropriate.</i></p>
	<p><b>13 WELLINGTON MARSH ACCIDENTS ON BEND</b></p> <p>Wellington Parish Council have asked the Highways Agency to provide double white lines and extensions to the metal safety barriers on the bend in Wellington Marsh as an urgent requirement but their requests have always fallen on deaf ears.</p> <p>The January 27<sup>th</sup> 2005 edition of the Hereford Times main front page featured the crash, which wrecked Brick House Wellington Marsh for the third time in six years. The Wilson family were out at the time, If the avoidance route had been built these accidents would have been avoided but nothing has been done and the extensions to the barrier and double white lines are still awaited.</p> <p>It was also agreed in 2004 that Wellington Marsh should have a 40mph speed limit introduced through the built up area from Wellington Turn to the Moreton Park Gates.</p> <p>The Highways Agency advised Wellington Parish Council and the Wellington Marsh Action Group in 2003 that it had no plans to develop either parts of this route. The Highways Agency have still done nothing to provide the 40 mph limit or the barriers and double white lines in Wellington Marsh.</p> <p>Will the Highways Agency arrange to look at the whole avoidance route again and in the meantime at Wellington Marsh restrict the speed to 40 mph limit extend the barriers and put in the double white lines?</p> <p><i>HA response; The Highways Agency acknowledges the distressing incident that resulted in the destruction of part of Brick House in Wellington. The provision of a safety barrier on the highway has been considered but could not be provided without closing the footway on the east side of the carriageway. It is programmed to carry out a Speed Management Strategy Study during the 2005/06 financial year and Wellington Marsh will be considered as part of that process. Wellington Marsh already has a system of prohibitory road markings to deter overtaking. These markings are enforceable and can only be provided in accordance with strict criteria. Any variation to the criteria would result in enforcement falling into disrepute.</i></p>

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	<p>In order to resolve the issue the Highways Agency agreed to remove the advance direction signs to Burghope on the trunk road. They then stated that they did not consider that the distance length of the village was 600 meters and therefore village name plates could not be erected.</p> <p>Mr P Moore, Traffic Engineer for Herefordshire Council said that the removal of signing for small isolated villages similar to Burghope had generated complaints about the difficulties encountered by visitors to the area and recommended that some form of signage for Burghope should remain.</p> <p>AmeyMouchel, agents for the HA wrote back to say that signage could not be justified.</p> <p>In the 1962 review of signs on this route by the then Ministry of Transport place name signs were ordered for Burghope but instead directional signing was installed pointing to Burghope Lane. Residents pointed to the problem that the signs were inappropriate when giving evidence to the RMS but when a new protected right turn was provided new signs were erected again pointing to Burghope down Burghope Lane. The three business owners in Burghope want some form of sign to remain, one thought that the arrowheads could be cut off the existing signs!</p> <p>At present AmeyMouchel are to remove all the Burghope signs. Will the Highways Agency rectify what was their mistake in the first instance and put up suitable place name signs at Burghope?</p> <p><i>HA response; The signing for Burghope has been amended and works incorporated as part of the Dinmore Hill Barrier Scheme.</i></p> <p><b>15 WELLINGTON MARSH Roundabout</b></p> <p>Herefordshire Council Central Area Planning Committee last year gave permission to Tarmac Western to develop a track at the northern end of Moreton Park to provide a new entrance with the A49 at a new roundabout.</p> <p>To date there has not been any action.</p> <p>Will the Highways Agency advise Herefordshire and Wellington Councils when this new roundabout is scheduled to be built?</p> <p><i>HA response; The Highways Agency is not able to confirm when this roundabout is scheduled to be built. Planning legislation allows for a period of up to 5 years for a developer to implement an approved scheme and the Highways Agency will only be informed when the developer wishes to proceed. Herefordshire Council will have approved the development and may be better placed to answer this question.</i></p> <p><b>16 MORETON CROSS ROADS and JUNCTION with ORDNANCE CLOSE</b></p> <p>In 2002 Herefordshire Council Central Area Planning Committee granted extended permission for the Upper Lyde Quarry to extract minerals providing certain conditions were met, one of these being a redesigned junction with Moreton Road, the A49, the Moreton Village Road and Ordnance Close, Moreton-on-Lugg.</p> <p>Moreton Parish Council considers that regardless of any quarry operations the junction on the A49 is dangerous and should be redesigned to include Ordnance Close.</p>
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	<p><i>HA response; The recent collision cluster site analysis has not identified this location as a site for further investigation. However, it will be considered as part of the programmed Speed management Strategy Study for 2005-2006</i></p>
