

# TRANSPORT

## Extracts from Evidence base

- The A40 trunk road
- Other roads and “Byways Open to All Traffic”  
BOATs
- Traffic speeds
- Lack of public transport
- Bus and Rail services

## **The A40 trunk road.**

The parish and especially the village of Whitchurch, is split by the A40 trunk road. Although this provides excellent access to the north and the east via the M50 and also to the south and west into Wales and the South West via the M4 and M5, it allows traffic to pass through the parish at speeds in excess of 70 mph.

For 3 kilometres from Ganarew to the Old Forge area of Whitchurch, there are 5 access points southbound and 5 northbound on the A40, making this a very busy and potentially dangerous length of road.

In addition, the noise levels from traffic moving at speeds in excess of 70mph, is intense.

## **Other roads and “Byways Open to All Traffic” BOATs.**

This includes the A4137 which runs north from the A40 at the north of the parish to the A49 Ross-on-Wye to Hereford road. The B4229 from Kerne Bridge to Whitchurch joins the A40 and the A4137 at the Old Forge area of Whitchurch and the B4164 runs from Whitchurch to the Wye Rapids area at Symonds Yat West.

All other roads are either classified as “C” or “U”(unclassified) roads, or as “Byways Open to All Traffic” BOATs.

The surface condition of the “C and U” roads are variable, whereas that of the BOATs are generally very poor. Some of these are badly potholed with the edges of the road surface having disintegrated in places.

The number and length of BOATs in the parish is amongst the highest in the county. The settlement of “The Doward” covering the hills of Great Doward and Little Doward in particular, suffers from a road infrastructure of poor quality.

## **Traffic speeds.**

There are issues associated with the lack of speed control at specific locations in the parish which are already of concern and which will require attention in advance of the generation of increased levels of traffic as a result of future development.

### **Dangerous junctions:**

There are also specific locations which are actual or potential accident spots, which require better traffic management.