A49 Hereford to Leominster	<p><b>Cllr JP Thomas</b></p> <p>Concern about the speed limit arrangements and lack of a proper crash barrier on Dinmore Hill</p> <p><i>HA response; A 50mph speed limit will be implemented for Dinmore Hill subject to satisfactory completion of statutory processes and the temporary barrier at Queenswood Bend is being replaced.</i></p>
A49 Leominster to Shropshire border	<p><b>Cllr J Stone</b></p> <p>Please will the following questions be considered in relation to Ashton and the A49</p> <ol style="list-style-type: none"> <li>1. Ludlow, Leominster and Brimfield all have successful bypasses, which assist traffic flow and reduce congestion and pollution in towns and villages. What has happened to plans for a by-pass in Ashton, which have been discussed over a long period of time?</li> </ol> <p><i>HA response; There is no scheme identified in the Governments Targeted Programme of Improvements for a bypass as suggested. It would be for the Council to promote the scheme as part of the wider Regional Spatial Strategy, if it was considered appropriate.</i></p> <ol style="list-style-type: none"> <li>2. Personal injury collisions in the section of the A49 between Ludlow and Leominster are seen as above the national average (Page 18 of A49 RMS). What measures are being considered to reduce accident levels?</li> </ol> <p><i>HA response; The route is regularly monitored and where clear causes of collisions can be established and justifiable improvements identified, remedial measures are implemented.</i></p> <ol style="list-style-type: none"> <li>3. What criteria are used by the Highways Agency when compiling accident statistics? Some accidents do not seem to be included in the official figures and local residents in Ashton claim that there is a higher accident rate there than the figures shown.</li> </ol> <p><i>HA response; The West Mercia Police Authority attend collisions and only keep records of collisions involving injury. The Highways Agency uses these statistics to determine priorities.</i></p> <ol style="list-style-type: none"> <li>4. What is the Highways Agency policy on installing speed cameras in accident cluster sites like Ashton on the A49?</li> </ol> <p><i>HA response; Safety Camera sites are identified by the Safety Camera Partnership in West Mercia in accordance with specific criteria set by the Department for Transport. A mobile safety camera site has already been provided at a location on the A49 north of Ashton.</i></p> <ol style="list-style-type: none"> <li>5. What criteria do the Highways Agency use when assessing the case for a lower speed limit in settlements like Ashton? Has a 30 or 40mph limit been considered for Ashton and if not why not when there are speed limits in many similar villages?</li> </ol>

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	<p><i>HA response; The Highways Agency follows the guidelines set in the Department For Transport Circular Roads 1/93 Road Traffic Regulation Act 1984: Sections 81-85. Previous studies have focused on more densely populated areas or other locations identified through the regular monitoring processes, as finances have allowed. Future studies will be based on the programme set in the Route Management Strategy as agreed with the key stakeholders consulted.</i></p> <p>6. At present there are very limited overtaking opportunities in Ashton. In view of the “narrow and twisty alignment” of the route (Page 17 of A49 RMS), would it not be safer to have double white lines throughout this two-mile stretch of the A49?</p> <p><i>HA response; Ashton already has a system of prohibitory road markings to deter overtaking. These markings are enforceable and can only be provided in accordance with strict criteria. Any variation to the criteria would result in enforcement falling into disrepute.</i></p> <p>7. On a more general level, what timetable is envisaged in preparing “appropriate actions to deliver the route outcomes”?</p> <p><i>HA response; Schemes associated with The Route Outcomes identified in A49 RMS have been implemented along the A49 for some considerable time. Further schemes have been identified for implementation this financial year and future schemes will be identified as studies develop.</i></p> <p>8. What levels of funding will be available, presumably from the Department of Transport in “planning and optimizing investment in the trunk road network and in the delivery of Highways Agency Strategic plans and the ten year transport strategy? (Page 1 A49 RMS)</p> <p><i>HA response; Funding is determined and allocated by the Department for Transport on an annual basis. Works are evaluated through value management processes and prioritised on the basis of need.</i></p> <p>9. The A49 is the main north-south route through Herefordshire and Shropshire and when it is closed due to a major accident there are widespread repercussions. Does the Highways Agency have a policy for managing diversions with the Police and local Councils and minimising disruptions? Road users often feel they are being left to their own devices.</p> <p><i>HA response; Emergency incidents on the network fall under the control of West Mercia Police who liaise with the Highways Agency and local highway authority to determine the best method of traffic management to minimise disruption to traffic.</i></p> <p>10. The Wooferton Junction by the Salway Arms Hotel and near the county boundary is widely regarded by local residents as very dangerous. Does the Highways Agency still rule out a roundabout in this area and if so what are their plans for making this confusing and complex junction safer?</p> <p><i>HA response; There are no proposals for a roundabout at this junction but it is programmed to carry out further analysis of the collisions occurring at the junction during the 2005/06 financial year.</i></p> <p>11. Safety was overwhelmingly ranked as the most important objective by 83% of respondents in the Public Consultation in 2002. What importance does</p>
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	<p>the Highways Agency attach to the results of the questionnaires received in this consultation?</p> <p><i>HA response; We appreciate the time taken to complete the questionnaires as part of that consultation and they were given due consideration together with the views of all the other stakeholders. The programme for the continuing delivery of studies in the Route Management Strategy clearly demonstrates that safety has been given a high priority.</i></p> <p>I hope that the Highways Agency will respond to some if not all of these questions when they appear on 28 February and I hope they will show us a clear way forward (clearer than the RMS) for the management of the A49. I also hope that the “no improvements” message on Ashton will not be their last word when MPs, Parish Councils and local residents are adamant that safety improvements are needed.</p> <p><i>HA response; The Highways Agency understands the concerns expressed and a study to determine a strategy for speed limits through and between settlements is programmed for the 2005/06 financial year and will include Ashton and other similar small settlements along the route.</i></p>
A49 Leominster to Shropshire border	<p><b>Clir J P Thomas</b></p> <p>Concern about the Highways Agency's attitude to the situation at Ashton - just north of Leominster</p> <p><i>HA response; The Highways Agency understands the concerns expressed and a study to determine a strategy for speed limits through and between settlements is programmed for the 2005/06 financial year and will include Ashton and other similar small settlements along the route</i></p>
A465	<p><b>Clir R Preece</b></p> <p>Can the Agency put in a crossing in the area of the new shops in Belmont Road? The developer has made a 106 agreement to fund such a crossing.</p> <p><i>HA response; The Highways Agency has considered the provision of a crossing facility at this location but it could not be accommodated without detriment to others in the local area.</i></p>
A465	<p><b>Clir P Edwards</b></p> <ul style="list-style-type: none"> <li>a) Repeated requests from Local Member for the A465TR for speed limit reduction to be extended from Tesco to beyond the Abbey complex (including new housing development) are ignored.</li> <li>b) Pedestrians wishing to cross from Northolme To Southolme (at non-busy times) are faced with 60 + mph light &amp; Heavy vehicles descending on the roundabout dropped kerb crossing point!</li> <li>c) Requests from Community groups (South Wye Walks to Fitness, Belmont Rural Parish Council, S Wye Regeneration Transport &amp; Highways Committee) all ignored.</li> <li>d) Local Member request for Trunk Rd safety paving adjacent to Lake Cottage, Belmont, not progressed (after many months site visit took place but proposal costed up beyond a small works job) and no programmed date offered.</li> </ul>

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	<p>(Note 1. Regular organised walk to fitness route users leap across the TR twice within short distance to access the woodland walks. Note 2. Apparent paving similar works took place in another location although, I am advised, such works were not requested in that locality.)</p> <p><i>HA response for items a) to d); It is still the Highways Agency's intention to detrunk the A465 and for that reason we can only undertake safety related work. We are advised that the Welsh Assembly Government's (WAG) position is that it intends to retain Trunk Road status for the section between the Welsh border and Abergavenny. Furthermore, we understand Herefordshire Council's position to be that if it remains a national route in Wales the Council cannot accept the Highways Agency's proposals.</i></p> <p><i>Discussions with WAG continue regarding detrunking policy.</i></p> <p>e) When will HA take reasonable steps to keep the A465TR Tesco roundabout in reasonable order (such as reasonable mowing &amp; tree care)?</p> <p><i>HA response; The Highways Agency does take reasonable steps to ensure the soft estate is kept in reasonable order.</i></p> <p>f) Why did it take a major length of time to arrange for a broken down truck to be removed during the run up to Christmas? This is a general issue affecting Belmont Ward + other traffic.</p> <p><i>HA response; The Highways Agency does not have the authority to remove broken down vehicles from the trunk road network. It would be for West Mercia Police to consider if a vehicle is causing an obstruction and needs to be removed.</i></p> <p>g) What is the HA doing to press for flood alleviation works at the A49 &amp; A465TR junction?</p> <p><i>HA response; The Environmental Agency (EA) have responsibility for flood alleviation measures and identify priorities nationally. It is understood that Herefordshire Council are liaising with the EA to determine measures for flood alleviation in Hereford.</i></p> <p>h) Why does it take the HA (sometime months) an unreasonable length of time before replying to genuine concerns raised by District Councillors and other Community leaders?</p> <p><i>HA response; The Highways Agency replies to all correspondence within 15 working days. If there are any specific examples that can be provided then they can be investigated.</i></p>
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