### **Pedestrian safety:**

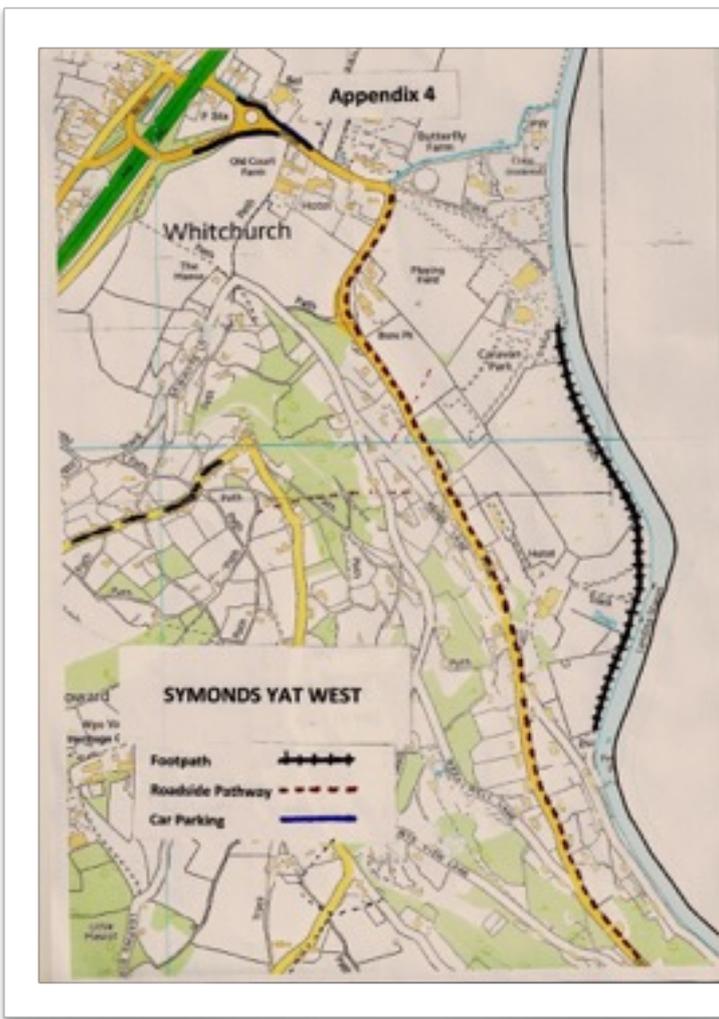
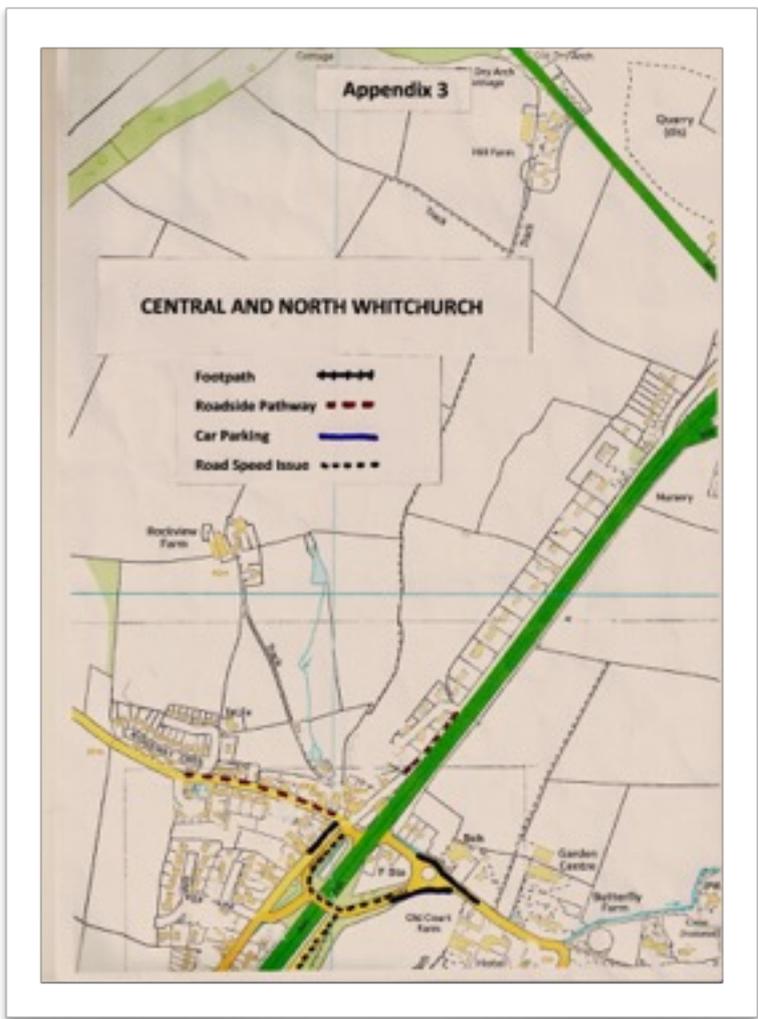
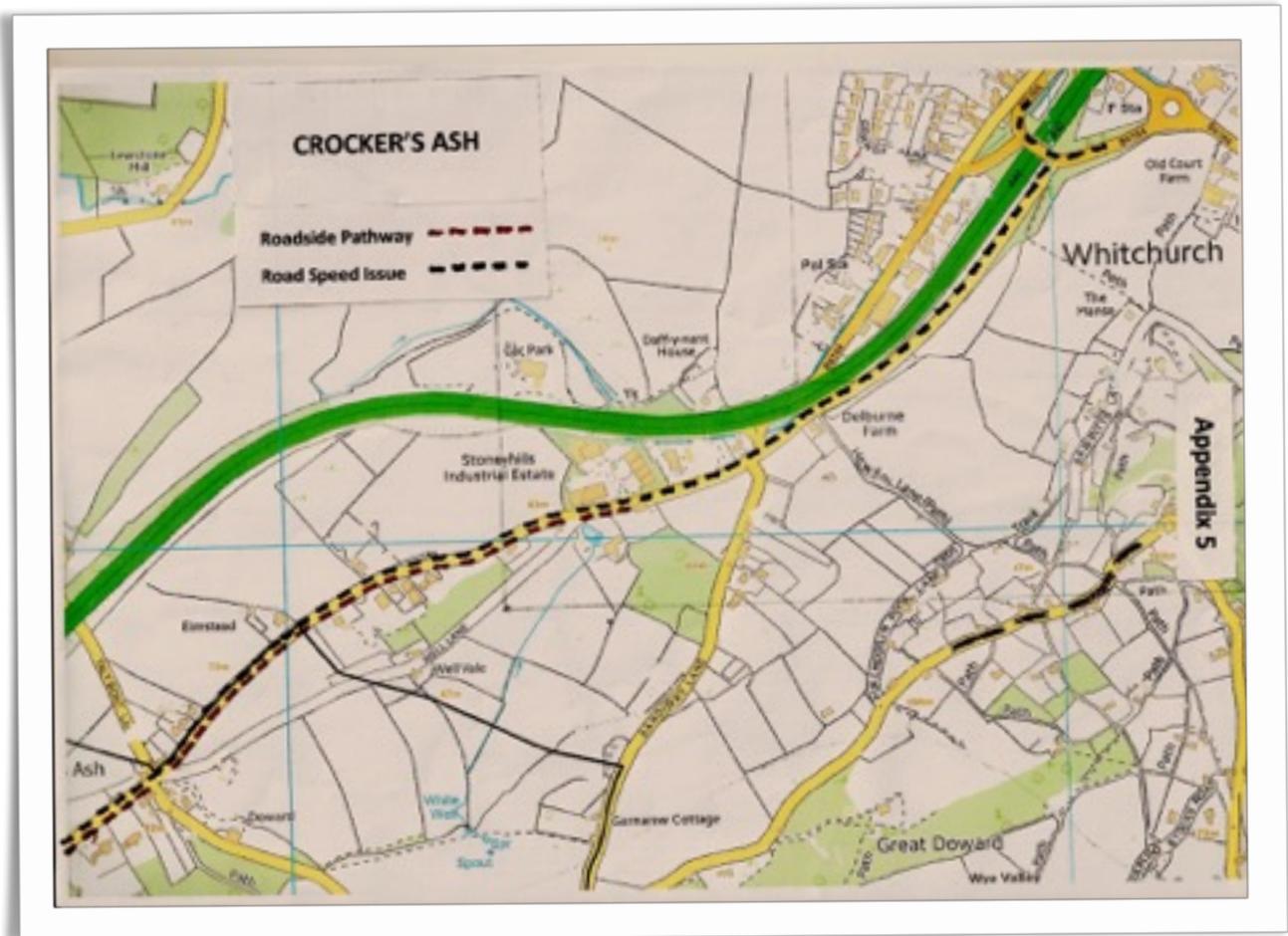
The issue of the lack of provision of pavements and therefore of pedestrian safety is already of serious concern and this will increase with further developments.

## **Parish Plan evidence 2014**

Road Speed Surveys and traffic surveys at specific locations in the parish were requested and are being carried out. Inadequate parking was a concern.

Safety of all residents especially children and older residents concerned many questioned about roads and pavements especially associated with new developments.

**The following maps** identify locations in Whitchurch, Symonds Yat West and in Crocker's Ash where there are issues relating to roadside pathways, parking, footpaths and road speed issues.



## **Lack of public transport.**

There has to be a reliance on private transport borne out by “Travel to Work” data from the 2011 Census.

This shows that of the total of 378 people travelling to work 360, used either a car, van, motorcycle or taxi, i.e. did not use public transport. This equates to 95.2% and reflects the lack of appropriate public transport availability within this rural environment.

**Rail Services:** There are no rail services close to the parish so access local towns is by bus or car.

These towns provide access to National Rail service and these values demonstrate the problems associated with accessing rail services from this Parish.

**Hereford** - 18miles by car (30+ minutes) or 22miles by bus via Ross-on-Wye (100 to 120 minutes).

**Ledbury** - 19 miles by car (30 minutes) there is no bus service available via Ross-on-Wye.

**Abergavenny** - 23 miles by car (30 minutes) or 25 miles by bus via Monmouth (90 minutes).

**Newport** - 30 miles by car (45 minutes) or 40 miles by bus via Monmouth and Chepstow (in excess of 120 minutes).

**Gloucester** - 23 miles by car (35 to 60 minutes) or 24 miles by bus via Ross-on-Wye (100 minutes).

## **Bus Services:**

The service between Ross and Monmouth (Monday to Saturday), service 34, runs approximately on a 2 hourly frequency.

There are two other buses that provide a service for market days in Ross-on-Wye and Hereford.

Clearly all these services have significant limitations, especially for people commuting to work. For people living in this parish who work even a few miles away e.g. in Ross-on-Wye or Monmouth, the likelihood of being able to commute using public transport is remote.

**Voluntary transport schemes** exist, but are minimal in their extent and mainly associated with health care.